

Talking Points re: DOCKET NO. D-2017-009-2 , DELAWARE RIVER BASIN COMMISSION , Delaware River Partners LLC (DRP), Gibbstown Logistics Center, Dock 2 , Greenwich Township, Gloucester County, NJ

- The proposed Dock 2 would provide 2 additional shipping berths available for the export of Liquefied Natural Gas (LNG), adding to the 1 berth at the 1 dock already approved for non-LNG cargo. That would triple the potential activity at the facility, greatly increasing ship traffic. Projected by the developer, Delaware River Partners (DRP): Each year 100 ship vessels at Dock 1, including natural gas liquids (NGL); 37 LNG ships at Dock 2; total: 137 ships on the river.
- Over 1,650 trucks trips each day would bring LNG and NGL to the terminal. The total “daily trips” of all traffic is estimated at 8,450 to/from the site. The proposed Rt. 44 Bypass has not even started construction, would take a year or more to build. Currently trucks, at times one per minute, are cutting through residential neighborhoods in Gibbstown to construct Dock 1 and raise hundreds of acres out of the regulated flood hazard area with imported fill.
- Would require dredging of 45 acres of river, impacting water quality; fish, aquatic life, and wildlife, including threatened and endangered species; river vegetation; and other river uses.
- Train traffic to Gibbstown Logistics Center would carry NGL and eventually LNG. The Pipeline and Hazardous Materials Safety Administration (PHMSA) recently approved a “Special Permit” for rail cars to carry LNG (designed 50 years ago and not proven safe for LNG), from Bradford County, PA (distance: over 200 miles) across Pennsylvania, New Jersey and into Gibbstown; unit trains of up to 100 cars would be allowed. There is a ban on using rail cars for transporting LNG unless under “Special Permit” because it is so dangerous but PHMSA rulemaking is under consideration to allow it nationwide. DRP isn’t disclosing how much NGL would be moved by rail, which is allowed under current law, but the volume would increase if the facility expands.
- Would “transload” LNG round the clock directly from trucks or rail cars onto shipping vessels, each ship taking 10-15 days to fill, a much extended loading period that greatly increases the opportunity for accidents and spills. Other LNG facilities typically load ships in one day to minimize risk. Safety measures and operational details are not being shared publicly by DRP.
- NGL, classified by PHMSA as “liquefied hazardous gas” (LHG) would be unloaded from a 20-railcar rack to be stored in tanks and in the existing underground cavern. It would be loaded by a pipeline from storage to the ship at one of the berths for sale overseas.
- Air pollution from activities at the site, including truck traffic, diesel equipment, venting of LNG and NGL, has not been publicly discussed, nor have the impacts of flaring off gas and/or the construction and operation of a proposed “small capacity” natural gas liquefier on site.
- The climate crisis will be worsened by the development of fracked gas that the project would require to be extracted in the Marcellus Shale region of PA and the emissions released when LNG is produced and then burned as fuel. Natural gas is more than 95% methane; methane is 86 times more potent than carbon in warming the atmosphere on a 20-year time scale and 104 times more potent on a 10-year time. If we don’t reduce methane emissions by 45% to 50% by 2030, the planet will reach tipping points that will make it impossible to avoid climate catastrophe. Fracking pollutes and ruined public health and the environment everywhere it occurs. Development of this polluting fossil fuel is over; we need renewable, truly clean energy.
- The Gibbstown site is contaminated by over 100 years of munitions manufacturing by DuPont.