



## Gibbstown Logistics Center Plans to Export Liquefied Natural Gas (LNG)

The Gibbstown Logistics Center (GLC) is located on the Delaware River at approximately River Mile 86 at 200 North Repauno Avenue, Gibbstown, Greenwich Township, Gloucester County, NJ, occupying approximately 371 acres. Delaware River Partners (DRP), an affiliate of New Fortress Energy, has applied for permits to build a second dock at this facility with two additional ship berths to export LNG overseas. Bulk liquids such as natural gas liquids (NGL) like propane and butane are stored on site and if Dock 2 is built, NGL shipments are also planned to expand. Butane is stored today in the decades-old cavern built by DuPont previously for the manufacture of explosives. The GLC site is still contaminated from 100 years of industrial use by DuPont and others. PCBs and several toxins, including nitrobenzene, a highly toxic carcinogen contaminate the groundwater.

The GLC, also known as the Repauno Terminal, has completed Dock 1. Originally planned to export and import various products, including cars and perishable cargo, the Dock 1 terminal exports NGLs today. Dock 2 would be used for LNG exports and the expansion of hazardous bulk liquids shipping - primarily NGL, it seems.

Dock 2 has not been constructed. The addition of LNG is a completely different operation that requires a substantial body of environmental, public safety and health analyses, increased regulatory scrutiny, and much greater public review and input. The Federal Energy Regulatory Commission (FERC), for instance, is deciding if it has jurisdiction over the LNG export project; if so, further studies and approvals would be required.

### The Gibbstown Logistics Center Dock 2 LNG/NGL Export Terminal Proposal:

- Would provide navigational access, mooring, and loading equipment for two ships up to 173,400 cubic meters in capacity and would be located west (downriver) of the single multi-purpose dock. The volume of LNG to be exported in current plans is unclear due to DRP's shifting numbers and missing data. But recent applications for permits reveal more than 5 million gallons of LNG is the average daily export volume. NGLs are typically shipped in smaller ships and could use both docks.
- Would triple the potential activity at the facility, greatly increasing ship traffic. Each year 100 ship vessels would call on Dock 1 (NGL + other cargo); 37 LNG ships at Dock 2; total: 137 ship vessels.
- Would require dredging of an additional 45 acres of river, impacting water quality; fish, aquatic life, and wildlife, including threatened and endangered species; river vegetation; and other river uses.
- According to a permit application, over **1,650 trucks trips each day** would come and go from the Gibbstown Logistics Center. The total "daily trips" of all traffic is estimated at **8,450** to/from the site. The Rt. 44 Bypass was built to accommodate this truck traffic, which used to cut through residential Gibbstown. Trucks carrying dangerous NGL now travel in and out of the Gibbstown Logistics Center but since the Dock 2 for LNG ships is not yet built, there are no LNG trucks. Of the total Rt. 44 Bypass traffic, the company has projected ~800 truck trips each day would transport LNG at Gibbstown. This could be in addition to or in place of LNG by rail transport.

- Trains, using rail tank cars, carry NGL and eventually LNG into the GLC, if permitted. The Pipeline and Hazardous Materials Safety Administration (PHMSA) approved a “Special Permit” for New Fortress Energy’s subsidiary Energy Transfer Solutions to use 2 “unit trains” of up to 100 rail cars each to carry LNG from Wyalusing, Bradford County, PA where the LNG would be made, to Gibbstown, ~200 miles using old design substandard rail cars. The Special Permit was never used because the project has been delayed. The permit expired in 2021 and in April 2023 PHMSA issued a denial of the company’s renewal request. Therefore, the Special Permit is dead at this time.
- A longstanding national ban on LNG being transported in rail cars was in place because it is so dangerous but PHMSA issued a rulemaking to allow LNG by rail nationwide in June 2020. In late 2021, PHMSA proposed to suspend that rule based on new safety information but the new rule that would pull back the 2020 authorization has not yet been adopted. Unless the 2020 federal rule that lifted the ban on LNG by rail is also itself lifted, it is possible that trains carrying LNG could transport it as soon as new rail cars are available, gravely endangering the hundreds of communities along the LNG railway route from Wyalusing to Gibbstown, as well as communities throughout the nation.
- While other LNG facilities take about a day to load LNG into ships, the GLC would “transload” from trucks and/or rail cars, requiring about 2 weeks for this process. To meet the company’s export projections, they have permission to operate around the clock, 365 days per year. This extended loading period and perpetual operating schedule greatly increases the opportunity for accidents and spills. At least 75 neighbors are within 200 feet of the Repauno property, including a day care and the Gibbstown Public School; all of Gibbstown, Tinicum Township PA, densely populated Chester PA and the Philadelphia Airport are within ~2 miles. Paulsboro is just over ~2 miles away.
- New Fortress Energy plans to export LNG to Puerto Rico, Jamaica, Ireland, Angola, and more.
- Air pollution from the site, including truck traffic, diesel equipment, venting and flaring of LNG and increased NGL, has not been fully permitted or assessed. The climate impacts of methane or other greenhouse gas releases from the proposed project have not been considered by any agency. No environmental impact study has been conducted by any agency. The public safety threats posed by LNG have not been addressed. The construction and operation of a proposed “small capacity” natural gas liquefier on site has not been assessed or permitted.

Other facts:

LNG is a liquefied cryogenic flammable gas, cooled to at least -260 degrees F. It is dangerous to handle and store, bringing with it "unique safety hazards". If LNG is released to the atmosphere it creates an extremely cold vapor cloud that can asphyxiate those nearby and cause severe freeze burns, even death. Spills that catch fire burn so hot the fire cannot be extinguished, causing second-degree burns within 30 seconds for those exposed within a mile. PHMSA and expert reports say an LNG release boils furiously into a flammable vapor cloud 620 times larger than the storage container. This super-energy power packed into **just 22 rail cars equals the force of the Hiroshima bomb** and can cause a catastrophic Boiling Liquid Expanding Vapor Explosion that vaporizes and combusts at the same time, threatening an entire region.

An unignited ground-hugging vapor cloud can move far distances downwind into communities, it can race across water for miles. If ignited, it can burn back to the source, which would have catastrophic impacts. If confined in a space like a basement or sewer system, it can spontaneously explode. The US Emergency Response Guidebook advises initially to evacuate 1 mile; in recent accidents, a 2-mile radius was evacuated. There is a lack of response training or equipping of communities exposed to LNG.

**For more information:** <http://bit.ly/DRNGibbwebpage> To get involved: [tracy@delawariverkeeper.org](mailto:tracy@delawariverkeeper.org)  
**Map of the possible truck/train routes:** <https://www.delawariverkeeper.org/taxonomy/term/1174>