



Broadwater: *MYTHS* and **FACTS**

MYTH: *Broadwater will provide clean energy.* **FACT:** **Broadwater will be solely dependent on foreign natural gas – a fossil fuel.** Burning natural gas continues to release carbon dioxide (CO₂) into the atmosphere. CO₂ is the main contributor to global warming.

MYTH: *Broadwater will not damage lobster populations.* **FACT:** Broadwater will damage lobster populations. According to the *Draft Environmental Impact Study* conducted by the Federal Energy Regulatory Commission (FERC), **Broadwater will permanently damage 14,000 square feet of prime lobster grounds**, causing the company to financially compensate lobstermen for this loss. The anchor, or mooring system, would also degrade a section of the Sound designated by the federal government as important “Essential Fish Habitat”.



MYTH: *Our region needs Broadwater to meet our energy demand.*

FACT: **There are already other energy infrastructure projects underway that are less damaging and less intrusive than Broadwater that will be able to supply us ample energy.** Two examples are the Millennium Pipeline and Islander East Pipeline, which will provide a new supply of Canadian natural gas to the New York City and Long Island market respectively. Millennium will supply an additional 575,000 dekatherms, the expansion of the Iroquois Pipeline would supply 100,000 dekatherms of natural gas, and Islander East will supply additional natural gas to Long Island. In addition, repowering of Long Island’s old power plants would result in a doubling of efficiency requiring only half the fossil fuel currently needed to supply the same amount of energy.

MYTH: *Broadwater is safe.* **FACT:** Broadwater is not safe, nor are the Liquid Natural Gas (LNG) tankers which would enter the Long Island Sound 2-3 times per week. That’s why the U.S. Coast Guard *Safety and Security Report* requires **a Permanent “NO Public Access Zone” around the barge and an additional moving “No Access Zone” around the LNG tankers.** A “no public access zone” of 1.5 square miles will surround the LNG terminal. This



Coast Guard Boat

means that for the first time in the Sound’s history, a section of the open water body will be given over to a private corporation. *No fishing, boating, canoeing, swimming or sailing will be allowed.* The Draft Environmental Impact Statement (DEIS) mandates an additional moving “no public access zone” around the incoming LNG tankers that would be 2 miles in front, 1 mile in back and 750 yards on each side. Armed escort boats would surround the tankers as they transverse the Sound, marking the moving zone and requiring all vessels to get out of the way.



MYTH: *There will be a minimal impact to other commercial and recreational boaters on Long Island Sound.* **FACT:** **Broadwater will cause significant problems and disruptions in the waters of the Sound.** “The Race”, named for its strong currents and navigational challenges, is the main passageway into the Sound. There would be 2-3 LNG tankers that enter The Race each week. The Coast Guard identified “The Race” as having a heavy concentration of recreational fisherman throughout the boating season. The DEIS states

that it would take up to 35 minutes to clear the Race for the tankers to enter into the Sound.

MYTH: *The U.S. Coast Guard can provide the needed protection for Broadwater.* **FACT:** The U.S. Coast Guard *Safety and Security Report* highlighted that **the Coast Guard Sector Long Island Sound currently does not have the resources required** to implement the measures that are necessary to effectively manage the risks. Additional needs include marine vessels, staff and financial resources. Also, the U.S. Coast Guard *Safety and Security Report* stated, “existing marine firefighting capability in Long Island Sound is inadequate.”

MYTH: *Broadwater will save us money.* **FACT:** The Federal Energy Regulatory Commission (FERC) suggests that a “cost-sharing agreement” be reached with towns, counties, and state government to pay for all the additional security needs! This means **an increase in costs to taxpayers!**

MYTH: *Broadwater is not susceptible to dangerous accidents and attacks.*

FACT: The Coast Guard’s independent analysis shows that **if there was a severe accident a flammable vapor cloud could travel up to 4.7 miles from the Terminal or 4.3 miles from the incoming tankers.** This means if a tanker had an accident while traveling through the Race, such a cloud could impact Fishers Island, Plum Island or the north fork of Long Island.



MYTH: *Broadwater will be located away from people.* **FACT:** **Broadwater will be located in a busy transit section of the Long Island Sound** and a known trawling lane. Long Island Sound has 180,000 registered vessels in Connecticut and 80,000 registered in New York. In addition, long established commercial traffic routes currently transverse the area identified for the permanent mooring of the barge.

MYTH: *Broadwater will not harm the environment.* **FACT:** **Broadwater will negatively impact the waters of the LI Sound in several ways** including thermal impacts caused by water discharged from the LNG carriers, which would be an average of 3.6 degrees warmer than ambient conditions. Researchers have estimated that a 2-3 degree change in temperature in LIS can dramatically change the Sound’s ecosystem. Warmer waters reduce the population of cold-water species such as winter flounder and lobster.