



Week of Action Narrative and Talking Points **November 2020**

The Delaware River Basin Commission (DRBC) is considering approval of a proposed liquefied natural gas (LNG) export terminal in Gibbstown, NJ on the Delaware River, just downriver from Philadelphia and too close to tens of thousands of people in the region. The proposed Gibbstown LNG Export Terminal would take fracked gas from Pennsylvania, liquefy the methane at a plant the company plans to build in Wyalusing, Bradford County, PA, transport it using hundreds of trucks and/or railcars every day through communities for ~200 miles to Gibbstown for export overseas. New Fortress Energy is pushing the DRBC to approve the project despite its huge environmentally destructive footprint and the extreme danger that LNG poses to public safety. DRBC is charged with protecting the water and resources of the Delaware River Watershed; to fulfill that mission the proposed LNG export terminal project ("Dock 2" Docket D-2017-009-2) must be rejected. It is up to us, the public, to tell the DRBC Commissioners - the Governors of NJ, NY, PA, and DE - to listen to us, not the special interests who aim to exploit the watershed for their own benefit.

1. **Dangerous Terminal**: The proposed Gibbstown LNG Export Terminal ("Dock 2") would potentially triple the activity at the current terminal, perpetually loading massive tanker ships with LNG 24 hours/day 365 days/year. This is an operation fraught with danger as the flammable and potentially explosive liquid gas is transferred from railcars and tank trucks into the ships at the 2 additional berths at the proposed dock, sitting out in the river just 400 yards from the busy navigation channel. Backyards adjoin the facility's property in Gibbstown and Chester, an environmental justice community, is under 3 miles away, all within the potential impact zone of an LNG release.
2. **"Bomb Trains and Trucks"**: To move the LNG from Wyalusing to Gibbstown, two 100-railcar trains and/or 300-400 tanker trucks per day would course through hundreds of communities, exposing people to the potential of a catastrophic accident that could kill and injure hundreds of thousands of people. The Special Permit for the project uses recklessly unsafe railcars designed 50 years ago, never used or tested for LNG. Attorneys General from 14 states, including PA, NJ, NY, and DE, the National Transportation Safety Board, and the International Association of Fire Fighters have legally challenged the federal LNG by rail rulemaking based on public safety threats. Tank trucks – approximately 300 to 400 per day – would pass almost a million people every day, exposing them to the deadly and destructive unstoppable effects of an LNG explosion or fire from a traffic accident.

3. Environmental Injustice: Population data along the path of the proposed LNG transport routes show that black and brown people and low-income communities would be exposed to the most intense and inescapable zone of impact should there be an accident such as a derailment. The most likely train route cuts through neighborhoods in Philadelphia and communities in Camden and Gloucester Counties, an intolerable environmental injustice.
4. Unique LNG Dangers: LNG is more dangerous than other hazardous petroleum gases being transported today. It is kept at -260 degrees F. and once released to the air; it expands more than 600 times, and evaporates into an extremely cold vapor cloud that can kill, robbing oxygen from the air. If ignited, the fire burns so hot it cannot be extinguished; second-degree burns can occur within 30 seconds for those exposed within a mile. If trapped, it can explode with the force of a thermobaric bomb and an unstoppable rapid phase transition can cause a “flameless bomb”, its damage traveling miles on water. The ships have been recognized as terrorist targets by the federal government. 22 railcars carry the energy of the Hiroshima bomb and one LNG ship is equal to approximately 69 Hiroshima atomic bombs.
5. Environmental Damage and Degradation: The “Dock 2” terminal requires substantial dredging that would stir up and distribute toxic pollutants into ground and surface water at the highly contaminated former DuPont munitions manufacturing site, destroy endangered species such as Atlantic and shortnose sturgeon and rare habitats, and, combined with the natural gas liquids handling that would be expanded, would emit criteria air pollutants and greenhouse gases.
6. “Floating Bombs”: The huge ships would traverse ~85 miles of the Delaware River and Bay, passing many Delaware and South Jersey communities, including densely populated areas, environmental justice communities, important recreational and tourism assets, and areas of unique and vulnerable environmental, economic, and natural value to reach the Atlantic Ocean and foreign ports. The environmental and public safety costs are borne by the public for the benefit of a private company’s business interests.
7. Delaware Banned LNG Terminals: LNG terminals are so dangerous that the State of Delaware Administrative Code prohibits the development of liquefied natural gas (LNG) terminals in the coastal zone in Delaware under current law based on safety and environmental issues, which are detailed in the Final Environmental Impact Statement (FEIS) for Delaware’s coastal zone management plan.
8. Climate Disaster: The impacts of the entire Wyalusing/Gibbstown project will exacerbate climate change. LNG, or “liquefied methane”, leaks or is vented throughout the supply chain from extraction, processing, storage and transport. Methane is the most powerful greenhouse gas in heating the atmosphere on a 20-year time scale, adding to the emissions we as a nation are supposed to be reducing in order to do our part to combat the climate crisis.
9. Sacrifice Zone: It would be the first facility to liquefy this volume of methane in the shale fields far from an export terminal, spurring fracking and endangering the people of the shale regions; the first large scale tank truck transport of LNG; the first use of railcars in the nation to transport LNG; the first terminal to receive such a large volume of LNG without pipelines and on-site storage; and the first LNG export facility in New Jersey and the Delaware River Basin. The myriad impacts and complicated risky maneuvers turn the impacted communities into a sacrifice zone, where people are used like Guinea pigs, most without even knowing it.