

Double Trouble: Stop the Pilgrim Pipelines, Protect the Hudson Valley

A scheme to build two parallel pipelines between oil terminals in Albany, New York and terminals and refineries in New Jersey has been widely opposed by people living along the proposed path, as well as disavowed by the owners of the infrastructure that it would seem to serve. Known as the Pilgrim Pipelines, this unnecessary and dangerous project should never be built.

Formed by a former Koch industry executive and backed by a Los Angeles-based private equity firm,¹ Pilgrim Pipeline Holdings LLC plans to build one pipeline to transport oil south from two oil terminals in Albany, down through the Hudson River Valley, to Linden, New Jersey, where Phillips 66 owns the old Exxon Bayway refinery.² Refined oil products — such as diesel, gasoline and jet fuel — would flow north from Linden up to Albany through the second.³ Several lateral pipelines would provide deliveries of both oil and oil products at points between Albany and Linden.⁴

Phillips 66, Global Partners, Buckeye Partners claim no interest in Pilgrim

Buckeye Partners, which owns two oil terminals on the Hudson River that would connect with the Pilgrim Pipelines,⁵ signed a deal in 2012 that brought trains of oil to Albany.⁶ That deal was with the company that was involved in the fracked oil train explosion in Lac-Mégantic, Canada.⁷ Global Partners also operates two oil terminals on the Hudson River (including one in Albany), using trucks, trains and/or barges to transport petroleum and other liquid fuels up, down and out of the Hudson River Valley.⁸

In 2013 Global Partners signed a five-year contract with Phillips 66 to deliver oil to the Bayway refinery in Linden, with the oil from fracking in North Dakota sent to Albany by train.⁹ In the five-year deal, ending in 2018, Global Partners agreed to deliver a total of 91 million barrels of fracked oil from North Dakota to Phillips 66's Bayway refinery,¹⁰ or about one-fifth of the refinery's oil throughput.¹¹



The Albany oil train off-loading and storage sites are also seen as future hubs for Canadian tar sands oil.¹² New questions from regulators, and a lawsuit over the air pollution from the Albany oil terminals, however, have brought unwanted attention to Global, and Buckeye, the owners of these terminals.¹³

State regulators, alluding to oil train derailments and explosions and “higher-than-expected” benzene levels in South Albany, near the Global terminal, told Global Partners that it “must address any potentially significant cumulative impacts associated” with the Pilgrim Pipelines.¹⁴ In response, Global told New York’s Department of Environmental Conservation that Pilgrim Pipeline Holdings proposed the pipeline without its consent, and that the pipeline was very unlikely to be built.¹⁵ Buckeye Partners said in 2016 that it “has ‘no involvement’ with Pilgrim and is ‘not aware of a potential connection’ to its pipeline.”¹⁶ A year before, in 2015, Phillips 66 called the Pilgrim Pipelines “currently not a strategic fit.”¹⁷

Food & Water Watch is wary that these companies could change their tune on the pipelines. The Pilgrim Pipelines would integrate and further entrench a network of truck,

train, barge and pipeline infrastructure that transports oil, gasoline and other products in the region, including for export and foreign consumption.¹⁸ The Pilgrim Pipelines would make the Hudson Valley a conduit for oil transport for decades.

Pilgrim Pipelines represent a short-sighted, unnecessary and dangerous vision

The Frackopoly has pushed a short-sighted, unnecessary and dangerous vision, sinking billions toward maximizing the amounts of U.S. oil and gas brought to the surface and burned.

Building out oil and gas infrastructure drives more fracking, which means more air, water and climate pollution.¹⁹ Right now, on a daily basis, toxic pollution is routine for people living in the vicinity of the Albany oil terminals, and

alongside other fossil energy infrastructure.²⁰ With business as usual, those born today can expect to see coastal communities submerged and abandoned due to runaway sea-level rise.²¹ It's time to put an end to such pollution.

Getting New York and New Jersey off fossil fuels

The Ramapough Lenape Nation, and other communities along the path of the Pilgrim Pipelines, refuse to see the project built.²² Food & Water Watch is a dedicated member of the Coalition Against Pilgrim Pipeline. We maintain that to secure the economic future of the United States, and people's well-being, the country must meet its energy needs by getting off fossil fuels. Join our campaigns helping to make it happen in New York and New Jersey, and help us stop the Pilgrim Pipelines along the way.

Endnotes

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- 2 Fallon, Scott. "Proposed path would put oil pipeline near watershed in Mahwah." *The Record* (New Jersey). November 18, 2015; Pilgrim Transportation of New York, Inc. Draft Environmental Impact Statement. Volume 1. August 2015 at ES-1, ES-2, 2-2, 2-13 and 3-166.
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- 5 *Ibid.*
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- 9 Global Partners LP (2013).
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- 20 *Ibid.*
- 21 Hauer, Mathew et al. "Millions projected to be at risk from sea-level rise in the continental United States." *Nature Climate Change*. Vol. 6. March 14, 2016 at 691.
- 22 Coalition Against Pilgrim Pipeline. Maps. Available at <https://stoppilgrimpipeline.com/maps>. Accessed June 15, 2017; Remnick, Noah. "The Ramapoughs vs. the world." *New York Times*. April 14, 2017.