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## **Huge LNG export terminal on Delaware River Examined at Forum**

*Expert Safety Analysis, Environmental Threats and Climate Impact Issues Discussed*

*Cherry Hill, NJ:* People participated in a public forum tonight in Cherry Hill, NJ, discussing a proposal to export Liquefied Natural Gas (LNG) from the Gibbstown Logistics Center deepwater port in Greenwich Township on the Delaware River. New Fortress Energy and Delaware River Partners want to bring 1,650 trucks loaded with LNG into the region every day to ship it out on the river with the construction of a second dock at the terminal. They also plan to expand the amount of other fracked gas liquids such as butane and ethane they will handle.

LNG expert Fred Millar presented details about the high risks that LNG handling imposes and the potential for catastrophic consequences, especially considering the poor regulation of LNG and misinformation of its dangers. Representatives of EMPOWER NJ and others shared information about the controversial proposal, examining the health, safety, and environmental impacts and reviewed the status of the project and actions people can take.

“The large and unique risks of a Liquefied Natural Gas release disaster, threatens the entire region where the terminal is located and everyone along the truck transportation route. First responders and the at-risk community are being deliberately misinformed by the government on such risks, in part because of poor regulation and pervasive company/agency secrecy surrounding the risk potentials. LNG transportation and handling in a community gamble with peoples’ lives and safety throughout the region,” **said Fred Millar, expert on chemical facility and hazardous materials transportation risks and the featured speaker at the forum.**

“The proposal to export LNG from the Delaware River port at Gibbstown, NJ, is a pollution nightmare from its start in the shale fields of Pennsylvania where fracking would extract the gas, a processing plant would liquefy it, trucks and/or rail cars would transport it through hundreds of communities across Pennsylvania and New Jersey, transfer it directly to ships around the clock in Gibbstown and then finally ship it down the river and overseas for sale. What is in this for the people who will be exposed every step of the journey to the dangers of LNG and the pollution of dirty fracked gas? Nothing. New Fortress Energy’s LNG proposal is the wrong project at the wrong place at the wrong time. There is simply no justification to risk public safety and grievously harm the environment for a company’s private gain,” **said Tracy Carluccio, Deputy Director, Delaware Riverkeeper Network.**

“The proposed LNG facility along the Delaware River is an accident waiting to happen. This facility could become a disaster for the environment and public safety. Delaware River Partners propose to bring 3.5 million gallons of LNG a day to the port from truck or rail, this is equivalent to 2 billion gallons of natural gas. These LNG carriers will be bombs on wheels. Close to 1650 carriers will be coming through our communities to get to the site. An LNG port will not only cause catastrophic damage to the Delaware River and surrounding area, but prompt more fracking, more use of GHG’s, and cause more climate impacts,” **said Jeff Tittel, Director of the New Jersey Sierra Club.** “We are going to work to fight this project at every step, whether it’s the DRBC, the DEP, the Army Corp, or Coast Guard. It’s too important for the safety of the public and environment.”

"There is nothing to love and everything to hate about the Gibbstown LNG project," **stated Eric Benson, Clean Water Action Campaign Director.** "It is an outrageous proposal that puts drinking water, natural resources, and local communities in harm's way. It further exacerbates negative climate impacts by keeping us hooked on dirty, dangerous fossil fuels. The place and time to say 'No more!' is here and now."

"Putting a dangerous fossil fuel complex on the Delaware River represents the worst of the Trump administration's energy agenda: Deepening our dependence on dirty fossil fuels and putting corporate profits ahead of clean air and water," said **Food & Water Action organizer Jocelyn Sawyer.** "The more we find out about what is being planned for Gibbstown, the worse it gets. If Governor Murphy cares about his climate and environmental legacies, his administration must stop this project."

"The Delaware River does not need another dirty fossil fuel export facility," **said Alex Bomstein, Senior Litigation Attorney for Clean Air Council.** "Our region is taking strides toward a clean energy future, but this would be a big step backwards."

"South Jersey and the Delaware River already have a legacy of being overburdened with fossil fuel projects. This LNG project – which has all the transparency of Delaware River mud – is being railroaded through the regulatory process. Town halls like tonight are a fire bell to warn the public that the fracked gas industry wants to build a dangerous outpost in South Jersey", said **Doug O'Malley, Director of Environment New Jersey.** "This project will hit the environmental trifecta of a climate disaster, a public safety menace and a disaster for the Delaware. We need the Murphy Administration to apply the full weight of environmental review to this menace to keep it out of the Delaware."

Controversy is swirling around the proposal by New Fortress Energy and Delaware River Partners to expand the under-construction Gibbstown Logistics Center deepwater port terminal to include LNG and increase natural gas liquids (NGL). LNG would be trucked or railed from Bradford County, PA, across Pennsylvania and New Jersey into Gibbstown in Gloucester County on the Delaware River and loaded directly on to ships in a continuous operation 24/7, 365 days per year, up against the residential community of Gibbstown. Shipping vessels on the Delaware River would carry it

overseas for sale. NGL would be stored on site in an old underground cavern and in tanks. The entire property is a polluted superfund site that was owned by DuPont as an explosives manufacturing plant and by other industries that added to the contamination. This would be the first LNG export terminal in the Delaware River Watershed and the first in New Jersey.

The addition of LNG and the expansion of the hazardous bulk liquids shipping is a completely new ball game that requires a substantial body of specific environmental, health and safety analyses, increased regulatory scrutiny, and much greater public review and input. Additional approvals are required for LNG terminals and shipping. Several permits and approvals are pending and will be open for public review and input.

For more information, see Fact Sheet: <https://bit.ly/2nUi6JF>

See more about EMPOWER NJ at: <http://empowernewjersey.com/>

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