WHEREAS, a fundamental purpose of government is to protect the health, safety, and welfare of citizens; and

WHEREAS, Article I, Section 27 of the Pennsylvania Constitution affirms that, “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment”; and

WHEREAS, Article I, Section 27 further declares, “Pennsylvania’s public natural resources are the common property of all the people, including generations yet to come. As trustee of these resources, the Commonwealth shall conserve and maintain them for the benefit of all the people”; and

WHEREAS, New Fortress Energy is planning the overland transport of Liquefied Natural Gas (“LNG”, also known as liquid methane) by truck on public highways and by rail car on existing railways from a yet-to-be-completed liquefaction plant in Wyalusing, Pennsylvania, to a proposed LNG export terminal in Gibbstown, New Jersey, on the Delaware River (the “Gibbstown Logistics Center”); and

WHEREAS, there is a strong possibility that such transport will pass through parts of Lehigh County; and

WHEREAS, New Fortress Energy subsidiary Energy Transport Solutions received a Special Permit from the Pipeline and Hazardous Materials Safety Administration (“PHMSA”) for the transport of LNG in rail cars designed 50 years ago and never used for LNG transport while subsequent federal rulemaking required a safer rail car design for all other carriers; and

WHEREAS, the transport of LNG has unique safety hazards, exposing those along this particular rail route to unprecedented and unjustifiable risk. An LNG release boils furiously into a flammable vapor cloud 620 times larger than the storage container. An unignited ground-hugging vapor cloud can move far distances,³ and exposure to the vapor can cause extreme freeze burns. If in an enclosed space, it asphyxiates, causing death.⁴ If ignited, the fire is inextinguishable; the fire is so hot that second-degree burns can occur within 30 seconds for those exposed within a mile. An LNG release can cause a Boiling Liquid Expanding Vapor Explosion.⁵ The explosive force of LNG is similar to a thermobaric explosion – a catastrophically powerful bomb. The 2016 U.S. Emergency Response Guidebook advises fire chiefs initially to immediately evacuate the surrounding 1-mile area.⁶ No federal field research has shown how far the vapor cloud can move, so in the most recent serious Plymouth, Washington, LNG fire, they evacuated a 2-mile radius⁷; and

WHEREAS, Delaware River Partners, LLC, a subsidiary of Fortress Transportation and Infrastructure Investors, LLC, has submitted an application to the Delaware River Basin Commission under Docket D-2017-009-2 to construct a transloading facility (“Dock 2”) at the Gibbstown Logistics Center that would transfer LNG from trucks and railcars to shipping vessels; and

WHEREAS, the Delaware River Basin Commission states, “The vision of the Delaware River Basin Commission is built upon the Compact signed in 1961 by Delaware, New Jersey, New York, Pennsylvania, and the federal government. It is defined in the Delaware River Basin Compact as, “the conservation, utilization, development, management and control of water and related resources of the Delaware River Basin under a comprehensive multipurpose plan will bring the greatest benefits and produce the most efficient service in the public welfare”⁸; and

³ "Immediate ignition with liquid still on the ground could cause the spill to develop into a pool fire and present a radiant heat hazard. If there is no ignition source, the LNG will vaporize rapidly forming a cold gas cloud that is initially heavier than air, mixes with ambient air, spreads and is carried downwind.” P. 10
⁷ https://www.sightline.org/2016/06/03/williams-companics-failed-to-protect-employees-in-plymouth lng-explosion/
WHEREAS, the Delaware River Basin Commission has recently affirmed in its statement on Diversity, Equity, Inclusion & Justice that its “core values” are “Service: to the public, the regulated community and our DRBC colleagues; Respect: for each other, the public and the Basin’s water resources; Professionalism: defined by high ethical standards, integrity, continuous improvement and accountability⁹; and

WHEREAS, neither the Commonwealth of Pennsylvania nor the Delaware River Basin Commission has assessed the potential public safety, public health or environmental impacts of the proposed overland transport of high volume LNG shipments by truck or by rail car on the communities along the possible transportation routes between Wyalusing, Pennsylvania, and Gibbstown, New Jersey; and

WHEREAS, no federal, state, or local agency has conducted a risk assessment of the specific transportation route(s) along which the LNG would travel; and

WHEREAS, no full scale Quantitative Risk Assessment, which quantifies the frequencies of events such as transportation accidents and their consequences, has been done with regard to the anticipated high volume of trucks or railcars that would contain the LNG that would travel from Wyalusing, Pennsylvania, to Gibbstown, New Jersey¹⁰; and

WHEREAS, neither the Commonwealth of Pennsylvania nor the Delaware River Basin Commission has conducted a comprehensive assessment of the cumulative and long-term impacts of the full scope of New Fortress Energy’s plan to liquefy natural gas from fracking wells in Northern Pennsylvania, transport the LNG by truck or rail to the Gibbstown Logistics Center and export by marine vessels overseas on the Delaware River past Delaware and South Jersey bayshore communities; and

WHEREAS, training or support in Lehigh County has not been provided for emergency or first response service organizations to respond to accidents, fires,

⁹ https://www.nj.gov/drbc/about/staff/DEIJ.html
¹⁰ "The QRA will help to evaluate the derailment and release probability of LNG rail cars over certain segments of the network, and account for a variety of track and train characteristics...An LNG risk model can be used to understand the probability and consequences for LNG transportation incidents for both rail and truck delivery. Even though they are treated differently, the underlying event tree analysis approach is the same. When the probability of LNG tank car derailment is understood, better decisions can be made regarding the crashworthiness, placement, and operation of rail cars and the potential consequences from an LNG release due to a derailment. Further study for modeling the probability and consequences of transporting LNG by rail and truck will help decision-makers understand public risks and make informed decisions." "Risk Assessment of Surface Transport of Liquid Natural Gas", prepared for U.S. DOT Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety prepared by Cambridge Systematics, Inc. with MaineWay Services, LLC, Rutgers University, Transport Analytics, LLC. ScienceSmith LLC, March 20, 2019. P. ES-9.
explosions, derailments, or other emergencies related to high volume LNG transport within this jurisdiction; and

WHEREAS, the absence of such assessments and support prevents the appropriate management of and avoidance of accidents, derailments, catastrophic events, health harms, and environmental damage and degradation that could occur from the transportation of LNG through these communities, including risks to life, public health, property values, and the clean air and water upon which all citizens and businesses depend; and

WHEREAS, the potential transportation routes travel through communities with proportionately more minority and low-income populations, compounding environmental injustices;

NOW, THEREFORE, BE IT RESOLVED that:

1. The Lehigh County Board of Commissioners respectfully requests the members of the Delaware River Basin Commission to disapprove the Dock 2 project, Docket D-2017-009-2.

2. The Lehigh County Board of Commissioners respectfully requests the Commonwealth of Pennsylvania fulfill its constitutional duty and act affirmatively to protect the Commonwealth’s public safety by taking all actions necessary to effectively control the transportation of Liquefied Natural Gas (LNG) through Lehigh County by truck and/or by rail, provide appropriate emergency response training and resources for Lehigh County agencies, and to conduct a public health and safety analysis, a quantitative risk assessment, and a comprehensive environmental review of the potential impacts to Lehigh County communities.

3. An official copy of this resolution be filed with the Delaware River Basin Commission, 25 Cosey Road, P.O. Box 7360, West Trenton, NJ 08628-0360, and that copies are sent to the voting members at their respective locations: the Governors of Pennsylvania, New Jersey, New York, and Delaware, and the U.S. Army Corps of Engineers.

4. An official copy of this resolution be filed with Governor Tom Wolf of Pennsylvania at Office of the Governor, 508 Main Capitol Building, Harrisburg, PA 17120.

ADOPTED BY THE LEHIGH COUNTY BOARD OF COMMISSIONERS

on the 12th day of ______ August ___, 2020, by the following vote:

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<th>Commissioners</th>
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<td>Geoff Brace</td>
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<td>Nathan Brown (absent)</td>
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<td>Percy H. Dougherty</td>
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<td>Zakiya Smalls</td>
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<td>Amy Zanelli</td>
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ATTEST:  
Deputy Clerk to the Board of Commissioners
CERTIFICATION

I, DIANA SCHOLL, Deputy Clerk to the Board of Commissioners of Lehigh County, do hereby certify that the attached is a true and correct copy of the resolution adopted at a regular meeting of the Commissioners of Lehigh County held on **August 12, 2020**.

DIANA SCHOLL, Deputy Clerk
Board of Commissioners
RESOLUTION NO. 10- 2020

A RESOLUTION OF THE BOROUGH OF KUTZTOWN, BERKS COUNTY PENNSYLVANIA, CALLING UPON THE MEMBERS OF THE DELAWARE RIVER BASIN COMMISSION TO DISAPPROVE THE DOCK 2 PROJECT, DOCKET D-2017-009-2, AND CALLING UPON THE COMMONWEALTH OF PENNSYLVANIA TO FULFILL ITS CONSTITUTIONAL DUTY AND ACT AFFIRMATIVELY TO PROTECT THE COMMONWEALTH’S PUBLIC NATURAL RESOURCES BY TAKING ALL ACTIONS NECESSARY TO PREVENT THE TRANSPORTATION OF LNG THROUGH PENNSYLVANIA BY TRUCK AND/OR BY RAIL, AND TO CONDUCT A PUBLIC HEALTH AND SAFETY ANALYSIS, A QUANTITATIVE RISK ASSESSMENT, AND A COMPREHENSIVE ENVIRONMENTAL REVIEW OF THE POTENTIAL IMPACTS TO COMMUNITIES AND THE NATURAL ENVIRONMENT IN PENNSYLVANIA.

WHEREAS, a fundamental purpose of government is to protect the health, safety, and welfare of citizens; and

WHEREAS, Article I, Section 27 of the Pennsylvania Constitution affirms that, “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment”; and

WHEREAS, Article I, Section 27 further declares, “Pennsylvania’s public natural resources are the common property of all the people, including generations yet to come. As trustee of these resources, the Commonwealth shall conserve and maintain them for the benefit of all the people”; and

WHEREAS, New Fortress Energy is planning the overland transport of Liquefied Natural Gas (“LNG”, also known as liquid methane) by truck on public highways and by rail car on existing railways from a yet-to-be-completed liquefaction plant in Wyalsing, Pennsylvania, to a proposed LNG export terminal in Gibbstown, New Jersey, on the Delaware River (the “Gibbstown Logistics Center”); and

WHEREAS, New Fortress Energy subsidiary Energy Transport Solutions received a Special Permit from the Pipeline and Hazardous Materials Safety Administration (“PHMSA”)¹ for the transport of LNG in rail cars designed 50 years ago and never used for LNG transport while subsequent federal rulemaking required a safer rail car design for all other carriers²; and

WHEREAS, the transport of LNG has unique safety hazards, exposing those along this particular rail route to unprecedented and unjustifiable risk. An LNG release boils furiously into a flammable vapor cloud 620 times larger than the storage container. An unignited ground-hugging vapor cloud can move far distances,³ and exposure to the vapor can cause extreme

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³ “Immediate ignition with liquid still on the ground could cause the spill to develop into a pool fire and present a radiant heat hazard. If there is no ignition source, the LNG will vaporize rapidly forming a cold gas cloud that is initially heavier than air, mixes with ambient air, spreads and is carried downwind.” P. 10 “Methane in vapor state can be an asphyxiant when it displaces oxygen in a confined space.” P. 11. SP 20534 Special Permit to transport
freeze burns. If in an enclosed space, it asphyxiates, causing death. If ignited, the fire is inextinguishable; the fire is so hot that second-degree burns can occur within 30 seconds for those exposed within a mile. An LNG release can cause a Boiling Liquid Expanding Vapor Explosion. The explosive force of LNG is similar to a thermobaric explosion – a catastrophically powerful bomb. The 2016 U.S. Emergency Response Guidebook advises fire chiefs initially to immediately evacuate the surrounding 1-mile area. No federal field research has shown how far the vapor cloud can move, so in the most recent serious Plymouth, Washington, LNG fire, they evacuated a 2-mile radius; and

WHEREAS, Delaware River Partners, LLC, a subsidiary of Fortress Transportation and Infrastructure Investors, LLC, has submitted an application to the Delaware River Basin Commission under Docket D-2017-009-2 to construct a transloading facility (“Dock 2”) at the Gibbstown Logistics Center that would transfer LNG from trucks and railcars to shipping vessels; and

WHEREAS, the Delaware River Basin Commission states, “The vision of the Delaware River Basin Commission is built upon the Compact signed in 1961 by Delaware, New Jersey, New York, Pennsylvania, and the federal government. It is defined in the Delaware River Basin Compact as, “the conservation, utilization, development, management and control of water and related resources of the Delaware River Basin under a comprehensive multipurpose plan will bring the greatest benefits and produce the most efficient service in the public welfare”; and

WHEREAS, the Delaware River Basin Commission has recently affirmed in its statement on Diversity, Equity, Inclusion & Justice that its “core values” are “Service: to the public, the regulated community and our DRBC colleagues; Respect: for each other, the public and the Basin’s water resources; Professionalism: defined by high ethical standards, integrity, continuous improvement and accountability; and

WHEREAS, neither the Commonwealth of Pennsylvania nor the Delaware River Basin Commission has assessed the potential public safety, public health or environmental impacts of the proposed overland transport of LNG by truck or by rail car on the communities along the possible transportation routes between Wyalusing, Pennsylvania, and Gibbstown, New Jersey; and

WHEREAS, no federal, state, or local agency has conducted a risk assessment of the specific transportation route(s) along which the LNG would travel; and

7 https://www.sightline.org/2016/06/03/williams-companies-failed-to-protect-employees-in-plymouth-lng-explosion/
9 https://www.nj.gov/drbc/about/staff/DEIJ.html
WHEREAS, no full scale Quantitative Risk Assessment, which quantifies the frequencies of events such as transportation accidents and their consequences, has been done of the trucks or railcars that would contain the LNG that would travel from Wyalusing, Pennsylvania, to Gibbstown, New Jersey\textsuperscript{10}; and

WHEREAS, neither the Commonwealth of Pennsylvania nor the Delaware River Basin Commission has conducted a comprehensive assessment of the cumulative and long-term impacts of the full scope of New Fortress Energy’s plan to liquify natural gas from fracking wells in Northern Pennsylvania, transport the LNG by truck or rail to the Gibbstown Logistics Center and export by marine vessels overseas on the Delaware River past Delaware and South Jersey bayshore communities; and

WHEREAS, training or support in [the township/county/district] has not been provided for emergency or first response service organizations to respond to accidents, fires, explosions, derailments, or other emergencies related to LNG transport within this jurisdiction; and

WHEREAS, the absence of such assessments and support prevents the appropriate management of and avoidance of accidents, derailments, catastrophic events, health harms, and environmental damage and degradation that could occur from the transportation of LNG through these communities, including risks to public health, property values, and the clean air and water upon which all citizens and businesses depend; and

WHEREAS, the potential transportation routes travel through communities with proportionately more minority and low-income populations, compounding environmental injustices\textsuperscript{11};

NOW, THEREFORE, BE IT RESOLVED that:


2. The Borough of Kutztown calls upon the Commonwealth of Pennsylvania to fulfill its constitutional duty and act affirmatively to protect the Commonwealth’s public natural resources by taking all actions necessary to prevent the transportation of LNG through Pennsylvania by truck and/or by rail, and to conduct a public health and safety analysis, a quantitative risk assessment, and a comprehensive environmental

\textsuperscript{10} "The QRA will help to evaluate the derailment and release probability of LNG rail cars over certain segments of the network, and account for a variety of track and train characteristics...An LNG risk model can be used to understand the probability and consequences for LNG transportation incidents for both rail and truck delivery. Even though they are treated differently, the underlying event tree analysis approach is the same. When the probability of LNG tank car derailment is understood, better decisions can be made regarding the crashworthiness, placement, and operation of rail cars and the potential consequences from an LNG release due to a derailment. Further study for modeling the probability and consequences of transporting LNG by rail and truck will help decision-makers understand public risks and make informed decisions." “Risk Assessment of Surface Transport of Liquid Natural Gas”, prepared for U.S. DOT Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety prepared by Cambridge Systematics, Inc. with MaineWay Services, LLC, Rutgers University, Transport Analytics, LLC. ScienceSmith LLC, March 20, 2019. P. ES-9.

\textsuperscript{11} Delaware Riverkeeper Network, \url{https://www.delawareriverkeeper.org/taxonomy/term/1174
review of the potential impacts to communities and the natural environment in Pennsylvania.

3. An official copy of this Resolution be filed with the Delaware River Basin Commission, 25 Cosey Road, P.O. Box 7360, West Trenton, NJ 08628-0360, and that copies are sent to the voting members at their respective locations: the Governors of Pennsylvania, New Jersey, New York, and Delaware, and the U.S. Army Corps of Engineers.

4. An official copy of this resolution be filed with Governor Tom Wolf of Pennsylvania at Office of the Governor, 508 Main Capitol Building, Harrisburg, PA 17120.

ADOPTED by the Council of the Borough of Kutztown, Berks County, Pennsylvania, in a lawful session duly assembled this 18th day of August, 2020.

BOROUGH OF KUTZTOWN

BY: [Signature]
Kevin J. Snyder
President of Borough Council

ATTEST: [Signature]
Gina M. Wiand
Secretary of the Borough of Kutztown
RESOLUTION NO. 2020-17
BOROUGH OF CLARKS SUMMIT
COUNTY OF LACKAWANNA
COMMONWEALTH OF PENNSYLVANIA

A RESOLUTION OF THE BOROUGH OF CLARKS SUMMIT
OPPOSING THE OVERLAND TRANSPORTATION OF LIQUEFIED NATURAL GAS
THROUGH THE BOROUGH OF CLARKS SUMMIT
AND ITS SURROUNDING COMMUNITIES

WHEREAS, the Borough of Clarks Summit (the “Borough”) is a Borough and Municipality in the Commonwealth of Pennsylvania organized and governed according to the 8 Pa. C.S.A. §101, et seq. (the “Borough Code”); and

WHEREAS, the Borough is a community in Lackawanna County, Pennsylvania with approximately 5,000 residents and a vibrant commercial district situated along U.S. Routes 6 and 11;

WHEREAS, Section 1203 of the Borough Code authorizes the Borough to make and adopt all ordinances, bylaws, rules and regulations as may be necessary for the maintenance of peace, good government, commerce, safety and welfare of the Borough; and

WHEREAS, pursuant to said Borough Code, the Borough has the authority to make regulations as may be necessary for the health, safety and general welfare of the Borough. See 8 Pa. C.S.A. §1202(5);

WHEREAS, a fundamental purpose of government is to protect the health, safety, and welfare of citizens; and

WHEREAS, Article I, Section 27 of the Constitution of the Commonwealth of Pennsylvania provides that, “The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment”; and

WHEREAS, Article I, Section 27 of the Constitution of the Commonwealth of Pennsylvania further declares, “Pennsylvania’s public natural resources are the common property of all the people, including generations yet to come. As trustee of these resources, the Commonwealth shall conserve and maintain them for the benefit of all the people”; and
WHEREAS, it has been reported to the Borough’s Council that New Fortress Energy and its affiliated entities are planning the overland transport of Liquefied Natural Gas ("LNG", also known as liquid methane) by truck on public highways and by railcar on existing railways from a proposed liquefaction plant to be located in the Wyalusing Township, Bradford County, Pennsylvania (the “New Fortress Energy Facility”), to a proposed LNG export terminal and port located in or near Gibbstown, Greenwich Township, Gloucester County, New Jersey, which is situated along the Delaware River (the “Gibbstown Logistics Center”); and

WHEREAS, LNG would be transported from the New Fortress Energy Facility to the Gibbstown Logistics Center along public highways and railways which run directly through the Borough, including its residential and commercial districts; and

WHEREAS, New Fortress Energy’s subsidiary, Energy Transport Solutions, received a Special Permit from the Pipeline and Hazardous Materials Safety Administration for the transport of LNG by rail; and

WHEREAS, the transport of LNG by New Fortress Energy and its subsidiaries presents significant safety hazards, including exposing those communities along roadways and railways to unprecedented and unjustifiable risk; and

WHEREAS, Delaware River Partners, LLC, a subsidiary of Fortress Transportation and Infrastructure Investors, LLC, has submitted an application to the Delaware River Basin Commission (“DRBC”) under Docket D-2017-009-2 to construct a transloading facility (“Dock 2”) at the Gibbstown Logistics Center that would transfer LNG from trucks and railcars to shipping vessels; and

WHEREAS, the DRBC, which is comprised of representatives from the States of Delaware, New Jersey, New York and Pennsylvania and the federal government, has adopted a compact that declares, "the conservation, utilization, development, management and control of water and related resources of the Delaware River Basin under a comprehensive multipurpose plan will bring the greatest benefits and produce the most efficient service in the public welfare"; and

WHEREAS, neither the Commonwealth of Pennsylvania nor the DRBC has fully assessed the potential public safety, public health or environmental impacts of the proposed overland transport of LNG by truck or by railcar on the communities along the possible transportation routes between the Wyalusing Township, Bradford County, Pennsylvania, and Gibbstown, Greenwich Township, Gloucester County, New Jersey; and
WHEREAS, no federal, state, or local agency has conducted a risk assessment of the specific transportation route(s) along which the LNG would travel; and

WHEREAS, no comprehensive Quantitative Risk Assessment, which quantifies the frequencies of events, such as transportation accidents and their consequences, has been undertaken of the trucks or railcars that would contain the LNG that would travel from the New Fortress Energy Facility, through our Borough and to the Gibbstown Logistics Center; and

WHEREAS, neither the Commonwealth of Pennsylvania nor the DRBC has conducted an assessment of the cumulative and long-term impacts of the full scope of New Fortress Energy's plan to liquefy natural gas from fracking wells in Northern Pennsylvania, transport the LNG by truck or rail to the Gibbstown Logistics Center and export by marine vessels overseas on the Delaware River; and

WHEREAS, the Borough and its surrounding communities have not been provided with training or support for emergency or first response service organizations to respond to accidents, fires, explosions, derailments, or other emergencies related to LNG overland transport; and

WHEREAS, the absence of such assessments and support prevents the appropriate management of and avoidance of accidents, derailments, catastrophic events, health harms, and environmental damage and degradation that could occur from the overland transportation of LNG through the Borough, including risks to public health, property values, and the clean air and water upon which our residents and businesses depend.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Borough of Clarks Summit on this 2nd day of September 2020.

1. The members of the DRBC are hereby called upon to disapprove the pending application for the Dock 2 Project, filed under Docket D-2017-009-2.

2. The Commonwealth of Pennsylvania is hereby called upon to fulfill its constitutional duty and act affirmatively to protect the Commonwealth's public natural resources by taking all actions necessary to prevent the transportation of LNG through Pennsylvania by truck or rail, and to conduct a public health and safety analysis, a quantitative risk assessment, and a comprehensive environmental review of the potential impacts to communities and the natural environment in Pennsylvania.
3. The Borough Secretary is hereby directed to submit an official copy of this resolution with the DRBC, with copies sent to the voting members at their respective locations: the Governors of Pennsylvania, New Jersey, New York, and Delaware, and the U.S. Army Corps of Engineers.

4. The Borough Secretary is hereby directed to submit an official copy of this resolution to Governor Tom Wolf of Pennsylvania, with copies to Pennsylvanian Senator John Blake, Pennsylvania State Representative Bridget Malloy Kosierowski, and Pennsylvania Department of Environmental Protection Secretary Patrick McDonnell.

ATTEST:

[Signature]
Virginia Kehoe
Borough Manager/Secretary

BOROUGH OF CLARKS SUMMIT

[Signature]
Germaine Carey
Council President

Approved this 2nd day of September 2020

[Signature]
Herman Johnson
Mayor
RESOLUTION #20-98

A RESOLUTION OF THE BOROUGH OF RUNNEMEDE, CAMDEN COUNTY, NEW JERSEY OPPOSING THE TRANSPORT OF LNG THROUGH NEW JERSEY BY TRUCK

WHEREAS, a fundamental purpose of government is to protect the health, safety, and welfare of citizens; and

WHEREAS, New Fortress Energy is planning the overland transport of Liquefied Natural Gas ("LNG", also known as liquid methane) by truck on public highways and by rail car on existing rail lines from a yet-to-be-completed liquefaction plant in Wyalusing, Pennsylvania, to a proposed LNG export terminal in Gibbstown, New Jersey, on the Delaware River (the "Gibbstown Logistics Center"); and

WHEREAS, New Fortress Energy subsidiary Energy Transport Solutions received a Special Permit from the Pipeline and Hazardous Materials Safety Administration ("PHMSA") for the transport of LNG in rail cars designed 50 years ago and never used for LNG transport while subsequent federal rulemaking required a safer rail car design for all other carriers; and

WHEREAS, the transport of LNG has unique safety hazards, exposing those along this particular rail route to unprecedented and unjustifiable risk.

WHEREAS, Delaware River Partners, LLC, a subsidiary of Fortress Transportation and Infrastructure Investors, LLC, has submitted an application to the Delaware River Basin Commission under Docket D-2017-009-2 to construct a transloading facility ("Dock 2") at the Gibbstown Logistics Center that would transfer LNG from trucks and railcars to shipping vessels; and

NOW, THEREFORE, BE IT RESOLVED that:

1. The Borough of Runnemede calls upon the members of the Delaware River Basin Commission to disapprove the Dock 2 project, Docket D-2017-009-2.

2. An official copy of this Resolution be filed with the Delaware River Basin Commission, 25 Cosey Road, P.O. Box 7360, West Trenton, NJ 08628-0360, and that copies are sent to the voting members at their respective locations: the Governors of Pennsylvania, New Jersey, New York, and Delaware, and the U.S. Army Corps of Engineers.

3. An official copy of this resolution be filed with Governor Philip Murphy of New Jersey at Office of the Governor, P.O. Box 001, Trenton, NJ 08625.

ADOPTED by the Council of the Borough of Runnemede, Camden County, New Jersey, in a lawful session duly assembled this 1st day of September, 2020.

Joyce Pinto, Borough Clerk

Nick Kappatos, Mayor

I HEREBY CERTIFY, that the foregoing resolution is a true copy of a resolution adopted by Mayor and Council of the Borough of Runnemede, New Jersey at a meeting of said Mayor and Council on the 1st day of September, 2020.
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IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of this Borough.

DATED: 9/1/20

Joyce Flinn, Borough Clerk