

From: Prime Minister/Premier Ministre <PM@pm.gc.ca>

Date: April 12, 2017 at 12:25:38 PM PDT

To: Kerry Morris <kerry.morris1249@gmail.com>

Cc: Catherine McKenna <ec.ministre-minister.ec@canada.ca>, Marc Garneau <mintc@tc.gc.ca>, James Gordon Carr <nrcan.minister-ministre.nrcan@canada.ca>, Ralph Goodale <ps.publicsafetymcu-securitepubliqueucm.sp@canada.ca>

Subject: Office of the Prime Minister / Cabinet du Premier ministre

Mr. Kerry Morris

kerry.morris1249@gmail.com

Dear Mr. Morris:

On behalf of the Right Honourable Justin Trudeau, Prime Minister of Canada, I would like to thank you for taking the time to write in regarding a number of subjects.

Given that the issues you raise fall under the purviews of the Minister of Transport, the Honourable Marc Garneau; the Minister of Environment and Climate Change, the Honourable Catherine McKenna; the Minister of Natural Resources, the Honourable Jim Carr; and the Minister of Public Safety and Emergency Preparedness, the Honourable Ralph Goodale, I have taken the liberty to forward a copy of your correspondence to their offices. I am certain they will give it every consideration.

Please accept my best regards.

Sincerely,

J. Barry

Special Assistant - Prime Minister's Correspondence

From : Kerry
Morris kerry.morris1249@gmail.com Received
: 27 Jan 2017 10:07:12 AM >>>

Subject : Fwd: Kinder Morgan (K.M.) & Bill C.
51 >>>>

Kerry Morris
'For A Better Tomorrow'

Begin forwarded message:

From: Kerry Morris <kerry.morris1249@gmail.com>
Date: January 25, 2017 at 4:14:17 PM PST
To: justin.trudeau@parl.gc.ca, jonathan.wilkinson@parl.gc.ca
Subject: Kinder Morgan (K.M.) & Bill C. 51

Dear Prime Minister:

I have been writing to my local MP on several subjects on no less than 6 occasions, and while I have sought to get certain questions answered, no attempt to answer those questions has been forthcoming. Here are several of those requests:

Accordingly, I now bring those questions upon you. Here are those questions which I previously asked my MP to answer:

1. Will your government pass a law making illegal the movement of oil-by-rail between Alberta and Vancouver by any rail route, such law to take effect upon completion and commencement of shipment operations by the TMPL twin pipeline?

Rationale:

I am a past employee of Imperial Oil Limited and am fully aware of the ad-valorem tax system which causes the tax income of the federal and Alberta governments increased prosperity from higher world oil prices. This taxation windfall is hampered by pipeline apportionment and so governments of all stripes have supported the pipeline expansion cure of this apportionment problem.

However, one of the major sales pitches employed by big oil, K.M. and government has been the inherent risks associated with movement of oil by rail. The argument being that pipelines pose lower environmental risk for pollution.

Accordingly, for British Columbia's to realize the environmental benefits of the pipeline for the land based movement of oil through our region, the completion and operation of the twinning pipeline must result in the cessation of oil by rail movements. For if those oil by rail movements are allowed to continue after the pipeline is complete then in fact the risk of a land trek spill will have increased, not decreased, by the incremental addition of the pipe volume with continuing oil by rail. And while some measures are being taken to deal with water-borne risk, no such increased measures have been pursued or announced in relation to the land corridors.

A refusal to support a legally binding oil by rail stoppage after the pipeline becomes operational would constitute an admission that oil by rail is planned to continue after the twinning is complete and operational. If this is the case then I suggest your Liberal government needs to admit this fact and have a public debate of this issue.

2. Will K.M. be liable for the costs of a marine spill after loading of a tanker is complete and the ship has sailed?
3. If an oil spill occurs inside or outside of Canada's water territory, will Canada be the payer of all unrecoverable cleanup costs or will those costs default to British Columbia as the territorial government with the oil covered beaches?
4. The Exxon Valdez spill cost \$5B in 1979 dollars, plus subsequent additions over time. The Deep Water Horizon costs have exceeded \$40B and continue to rise. Precisely how much mandatory insurance coverage through P&I tanker coverage, K.M. and federal funds exist to pay the cost of marine cleanup from shipboard spill, grounding or sinking, and where do exclusions for coverage reduce Amy payers liability or access to a funder like K.M. or the vessel owner?

5. As a regulated monopoly, K.M. is assured of a guaranteed return on its capital and equity investment in the new pipeline, in accordance with approved rates. The ultimate guarantors of this debt are the resident and domestic captive energy consumers without alternative supply option. Which is to say, if for one or another reasons the market turns fickle on Canada's tar-sands and seeks oil from others, domestic consumers are the firewall that will be liable for K.M. Guaranteed investment returns. What steps has your government taken to divorce the domestic market from being responsible for this K.M. Investment recovery and return, which is clearly contemplated for the purpose of pursuing and servicing export clientele?

On the subject of Bill C. 51:

I was compelled to sue the RCMP in 2015 to gain correction of my daughters police files when they failed to follow the law in respect of criminal record check information, statements, that were not accurate or properly stated. The implications and existence of these false records, under Bill c. 51 limited her ability to travel to the US on a church mission to feed homeless people. When I confronted the RCMP to request correction they refused and suggested that I sue them.

In all honesty the moronic superintendent with which I was conversing by email never expected that I would indeed bring suit. But then again, I don't think he knew me very well. It cost us \$2,000 to get an official apology from the RCMP and correction of my daughters records. It shouldn't have in fact cost anything. With C. 51, given the state of US politics, the problem has gotten infinitely worse. Given that we are now dealing with a narcissistic nut job south of the border, I don't think any Canadian is comfortable with our personal information being shared abroad lest we wake up one morning to find it circling the globe as a tweet from a twit!

6. When will you repeal Bill C. 51. Will you commit not to replace Bill C. 51 for at least the duration of the Trump presidency?

Please answer these questions. I feel I should also state that I intend to share this communication with the media.

Kerry Morris
'For A Better Tomorrow'

Kerry Morris
'For A Better Tomorrow'



Jonathan Wilkinson,...



You were going to let me know about oil by rail restriction if KM pipeline was approved.

2017-01-17, 8:14 AM

Also, I am waiting to hear what is going on with C-51. Even more important with Trump taking power!

2017-01-17, 8:19 AM

Jonathan, please answer my questions or I will take these enquiries directly to JT. At same time I will enquire why you don't respond to me

11:31 AM



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