



For Immediate Release
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Opposition Grows with DRBC approval of LNG Export
EMPOWER NJ, Public Vow to Fight

Trenton, New Jersey – Despite strong opposition from the public, the Delaware River Basin Commission unanimously approved the permit for New Fortress Energy's Liquefied Natural Gas (LNG) export terminal on the Delaware River in Greenwich Township, NJ, known as Gibbstown Logistics Center. The DRBC Commissioners, the Governors of the four states that are part of the Delaware River Basin – New Jersey, New York, Pennsylvania, and Delaware – each cast their vote in favor with no discussion at their public business meeting June 12. The vote was led by the newly elected chair of the DRBC, the alternate representing New York Governor Cuomo.

The vote was rushed through without any disclosure in the public notice that the terminal would handle LNG in addition to the other products at the terminal, which is currently under construction. EMPOWER NJ exposed the plans to ship LNG from the port after Delaware Riverkeeper Network alerted the public and agencies based on investigations of New Fortress Energy. DRBC hastily added a public hearing for the docket approval on June 6, where the DRBC verbally admitted LNG was a planned

cargo. Objections made by the public at the June 6 hearing and in written comment were dismissed by DRBC in a verbal response to comments at the DRBC business meeting.

New information uncovered by EMPOWER NJ has further confirmed that plans to export LNG from the facility were in the works at least since November 2017 when Delaware River Partners, acting for New Fortress Energy, submitted an application to the U.S. Coast Guard to export LNG from Gibbstown. This information was obtained on June 12 through an open records request filed with New Jersey Department of Environmental Protection by Food and Water Watch, an EMPOWER NJ coalition member. A copy of the application is imbedded at the end of this release.

“Just days after releasing his clean energy master plan, Governor Murphy inexplicably threw his support behind a dangerous fossil fuel complex on the Delaware River,” **said Food & Water Watch organizer Jocelyn Sawyer.** “This fracked gas export project represents the worst of the Trump administration energy agenda: Deepening our dependence on dirty fossil fuels and putting corporate profits ahead of clean air and water. Even worse, this decision was made before any of the critical details about the capacity of this project and the hazardous materials involved were released to the public.”

“DRBC has made a hasty decision that is flat out wrong. The handling and export of dangerous LNG jeopardizes public health and safety in the entire region and exposes the Delaware River to potential catastrophe should there be an accident or leak. In addition to the dangers of LNG, the dredging, construction of the berths, and the damage to fish and wildlife and their habitats, including the endangered Atlantic Sturgeon, should have required deeper consideration by DRBC to ensure the protection of the water resources of the Basin,” **said Maya van Rossum, the Delaware Riverkeeper.**

“The DRBC sold out the public and the environment with its approval of this disastrous LNG port. This project will have significant environmental impacts from toxic sediment suspended from dredging. The peer can impact marine fisheries and endangered species like the Atlantic Sturgeon. More importantly, this is a threat to

public health and safety. A leak, accident, or explosion could jeopardize the lives of tens of thousands of people. What the DRBC did was outrageous in pushing this through with very little time for public comment or scrutiny," **said Jeff Tittel, Director of the New Jersey Sierra Club.** "DEP knew about the project for two years and pushed through their permits all behind closed doors. New Jersey voted for the project at the DRBC. Governor Murphy says he wants cleaner, renewable energy yet he approved an LNG port that will have significant impacts on water quality, climate, and increase GHG's. This is a fracking bad decision."

"The DRBC decision yesterday to approve a massive LNG export on the banks of the Delaware River was the classic rubberstamp," **said Doug O'Malley, director of Environment New Jersey.** "The deafening silence from the Commissioners before they unanimously voted for a proposal which the DRBC recently publicly admitted was a LNG facility speaks volumes. There is a clear strategy to push this project through as quickly as possible with as little time for public input as possible. NJDEP will place a key role in this project and the Murphy Administration must oppose this project. You cannot achieve 100% clean energy by 2050 when you're building the first LNG export facility on the Delaware. Our river and our climate demands deep-sinking this rubberstamp approval by DRBC."

"We will fight this destructive and potentially catastrophic export of LNG from the Delaware River. DRBC's approval was an enormous mistake and a betrayal of the public's trust in their protection of our river, the life in the river, the water quality that will impact tidal waters carried up stream to Philadelphia and New Jersey drinking water intakes, and their consideration of the public's safety. This project will require thousands of new fracked wells to feed the proposed LNG plant in Bradford County, PA spurring more human health and environmental devastation to communities in the Marcellus Shale regions," **said Tracy Carluccio, Deputy Director, Delaware Riverkeeper Network.**

The "Letter of Intent" submitted by Delaware River Partners seeking approval by the Coast Guard for the export of LNG is now out of date as it only references one berth and the application approved by DRBC as well as other currently proposed permits

regarding the project is for two new berths at the expanded dock. Also, the amounts of LNG (and natural gas liquids – known as “Liquefied Hazardous Gas”) contained in the application are no longer accurate because the capacity of shipping would triple at the terminal if the two new berths are approved by New Jersey under a state Waterfront Development Permit, out for public comment until June 20. According to the application, the volume of LNG to be exported was 2,338,000 gallons per day. It is unknown how much would be exported under the new scenario.

It is also revealed in the application that New Jersey Department of Environmental Protection is the “lead agency” for the project, providing proof that the state knew about the LNG plans in 2017 but did not disclose that publicly.

The “Letter of Intent” is imbedded below.

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November 16, 2017

Captain Scott Anderson
Captain of the Port, USCG Sector Delaware Bay
ATTN: Facilities and Containers Branch
U. S. Coast Guard
Sector Delaware Bay
1 Washington Avenue
Philadelphia, PA 19148

Re: Letter of Intent for Repauno Port and Rail Terminal, Gibbstown, New Jersey

Dear Captain Anderson:

Delaware River Partners LLC ("DRP") proposes to site, construct, and operate a multi-use, deep-water port and logistics center that may include a variety of separate uses including handling of imported and exported automobiles, other bulk freight and liquid energy products including, but not limited to liquefied petroleum gas ("LPG") and liquefied natural gas ("LNG"). LPG is classified as a liquefied hazardous gas ("LHG") by 33 C.F.R. § 127.005.

The focus of this submission is a joint LNG / LHG facility which will be referred to as the "Project". In accordance with the requirements contained in 33 C.F.R. § 127.007, DRP is pleased to submit the following information about the Project. Please note that at the appropriate time, DRP will make the necessary submission(s) to the COTP pursuant to 33 C.F.R. §§ 126 and 154 as it relates to the other proposed uses.

Given the common stakeholders involved throughout the approval and assessment process, as well as the interdependent risk factors that must be examined, DRP requests that the LNG and LHG be examined jointly through a combined Waterway Suitability Assessment ("WSA") that will accurately represent the envisioned operations of the proposed Project. Enclosed with this Letter of Intent is a Preliminary WSA.

The Project would be operated at the site of the proposed Repauno Port and Rail Terminal ("Repauno Facility"), which is located on a 218-acre portion of a 1630-acre tract formerly known as the Dupont Repauno Works at 200 North Repauno Avenue in Gibbstown, Gloucester County, New Jersey. The Repauno Facility will be consistent with other industrial facilities along the riverfront.

The Project's LNG operations will maintain an export capacity of approximately 1.5 million metric tonnes per annum ("MTPA") (roughly 1,670,000 BBL per month). The LHG operations will maintain an

export capacity of approximately 9,600,000 BBL per annum (800,000 BBL per month). Notably, LNG, LHG, or other hazardous or non-hazardous cargo operations will not run concurrently, as the single-berth wharf only permits one vessel to dock at a given time for a single commodity.

1. Name, address and telephone number of the owner and operator

The Project will be owned and operated by DRP, a limited liability company organized under the laws of the State of Delaware, which is doing business as Repauno Port and Rail Terminal. The address and telephone number for DRP is:

Delaware River Partners LLC
d/b/a Repauno Port and Rail Terminal
200 North Repauno Avenue
Gibbstown, NJ 08027
Phone: 856-224-7067

2. The name, address, and telephone number of the Federal, State, or local agency having jurisdiction for siting, construction, and operation

The lead agency with jurisdiction over the Project is the New Jersey Department of Environmental Protection ("NJDEP"). NJDEP will have the responsibility of reviewing the siting, environmental and safety aspects of the project and preparing the environmental documents required pursuant to the agency's governing laws and regulations. The mailing address and telephone number for general inquiries are:

New Jersey Department of Environmental Protection
Bureau of Release Prevention
401 East State Street
Mail Code 22-03D
P.O. Box 420
Trenton, NJ 08625-0420
Phone: 609-633-0610

In addition to the siting and environmental reviews by NJDEP, other agencies participate in the process, such as the U.S. Department of Energy for authorization to export LNG to both Free Trade Agreement and Non-Free Trade Agreement countries, and the Greenwich Township and Gloucester County Planning Boards for related local site plan and construction approvals. A Section 10/404 permit for construction of the Repauno Facility is pending before the U.S. Army Corps of Engineers ("USACE").

3. Name, address, and telephone number of the Repauno Facility

The project name is "Repauno Port and Rail Terminal." The project management offices and point of contact are:

Mr. Jimmy Osman
V.P. Engineering & Development
Repauno Port and Rail Terminal
200 North Repauno Avenue
Gibbstown, NJ 08027
Phone: 856-224-7067

4. The physical location of the Project

The Project will be located on a portion of the Repauno Facility currently being redeveloped by DRP on the site of a former industrial facility along the Delaware River. The Repauno Facility will feature a single, multi-use, deep-water berth and associated port and logistics center facilities, including the proposed Project. The Project will be located at 200 North Repauno Avenue in Gibbstown, Gloucester County, New Jersey, at river mile 86.5 and at Latitude N 39.846/Longitude W 75.296. The Project is adjacent to the Tinicum Range of the Delaware River Channel. A site location map is shown in Figure 1, a site plot plan showing the major components that are planned for the Repauno Facility are shown in Figure 2, including the alignment of the LNG and LHG operations. Figure 3 shows a more detailed view of the wharf.

Figure 1 – Proposed Repauno Facility Location



Figure 2 - Proposed Repauno Facility Layout

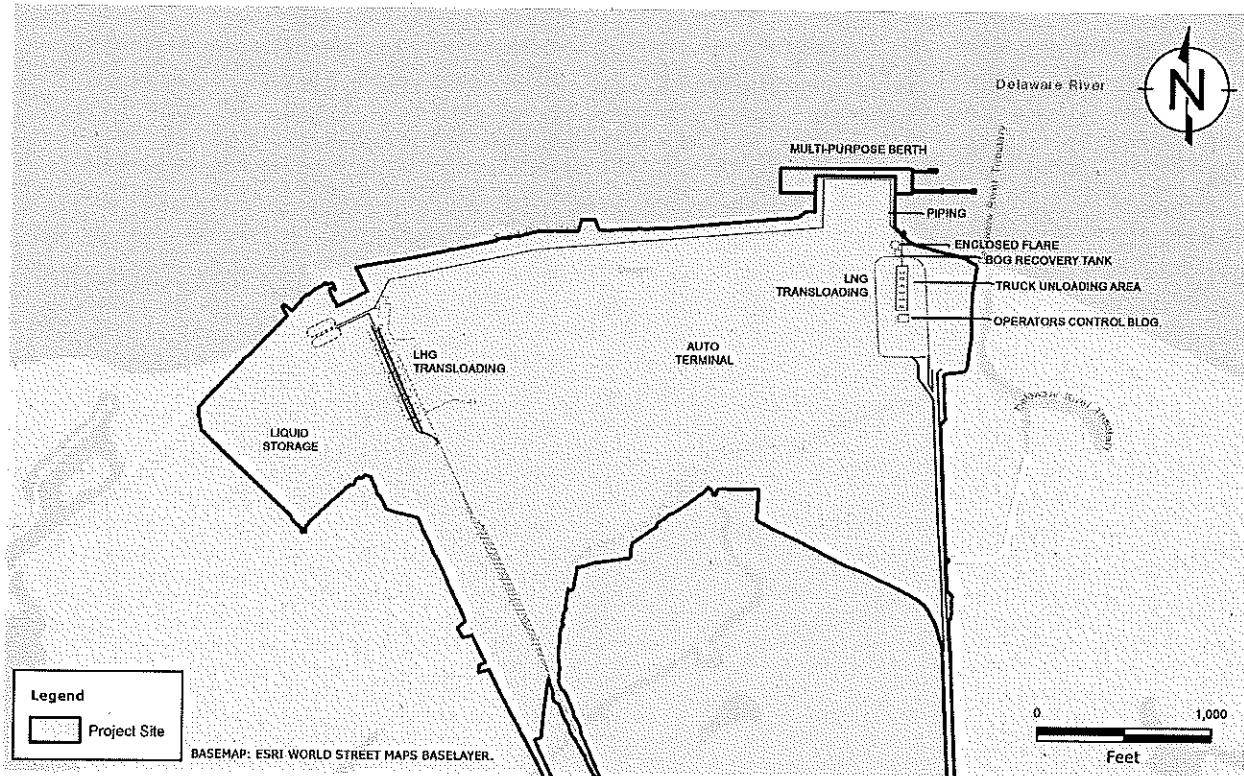
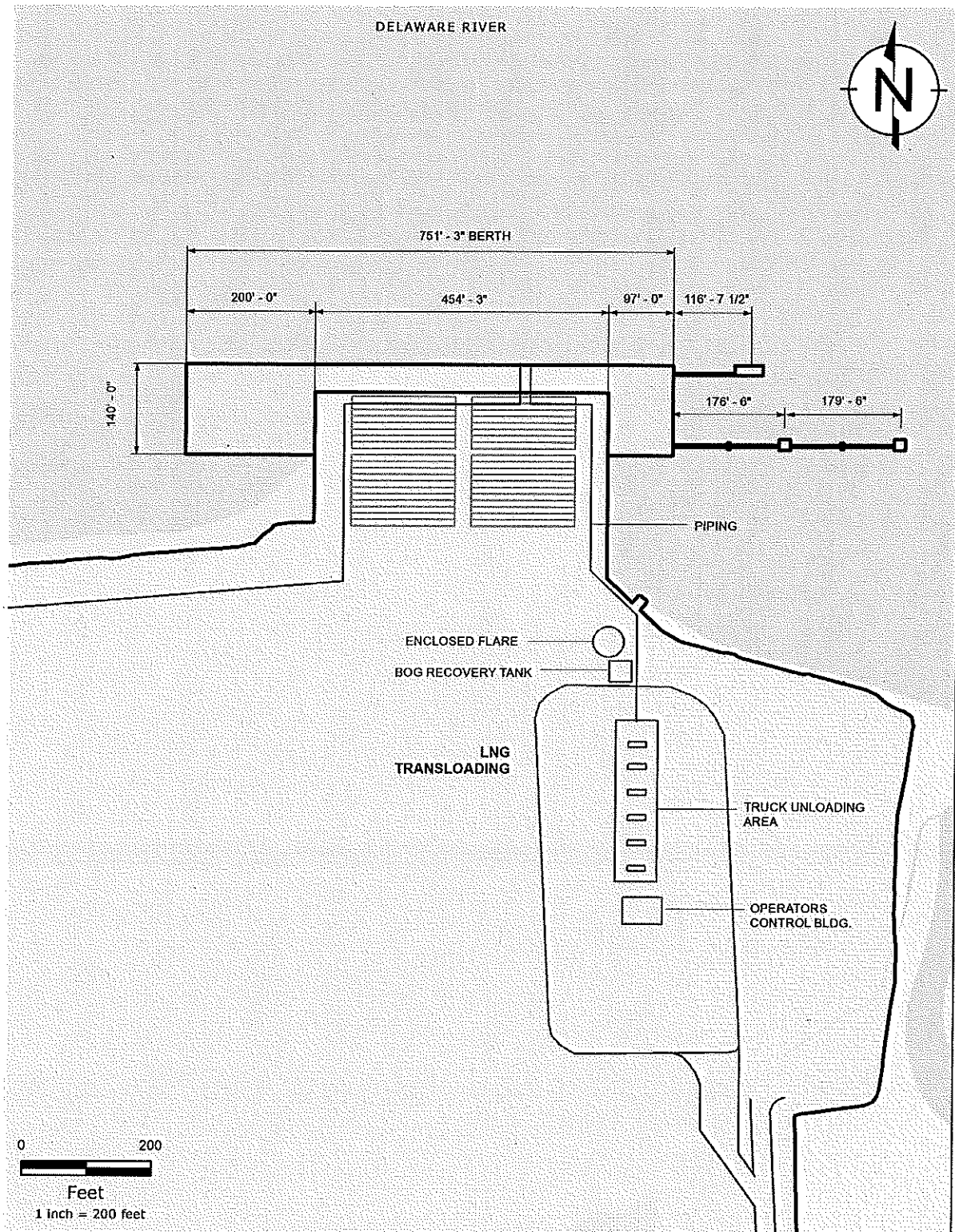


Figure 3 -Proposed Repauno Facility Wharf Layout



5. Overview of the Proposed Project

The Applicant will develop a multi-purpose port facility that will, among other things, provide transloading of LNG and LHG for export. LNG would be delivered to the facility only via trucks and/or rail and pumped directly onboard LNG carriers ("LNGCs") for export. This process eliminates the need for large-scale, onsite LNG storage or liquefaction while providing an export capacity of 1.5 MTPA (20 MM BBL). Loading a berthed LNG tanker with an expected load of 830,000 BBLS will take an average of 15 days.

LHG would be delivered via railcars or truck, and will be stored onsite. Loading a berthed LHG tanker with an expected capacity of 400,000 BBLS will take an average of 11-12 days.

6. Description of the LNG Handling Facility

The Project would be capable of handling LNG or LHG as described in Sections 6 and 7 hereof. LNG and LHG operations or other cargo deliveries will not run concurrently, as the single-berth wharf only permits one vessel to dock at a given time. For the purposes of this Letter of Intent and the Preliminary WSA, each of the potential maximum yearly LNG and LHG ship calls are analyzed herein. Importantly, however, these projective ship calls represent potential alternatives; they are not cumulative.

The Project will be designed as a modular system to ensure efficient throughput at the facility. The proposed design will allow LNG trucks to unload at a new truck unloading rack located at the east side of the proposed Project site, and south of the new multi-purpose dock. (See proposed Project layout in Figure 2). Notably, the onsite configuration is presently under evaluation and is subject to change during the detailed design of the Project, including the possibility of delivering LNG to the facility via rail.

- LNG will be delivered to the facility through third party LNG trucks. The project is proposing an LNG facility with an initial capacity of up to approximately 1.5 million MTPA of LNG (roughly 1,670,000 BBL per month).
- Product will be pumped directly into the LNGC from the truck rack through ~1,000' long (10" – 12" diameter) vacuum-insulated line via loading arms.
- The new truck rack will consist of a 12-lane rack with 6 unloading pump skids (2 pumps per skid - double sided), and will be capable of unloading 12 LNG trucks simultaneously. (Typical MC-338 DOT LNG Truck has a tank capacity of 290 BBL, but a maximum liquid fill of 260 BBL).
- The proposed capacity of an LNGC that will export LNG from the facility is approximately 1,070,000 BBL, but the maximum liquid fill capacity during loading is 833,330 BBL, in order to accommodate the nominal loaded draft of 40'.
- The LNG transfer line to the LNGC will be sized to handle approximately 2,500 GPM. The estimated volume to be transferred over a 24-hour period is 57,140 BBL. (16 hours actual unloading time and 6-8 hours for hookup, disconnect, and documentation). The truck rack will be able to handle 200-220 trucks per day.

- Loading of a berthed LNG tanker will therefore take an average of 15 days, resulting in approximately 24 LNGC calls on the Project per year, and a total capacity of approximately 20 MM BBL per year (1.5 MTPA).

Boil-Off Gas (BOG) and gas removed from the berthed LNGC will be collected via a vapor line and could be handled in any of the following configurations:

- Process BOG and vapors are routed through a small capacity liquefier; then pushed back into the LNGC. The system consists of a cold box, compressor, N2 tank and a cold storage bullet tank (1430 BBL capacity).
- Flare the BOG and vapors.
- Collect BOG and run through a gas separator for sale to the grid. (This is to be reviewed with the local utility company).

The LNG handling facility will include a Safety Flare and Vent System for emergency purposes. This system will also provide relief to the LNGC vapor return and piping systems.

The LNG carrier's characteristics and the frequency of the LNG export shipments from the Project

Annual waterway transit information will be coordinated with local Pilots. The Project is being designed with berthing and mooring configurations to accommodate LNGCs. Berthing and mooring configurations will be able to accommodate a typical Aframax class LNGC with capacities up to 170,000 m³ (1.1 MM BBL) (820.2' LOA, 144.4' beam, 40' nominal loaded draft), but the loading capacity will be limited to 833,330 MM BBL in order to accommodate the nominal loaded draft of 40'. There will be approximately twenty-four (24) vessel arrivals each year over a fairly even time period. This results in an estimated two (2) vessels per month.

7. Description of the Liquefied Hazardous Gas (LHG) Handling Facility

As noted above, the single-berth wharf only permits one vessel to dock at a given time. For the purposes of this Letter of Intent and the Preliminary WSA, both the maximum yearly LNG and LHG ship calls are analyzed herein. However, these operations would not run concurrently.

LHG Storage

LHG will arrive at the proposed Project site via rail cars and will then be pumped off into storage tanks. Total onsite storage for this option is ~100,000 BBLS. The vapors from the storage tanks, in addition to BOG from the vessel are compressed, condensed, and then returned to the storage tanks. It is anticipated that a Thermal Oxidizer would also be provided for emergency relief.

Notably, the on-site configuration discussed herein is presently under evaluation and is subject to change during the detailed design of the Project.

LHG Product Shipping

The LHG shipping facilities consist of two LHG tanker loading pumps, each with a rated capacity of 1,750 BBL/hour, a 16" loading line, and an 8" vapor return line, each of which is fitted with fully articulated loading arms (Sizes to be confirmed in the design phase). The 400,000 BBLS refrigerated LHG tanker (Panamax class vessel with 40' nominal loaded draft) will be utilized as a short-term storage vessel during loading periods, enhancing the storage capacity of the facility for the duration of the LHG tanker's berthing. The LHG tanker will dock for approximately 11-12 days for loading operations.

The piping system will be designed as a 300# system to coincide with the pressure ratings of adjoining equipment, including the storage tanks. The vapor generated during the process is recycled to its respective tank. The loading and vapor return arms are then connected to the docked vessel and loading commences at a minimal rate. As conditions in the loading system allow, the loading rate may be increased up to the maximum rate of ~3,500 BBL/hour.

The proposed Project site will include a 20-rail car unloading rack (2x10) capable of offloading LHG at a rate of ~14,000 BBL/day using two 1,750 BBL/hour pumps. These products would be stored in storage tanks built to ASME Sec. VII specifications. Using two 1,750 BBL/hour pumps, the product is transferred from the storage tanks to the berthed vessel via two 16" dock lines for short term storage and eventual export. Cargo will be refrigerated using the LHG tanker's refrigeration system. The associated on-site LHG tank farm could occupy 3+/- acres to accommodate the tanks and associated equipment.

The LHG tanker's characteristics and the frequency of the LHG export shipments from the Project

Annual waterway transit information will be coordinated with local Pilots. The Project is being designed with berthing and mooring configurations to accommodate LHG tankers. Berthing and mooring configurations will be able to accommodate Panamax class LHG tankers with a capacity of 400,000 BBLS. As such, there could be as many as twenty-four (24) vessels calling on the Project each year over a fairly even time period. This results in an estimated vessel arrival twice a month.

8. Description of Non-LNG-and-LHG Cargo Vessels

In addition to LNG and LHG, a variety of cargo vessels (excluding all LNGCs and LHG tankers) could call on the proposed Project. These vessels will transport commodities such as Roll-on/Roll-off ("RoRo"), Break Bulk, and other bulk liquids, potentially including crude oil and refined products. It is important to note, however, that given the constraints of the single multi-purpose berth, if the full number of projected LNG and/or LHG ships call on the Repauno Facility (*i.e.*, 24 LNG and/or LHG vessels per year), no additional cargo types could be accommodated. In short, the cargos and ship calls identified herein are expressed as alternatives; they are not cumulative.

The potential additional cargo types are briefly described below:

- *Roll-on/Roll-off*: A portion of the Repauno Facility could be reserved for transit, storage, and processing facilities for wheeled cargo (i.e., automobiles) transported by RoRo vessels. The Repauno Facility could include facilities for vehicle preparation, intermodal rail transfer, and truck-away loading areas.
- *General and Break-Bulk Cargo*: A portion of the Repauno Facility could also handle perishables, general freight, and break-bulk cargo, including such commodities as fruits and vegetables and other refrigerated goods.
- *Bulk Liquids*: A portion of the Repauno Facility could provide energy product storage. In addition to the liquid petroleum gases identified earlier (including propane and butane), the Repauno Facility could also provide storage for refined petroleum products and crude products.

The multi-purpose berth would be able to accommodate cargo vessels with a maximum length of approximately 870 ft., maximum width of approximately 145 ft., and nominal loaded draft of 40 ft. Vessels would use the Federal navigation channel to move to and from the Repauno Facility. As noted above with respect to the LNG/LHG Project, the single-berth wharf only permits one vessel to dock at a given time. Thus, LNG/LHG and other vessels would not call at the Repauno Facility concurrently. As compared to the above-referenced berthing times for LNG/LHG vessels, a non-LNG/LHG vessel would be at the berth for approximately 2 days during loading/unloading. Thus, these vessels may call on the facility no sooner than every 2 days.

9. Description of Annual Vessel Traffic

As summarized on Table 1-1, it is estimated that the LNG/LHG Project would result in approximately 24 LNG or LHG vessels calling on the Repauno Facility in a given year. The potential number of LNG or LHG vessel calls are expressed as independent maximums for the purpose of the within Preliminary WSA. However, since the single, multi-purpose berth can only accommodate one ship at a time, vessels will not call on the Repauno Facility concurrently and this projected vessel traffic is not cumulative.

Table 1-1: Alternative Utilization of Multi-Purpose Dock for LNG/LHG Project

Commodity	Annual Volume (Estimated)	Units	Vessel Fill Capacity (Estimated)	Annual Number of Vessels (Estimated)
LNG	20,000,000	BBL	833,330	24
Liquefied Gases	9,600,000	BBL	400,000	24

Additionally, annual cargo ship calls were estimated for the other projected cargo commodities that could be handled at the Repauno Facility. It is estimated that the Repauno Facility could handle a maximum of 91 RoRo vessel calls, 11 break-bulk vessel calls, 13 refined product, and 6 crude oil calls. Again, these projected cargo calls are expressed as anticipated maximums, which would not be cumulative and would be reduced by the number of LNG and LHG vessels that call at the Repauno Facility due to the constraints of the single, multi-purpose berth discussed above. If the full number of projected LNG and/or LHG ships call on the Repauno Facility (*i.e.*, 24 LNG and/or LHG vessels per year), no additional cargo types could be accommodated. In short, the cargos and ship calls identified herein are expressed as alternatives; they are not cumulative. The type and total number of vessel calls will be driven by market demand and berth availability in the region.

10. Figures

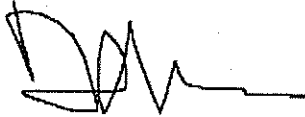
- 1) Proposed Repauno Facility Site Location
- 2) Proposed Repauno Facility Site Layout
- 3) Proposed Repauno Facility Wharf Layout

11. Attachments

- A) NOAA Office of Coast Survey Navigation charts of waterway channels and highlighted LNGC/LHG tanker route.
- B) Commercial, industrial, environmentally sensitive, and residential areas within 15.5 miles of the project site adjacent to the waterway.
- C) Map of waterway channel showing environmental sensitive areas adjacent to the surrounding area.
- D) Preliminary WSA that has been prepared in accordance with the guidance contained in U.S. Coast Guard ("USCG") NVIC 01-2011.

If the USCG has any questions or requires any additional information or clarification, please feel free to contact Mr. Jimmy Osman, DRP's Vice President of Engineering & Development at 856-224-7067 or j Osman@repauno.com. AcuTech is acting on behalf of DRP as their designated consultant for preparing the WSA.

Best regards,

A handwritten signature in black ink, appearing to be 'D. Moore', with a stylized, jagged line extending to the right.

On behalf of Delaware River Partners, LLC.

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