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## PRESS STATEMENT

### **Delaware Riverkeeper Network Applauds Delaware River Basin Commission Stop on the Approval of Construction of the Gibbstown LNG Export Terminal**

*West Trenton, NJ* – Today the Delaware River Basin Commission passed a resolution to keep in abeyance the approval of the permit for the proposed Gibbstown Liquefied Natural Gas (LNG) Export Terminal. The decision effectively stops Delaware River Partners, the builders of the terminal, from starting construction of “Dock 2”, the dock that would provide for the export of LNG from the Gibbstown Logistics Center.

The resolution was introduced by Ken Kosinsky, representing Governor Andrew Cuomo on the Commission and was adopted by a majority vote, with New York, New Jersey and Delaware voting yes, Pennsylvania abstained, and the federal representative from the Army Corps of Engineers voted no. The issue arose because of the administrative appeal of the approval of the LNG export terminal by the Delaware Riverkeeper Network in 2019. The process of the appeal was concluded very recently, less than 2 weeks ago, and requires a vote by the Commissioners about whether to reaffirm the original approval, which is what prompted the vote today.

The voluminous record produced during the appeal process, the full year of legal filings, the 8-day adjudicatory hearing, and the fact that legal submittals were made as recently as last week, were cited as the reason for the delay in the decision about the fate of the project.

#### **Background:**

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The Gibbstown LNG export project has many complicated parts, adding up to a footprint with massive impacts. The gas would be extracted from fracking wells in Pennsylvania's Marcellus Shale, and sent to a processing plant New Fortress Energy, the same company that owns the Gibbstown facility, is building in Wyalusing, Bradford County, PA on the beautiful Susquehanna River. From there the liquefied methane, or LNG, would be carried by truck and/or rail every day about 200 miles across PA and NJ to Gibbstown, exposing hundreds of communities along the way to the threat of a catastrophic accident. See maps of the potential routes here:

<https://bit.ly/3gaCBYg> and <https://www.delawariverkeeper.org/taxonomy/term/1174>

At Gibbstown, LNG will be loaded round the clock directly into enormous ships, putting the entire region, including Gibbstown where back yards adjoin the property, Tinicum Township, PA less than mile across the river and environmentally overburdened Chester, PA, at risk from explosion during these dangerous operations. See details in the Fact Sheet here: <http://bit.ly/factsGtown>

Known adverse impacts include: water quality, endangered species such as Atlantic and Shortnose sturgeon, and rare, vulnerable habitats for many animals and plants will be harmed or destroyed by the terminal, the dredging, and the construction and operation of the proposed Gibbstown "Dock 2" LNG export terminal. The ships, dubbed "floating bombs" by some experts, would pass next to densely populated cities such as Wilmington and the Delaware and New Jersey bay shores and coastal beaches as they travel out to sea to import terminals proposed by New Fortress in Ireland, Puerto Rico, and beyond.

Public opposition is fueled by the far-reaching and unavoidable environmental, public safety and health harms caused by fracking for the gas, liquefying the methane, transporting and handling the flammable and potentially explosive LNG and its ultimate use as a burnt fuel. These concerns are compounded by the recognition that methane is the most potent of greenhouse gases in warming the atmosphere during the next critical 10 years, worsening our global climate crisis and threatening us now and our future generations.

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