

Exhibit 2

FSRU Vessel Color Choice

1.0 Preamble

The New York State Department of State (NYSDOS), a cooperating agency in the FERC proceedings for the Broadwater LNG Project (“Project”), has further engaged the applicant, Broadwater Energy LLC and Broadwater Pipeline LLC (jointly “Broadwater”), during the coastal zone consistency review process. This engagement has included information requests and exchanges between Broadwater and NYSDOS. This response has been prepared in response to a request on July 24, 2007 to provide additional information on the proposed color choice of the vessel by Broadwater.

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Broadwater filed a Coastal Zone Consistency Determination application with the NYSDOS in April 2006 which included, as Appendix K, a Visual Resource Assessment. This assessment was performed by Saratoga Associates and included viewshed mapping, identification of sensitive resources, selection of key receptors, simulation of project appearance, and an evaluation of the degree and character of project visibility. Based on this analysis, considerations for mitigation of any remaining perceived visual impacts were identified and included the camouflage/disguise of the facility by vessel color choice.

The proposed LNG terminal has been sited near the center of the Sound at its widest point, in part, to maximize the distance from any coastal vantage point and minimize potential visual impact on coastal resources. The LNG terminal will be approximately 9 miles from the nearest coastal vantage point. There is no location within the Sound where the project would be substantially farther from the nearest coastal observer.

The principles of camouflage are to alter the form, shadows, texture, colors and silhouette of an object to hinder its recognition, and to make the object blend into the background or the surrounding landscape. The most important techniques of camouflage are countershading and disruptive coloration.

While the color of the FSRU/YMS structure has not been determined by the certifying regulatory agencies, there are options available that Broadwater is proposing for use at the facility. As presented in the VRA, borrowing from the camouflage techniques of the U.S. Navy, shades of gray can be used to minimize contrast between the LNG terminal and the washed out distant blue - gray colors of the background as well as the foreground waters of the Sound. These factors combine to minimize visual distinction and perceived importance of the Project within the context of the regional landscape (waterscape).



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Final color selection may be influenced by FERC and U.S. Coast Guard requirements that have not yet been determined. However; Broadwater is proposing the use of a blue-gray color scheme for the facility and will implement this color choice for the construction of the vessel as long as other vessel color requirements are not made by FERC and the U.S. Coast Guard during the final certification process.