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RESOLUTION 21-122

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**Resolution to Oppose the Transportation of Liquefied Natural Gas in the State of New Jersey**

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

WHEREAS, the State of New Jersey Constitution declares “All persons are by nature free and independent, and have certain natural and unalienable rights, among which are those of enjoying and defending life and liberty, of acquiring, possessing, and protecting property, and of pursuing and obtaining safety and happiness;” and

WHEREAS, Governor Philip D. Murphy recognized that “New Jersey is especially vulnerable” to the impacts of climate change and sea level rise, that “minority and low-income communities are disproportionately affected by climate change . . . [and] increased air pollution,” that “in the absence of action at the federal level, states must take the lead in reducing greenhouse gas emissions,” that it is “the policy of this State that . . . New Jersey must pursue a just and smooth transition away from its reliance on fossil fuels as a primary energy source,” and that “unlimited present day and future investments in expanded fossil fuel infrastructure [is] a potential waste of both private and public resources;” 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, 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 requires a safer rail car design for all other carriers; and,

WHEREAS, the transport of LNG has unique safety hazards, exposing those along these particular truck and rail routes 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 great distances, and exposure to the vapor can cause extreme freeze burns. If in an enclosed space, it asphyxiates, causing death. If ignited, the fire is inextinguishable. A resulting pool fire is so hot that second degree burns can occur within 5 seconds for those exposed within .69 miles and 10 seconds of exposure could be fatal. 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 US 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, spillage of LNG into water presents a hazardous situation where the water quickly transfers heat to the liquid methane, causing it to expand with explosive speed that can result in damage to nearby structures. Explosion can occur and have a cascading effect as the vapor cloud moves downwind or along topographical features such as a tributary, ditch, tunnel, or human built structures, threatening public safety, human life and the environment; and

WHEREAS, neither the State of New Jersey, the Delaware River Basin Commission, the Army Corps of Engineers nor any other agency 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 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 rail cars that would contain the LNG that would travel from Wyalusing, Pennsylvania, to Gibbstown, NJ; and

WHEREAS, the growth in gas production through hydraulic fracturing and horizontal drilling, which the development of LNG transport and export infrastructure incentivizes, poses a direct and imminent threat to human health and the climate. Over the past decade, oil and gas infrastructure has been the primary source of the rising global atmospheric levels of methane, a gas which has a warming effect 86 times greater than CO<sup>2</sup> over a twenty-year period and 36 times greater over a hundred-year period; and

WHEREAS, methane, a potent greenhouse gas and ground-level ozone precursor, is known to leak from every part of the gas supply chain or is intentionally vented; and

WHEREAS, New Jersey has already warmed approximately 3°F in the last century; heavy rainstorms are now more frequent; and sea levels have already risen roughly sixteen inches since 1911 and are now rising about one inch every six years, eroding beaches, submerging low lands, exacerbating coastal flooding, increasing the salinity of estuaries and aquifers, and threatening sensitive ecosystems; and

WHEREAS, there has not been sufficient investigation nor planning to prevent the spread of highly toxic legacy pollution at the former DuPont “Repauno” site, presenting a substantial threat to water quality and species including lack of control of discharges of polychlorinated biphenyls (PCBs); and

WHEREAS, the Army Corps of Engineers has issued approval of a permit to Delaware River Partners, LLC (“DRP”) pursuant to Section 10 of the Rivers and Harbors Act, 33 U.S.C. § 403, and Section 404 of the Clean Water Act, 33 U.S.C. § 1344, for the construction of a proposed new docking facility (“Dock 2 Facility”), which will transfer LNG to docked vessels but has not performed an environmental impact statement (EIS) and no other agency has performed an environmental impact statement, leaving the project unexamined under the National Environmental Policy Act; and

WHEREAS, neither the State of New Jersey, the Delaware River Basin Commission, the Army Corps of Engineers nor any other agency 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, LNG's hazardous nature, flammability and potential for powerful explosion combined with the difficulty of predicting the movement of LNG when released from a container such as a truck or rail car, exposes emergency and first responders to danger that cannot be reliably prevented, risking the health and safety of these workers; and

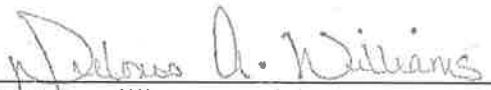
WHEREAS, the potential transportation routes travel through communities with proportionately more people of color and low-income populations, compounding environmental injustices and these communities are already unjustly burdened by environmental and public health harms, which is intolerable;

NOW, THEREFORE, BE IT RESOLVED that:

1. Princeton strongly opposes New Fortress Energy's proposal to transport dangerous LNG by train and truck through NJ for export, and calls upon Governor Murphy and the State of New Jersey to rescind state permitting that would allow the export of LNG from the Gibbstown Logistics Center Dock 2 based on the lack of comprehensive, full and fair review of the potential public health and safety and environmental impacts of this project and the environmental injustice imposed by the footprint of the entire project, including transportation.
2. Princeton calls upon the State of New Jersey to act in furtherance of its policy to transition away from fossil fuels by taking all measures possible to prevent the transportation of LNG by truck and/or by rail through New Jersey and by conducting a public health and safety analysis, a comprehensive quantitative risk assessment, and a comprehensive environmental analysis of the potential impacts of this transportation to communities and the natural environment in New Jersey.
3. Princeton calls upon the Army Corps of Engineers to perform an environmental impact statement under the National Environmental Policy Act.
4. An official copy of this resolution be filed with New Jersey State Governor Philip D. Murphy, PO Box 001, Trenton, NJ 08625.
5. An official copy of this resolution be filed with Lieutenant Colonel David Park, Commander of the U.S. Army Corps of Engineers Philadelphia District and Edward E. Bonner, Chief of the Regulatory Branch of the U.S. Army Corps of Engineers Philadelphia District, 100 E Penn Square East, Philadelphia, PA 19107.

Councilperson	Absent	Present	1 <sup>st</sup>	2 <sup>nd</sup>	Yea	Nay	Abstain	Disqualified
Mr. Cohen		X			X			
Ms. Fraga		X			X			
Ms. Niedergang		X	X		X			
Ms. Pirone Lambros		X		X	X			
Ms. Sacks		X			X			
Mr. Williamson		X			X			
Mayor Lempert		X						

I, Delores A. Williams, Municipal Clerk of Princeton, do hereby certify that the above is a true copy of a resolution adopted by the Mayor and Council of Princeton at a meeting held March 22, 2021.

  
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 Delores A. Williams, Municipal Clerk