

March 19, 2025

By Email: DOTExecSec@dot.gov
Jack.kammerer@dot.gov

Secretary Sean Duffy
Executive Director Jack Kammerer
Maritime Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Duffy and Mr. Kammerer,

On behalf of our thousands of members, many of whom reside in Louisiana, we are writing to request that you require Delfin Midstream submit an updated deepwater port application for their Delfin LNG project and for the Maritime Administration (MARAD) to evaluate the application by developing a Supplemental Environmental Impact Statement. The potential environmental consequences of building this LNG terminal based on the changes in the application since the Record of Decision (ROD) can only be understood through a thorough review process that allows the public to learn about the proposed project and provide meaningful input.

The “Unleashing American Energy” Executive Order (EO) 14154 directs the Maritime Administrator to review and license deepwater ports to export liquified natural gas if any proposed deepwater ports for LNG export with a favorable ROD have had any refinements that may have environmental consequences since the ROD. This only applies to the deepwater port license for the proposed Delfin LNG export terminal offshore of Cameron, LA, south of the city of Lake Charles.

MARAD requested Delfin LNG, LLC in April 2024 to submit an amended deepwater port license application, in order to move forward with the review due to widespread changes made to the project, including to the project ownership, design, financing, and operations, according to MARAD. A new application would provide accurate, up-to-date information that requires additional evaluation and consideration. Furthermore, when the decision to approve Delfin LNG was issued in 2017, there was only one operational LNG export facility in the United States, the Sabine Pass LNG Terminal in Louisiana. Since 2016, DOE has authorized more than 48 billion cubic feet per day (Bcf/d) of natural gas for export. Currently, the United States exports more LNG than any other country in the world with 14 Bcf/d of capacity in operation and an additional 12 bcd/f under construction.¹ LNG exports are already on pace to double by 2030. The US has already approved enough gas (LNG) exports to meet global demand for decades. Not only is this project unnecessary, expanding LNG exports from the United States will continue to increase domestic electricity bills and gas prices, and poses a risk to public health and safety.

Existing LNG infrastructure has already polluted Gulf Coast communities and seriously impacted the livelihoods of shrimpers and fishers in the area. Delfin LNG is certain to exacerbate the destruction. Tanker traffic from LNG buildout in and around Cameron Parish is harming the wetland ecosystems, compromising the fishing and shrimping industries crucial to the region’s economy. Fishermen

¹ U.S. Energy Information Administration. [North America's LNG export capacity is on track to more than double by 2028](#). September 2024.

estimate that fishing in the area has already decreased by 50 percent. LNG tankers servicing nearby Hackberry LNG, Sabine Pass LNG, and Calcasieu Pass LNG have evidenced the harms, as they harm water quality, disrupt sediment, impact marine habitats. Delfin LNG would threaten offshore fishing as well.

LNG facilities pose numerous safety risks to both workers and nearby communities, including explosions, fires, leaks and incidents such as malfunctions and collisions.² When LNG escapes into open air, it rapidly expands from a liquid state into large volumes of natural gas that is highly flammable and explosive. In contact with humans, leaked or spilled LNG will flash-freeze skin and cause asphyxiation. Transport of LNG via railcar and onshore storage facilities associated with offshore LNG terminals carry risks of explosions with powerful blast waves and severe fires.³ Additionally, LNG facilities threaten the public health of nearby communities through releases of criteria pollutants and hazardous pollutants such as benzene, toluene, and formaldehyde.⁴ Currently operating LNG export terminals are associated with an estimated 60 premature deaths and \$957 million in total health costs annually.⁵

The onshore and offshore infrastructure for Delfin LNG will produce air and water pollution, creating higher health burdens for communities already living near multiple polluting facilities. Delfin would produce nearly 12,000 tons/year of criteria air pollutants that are known or suspected to cause serious health problems. People and children who live, work, and play near LNG infrastructure are exposed to toxic air and water pollution that are known to cause serious health impacts including nosebleeds, asthma, and higher rates of cancer.

MARAD must take seriously the economic, public health, and environmental impacts of this project by conducting a thorough review process, with adequate opportunity for public input. To achieve that end, MARAD should review a fully updated deepwater port application for Delfin LNG and the agency should develop a Supplemental Environmental Impact Statement to assess the extent of the project's impacts.

Sincerely,

Earthworks
Fishermen Interested in Saving Our Heritage (FISH)
Center for Biological Diversity
Coastal Watch Association
Freeport Haven Project
Food and Water Watch
For a Better Bayou
Habitat Recovery Project
Port Arthur Community Action Network (PACAN)
The Vessel Project of Louisiana

² Greenpeace. [Explosive Truths](#). 2024.

³ Greenpeace. [Explosive Truths](#). 2024.

⁴ Greenpeace and Sierra Club. [Permit to Kill](#). 2024.

⁵ Greenpeace and Sierra Club. [Permit to Kill](#). 2024.