The Line 3 DEIS Highlight Reel

June 2017

The public was given 3 weeks to read and analyze the 5000+ pages of the Draft Environmental Impact Statement for Line 3. This is our list of highlights and comments so far:

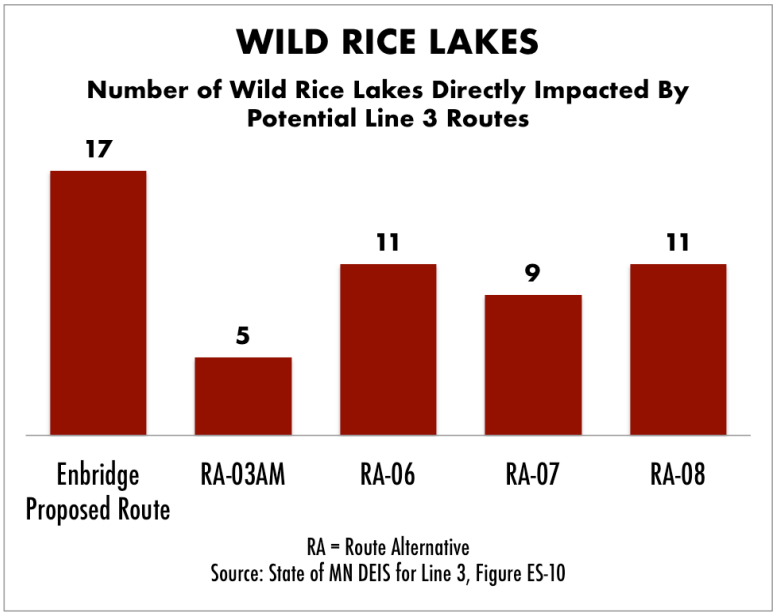
Tribal Impacts

- Most of the issues specific to tribal people and tribal resources are confined to a separate chapter that attempts to provide "an American Indian perspective." They are excluded from the main chapters that assess potential impacts. This allows the EIS to avoid drawing conclusions about the impacts on tribal people**.** (Chapter 9)

- Chapter 9, "Tribal Resources," states that ANY of the possible routes for Line 3 "would have a **long-term detrimental effect on tribal members and tribal resources**" that cannot be accurately categorized, quantified, or compared (9.6). It also acknowledges that "traditional resources are essential to the maintenance and realization of tribal lifeways, and their destruction or damage can have profound cultural consequences" (9.4.3).

- Chapter 11, "Environmental Justice," acknowledges that pipeline impacts on tribal communities "are part of a larger pattern of structural racism" that tribal people face in Minnesota, which was well documented in a 2014 study by the MN Department of Health. It also concludes that "the impacts associated with the proposed Project and its alternatives would be an **additional health stressor on tribal communities** that already face overwhelming health disparities and inequities" (11.4.3).

- The DEIS concludes that "disproportionate and adverse impacts would occur to American Indian populations in the vicinity of the proposed Project" (11.5) But it also states that this is NOT a reason to deny the project!



- Chapter 6 states that Enbridge's preferred route **would impact more wild rice lakes and areas rich in biodiversity** than any of the proposed alternative routes (Figure ES-10).

- Most of the analysis of archaeological resources in the path of the pipeline rely on Enbridge's surveys. For some reason, only 3 of their 8 surveys are

available, and the 5 missing are the most recent! In those, Enbridge found 63 sites, but claims that only 3 are eligible for protection under the National Register of Historic Places. (5.4.2.6.1)

- The DEIS acknowledges that "The addition of a temporary, cash-rich workforce **increases the likelihood that sex trafficking or sexual abuse will occur,**" and that these challenges hit Native communities the hardest. But the DEIS dismisses this problem quickly, saying that "Enbridge can prepare and implement an education plan or awareness campaign around this issue" (11.4.1).

Big Picture Problems

- Many of the environmental impacts and plans for minimizing them are drawn directly from Enbridge's permit application ("Enbridge would do this" and "Enbridge would do that") without any evidence of compliance or genuine consideration that maybe, just maybe, Enbridge won't follow all the rules. History shows that they continually violate permit conditions - we are working on compiling an enormous record of these violations. The DEIS should analyze the likelihood of compliance.

- The Alternatives chosen for comparison to the pipeline proposal are absurd -- for example, the only rail alternative assumes the construction of a new rail terminal at the US border, and thousands of new railcars to transport oil to Clearbrook and Superior. Enbridge would never do that. The only reasonable rail option would begin in Alberta. The truck alternatives are similarly unreasonable.

- The "No Build" Alternative is not genuinely considered. It is framed as "Continued Use of Existing Line 3" (Chapters 3 and 4), but **nowhere is the "Shut Line 3 Down" option considered**. There is no discussion of renewable energy, conservation, or the rapid development of electric car infrastructure. There is no assessment of the decline in oil demand. The entire study assumes that society needs X amount of oil, simply because Enbridge says they can sell it. That assumption ignores the massive fossil fuel subsidies and debts that make Enbridge's profits possible, and avoids the moral question of what is good for people and the planet. We know we must stop burning fossil fuels yesterday.

- There is zero discussion of how all this extra oil will go once it leaves Superior, Wisconsin. With 370,000 bpd of additional capacity, Enbridge will need a new pipeline departing its terminal in Superior. We know that they plan to build Line 66 through Ojibwe territories in Wisconsin, but they continue to deny this. Why isn't MN asking?

- The DEIS contains **no spill analysis for tributaries of the St. Louis River or Nemadji River**, where spills could decimate Lake Superior and the harbors of the Twin Ports.

- For calculations of impact, the lifespan of the new Line 3 is estimated at 30 years. But Lines 1-4 are 55-65 years old! And hasn't the technology improved? The lifespan should be at least 50 years.

- The DEIS assumes that the Koch pipelines to MN refineries get all their oil from Line 3, but the current Line 3 does not supply enough capacity for this (390,000 barrels per day), and we know that some of it comes from Line 81, which brings oil from the Bakken in North Dakota.

Spill Risk

- The 7 sites chosen for spill modeling are not representative of the locations and resources put at risk along the entire corridor. A more thorough analysis of different locations is needed - for example, what about Lake Superior?

- The DEIS estimates the annual probability of different kinds of spills on the proposed route:
    - Pinhole leak = 27% (once every 3.7 years)
    - Small Spill = 107% (once every 11 months), Medium = 7.6%, Large = 6.1%
    - Catastrophic = 1.1% (once every 87 years)

So in 50 years, we can expect 14 pinhole leaks, 54 small spills, 4 medium, 3 large, and 1 catastrophic!

Abandonment

- The risks of pipeline abandonment are not adequately assessed. For example, there is no discussion of landowner property values and the effect that an abandoned pipe could have on them, especially if there is indeed "legacy contamination" on people's land. It merely says "In the near term, impacts on socioeconomics are anticipated to be minimal" (Chapter 8). What about the long-term?

- There is also no discussion of exposed pipe, how fast it will corrode, or how much currently buried pipe will become exposed once it is emptied. "When a pipe is empty, the weight of the liquid load that once contributed to buoyancy control is lost. As a result, the pipe could become buoyant and begin rising toward the surface at watercourse crossings, in wetlands, and in locations where soil density is low and the water table is high" (8.3.1).

- We know that the abandonment of the existing line 3 is bad. But there is also no mention of the abandonment of the other 3 ancient pipelines in Enbridge's existing mainline corridor (Lines 1, 2, and 4), which we expect Enbridge will very soon attempt to abandon. Nor is there any discussion of the abandonment of the NEW Line 3 in 50-60 years.

- The DEIS states that it will be very risky to remove and clean up the existing Line 3 because the pipelines are very close together. "The distance between pipelines within this corridor varies, but they are generally 10 to 15 feet apart" (8.3.1). This is not consistent with our extensive observations and physical measurements on the land. Also, don't they dig up pieces of pipe for maintenance purposes all the time? Why is it suddenly risky?

- The DEIS simply states that "Enbridge has indicated that it would develop a contaminated sites management plan to identify, manage,and mitigate historically contaminated soils and waters" found during the abandonment or removal of the existing Line 3 (8.3.1.1.1). We want to see that plan.

Construction and Restoration

- Chapter 2, "Project Description" states that Enbridge has requested a 750-foot route width (375 feet on each side of the Line 3 Replacement pipeline centerline). They claim only 50 of the 750 feet would remain a permanent right-of-way (2.1) Is Enbridge using this permit to prepare the area for more pipes in the future?

- Their "restoration" plans for restoring the landscape around the corridor after installation is laughable. Enbridge's process for restoring wetlands includes dumping the now compacted (and probably de-watered) soil back in the trench, sowing some oats and "letting nature take it's course". This is not how you re-establish a wetland. Studies have shown that even with proper restoration practices, it can take decades to get back to the biological functioning it was at prior to disturbance. When Enbridge stores the soil, they will also be driving equipment over it- which compacts it, they also plan to compact the soil after refilling the trenches. This is not good for the soil.

- Cathodic protection, which applies electric current to the pipeline in order to protect it from corrosion caused by nearby utility lines, **will not be installed for up to 1 year after pipeline construction** (2.3.2.3). Lack of cathodic protection is what caused many pinhole leaks in the Keystone pipeline, almost immediately after construction. The proposed route for Line 3 follows a utility corridor for much of its length - this is a recipe for disaster.

Economic Impacts

- Chapter 5, "Existing Conditions, Impacts, and Mitigation" states that **Line 3 will create ZERO permanent jobs**. Enbridge's application states that "existing operations staff would be able to operate the [pipeline] and that few additional employees would be hired to assist the staff" (5.3.4).

- Also in Chapter 5, the DOC assumes "all workers would re-locate to the area" and **ZERO construction jobs will go to Minnesotans**. The pipeline would have "no measureable impact on local employment, per capita household income, median household income, or unemployment" (5.3.4).

- The DEIS does not acknowledge that when the existing Line 3 shuts down, **Enbridge will stop paying taxes to the MN counties along the mainline corridor**. For many of these poor counties in the north, revenue from Enbridge's property tax makes up a significant portion of the county budget.

Climate Change

- The DEIS acknowledges that Line 3 would contribute to climate change. It analyses 3 different types of emissions - direct, indirect, and lifecycle. Direct emissions are those that the pipeline infrastructure itself emits, and these are very small. Indirect emissions are those created by the power plants that provide electricity for the pipeline's pumping stations, and these are significant. Lifecycle emissions are those caused by the refinement and eventual use of the oil, and these are massive. Line 3's direct and indirect emissions alone would be 453,000 tons of CO_2 per year. Over a 50-year lifespan, that would cost society an estimated $1.1 billion. (Executive Summary p.18).

- The lifecycle emissions of Line 3 would be 193 million tons of CO_2 each year. Over a 50-year lifespan, that would cost society an estimated $478 billion (5.2.7.3)

- The DEIS does not discuss the unprecedented challenges of human casualty, displacement, conflict, natural disaster, biodiversity loss, etc, that climate change is causing, or the consensus from the scientific community that we must leave fossil fuels in the ground. It also fails to acknowledge that across the planet, Indigenous people are disproportionately impacted.

Regardless of whether or not Enbridge can find customers for their pipeline, the DEIS affirms that the State of MN must deny the permit if this condition is found to be false: "The consequences to society of granting the CN are more favorable than the consequences of denying the certificate." That is our position. No permit. No pipeline. Shut down Line 3 and develop renewable energy infrastructure.

Learn more at StopLine3.org

STOP LINE 3