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(1997 – 2015)

ENERGY EAST BY RAIL

In the 1980's, Alberta had a great need for rail infrastructure to move wheat to market. Today, hundreds of Alberta blue grain rail cars still ply the rails, moving Alberta's farming prosperity forward while having created many jobs in the rail car manufacturing industry.

Today, Alberta once again has a great need for rail infrastructure, this time to move energy east to market.

Investing in a thousand or more safe, modern "Alberta blue energy east" rail cars to move Alberta's energy resources would provide many benefits.

It will promote Alberta by being rolling blue energy east billboards. It will bring many more jobs to western Canada's energy east rail car builders.

Alberta's energy industry will have capacity to greatly increase deliverance to New Brunswick and the United States.

The federal Liberals can continue their election pipeline promises to stonewall pipeline development forever.

While federal and provincial NDPs bask in their knowledge that their extensive campaigns against pipelines in Washington and Ottawa have worked, they never have campaigned against shipment of oil by rail!

Montreal's mayor Denis Codere can continue his hypocrisy and keep the pipeline pristine and free of Alberta energy in Quebec, thereby keeping his anti-pipeline voter support, while he pumps millions of gallons of raw sewage pollution into the St. Lawrence River.

Very substantial transfer payments from Alberta possibly might not disappear

if substantial Alberta energy can be sold freely without political impedance across Canada.

Mayor Codere will take comfort in the fact that the 1000 or more Alberta blue energy east rail cars – possibly 10 miles of oil-bearing trains travelling through Montreal every day – will have modern, up to date safety features, that he agrees far exceed the safety risks of pipelines.

There will be many more permanent and sustainable jobs in Quebec for the railroad working industry and in the public cleanup safety insurance industry.

But where will the money come from to build even a thousand rail cars? Edmonton could help. After all, tens of thousands are out of work or under-employed, while council sees fit to raise taxes to pay for ridiculous luxuries such as the funicular – a 300 foot, 25 million dollar railroad to carry joggers up the hill! How many energy east rail cars would that build?

Millions are being spent on heavy transit railroad that is grid-locking NAIT, other intersections and the University area. Most modern cities have tramways whose paved tracks share the roadway with traffic and emergency vehicles, do not block intersections, do not have heavy duty full railroad grade drop gates, do not have two-storey transit stations, but are street level, passenger step on, step off, at a fraction of the cost of the fantastical over-designed LRT full scale railroad that is gridlocking our city today. How many energy east rail cars would the proposed new LRT railroad funding build?

Alberta could help by providing funds to kick start jobs and diversify its economy moving Alberta oil, maybe even by establishing a rail car manufacturing industry in Edmonton as a true infrastructure investment.

Ottawa also could help. After years and years of Alberta supporting have-not provinces, even supporting those provinces that use this generosity to substantially subsidize their post-secondary and daycare far beyond Alberta's costs to parents and students, Ottawa could return just a little of that Albertan generosity for this energy east rail car manufacturing initiative.

Eastern Canada might then not have to buy foreign despotic regimes' blood

oil that anti-pipeline supporters are mute to.

And – the best part of this initiative is that no environmental, community, or otherwise approvals are needed for building 1000 or indeed 10,000 oil rail cars and the shipping of hundreds of thousands oil rail car loads of Alberta energy all across Canada, to New Brunswick and into the United States over the upcoming years. They are approved to do so now by Canada’s 1867 Constitution itself! Our national railroads built our nation, brought distant colonies together. Now our railroads are needed to keep the nation together economically. Alberta just needs the “true” energy east infrastructure funding from Alberta and Ottawa to provide the mobility for its energy.

Alberta is landlocked. Pipelines are inter-provincially and internationally deadlocked by so-called environmentalists who obviously prefer oil shipments by rail than pipeline. Albertans are enterprising. Let’s get together to help our economy by getting behind the support for energy east by rail campaign.

Alberta should invest in true infrastructure that will bridge misplaced environmentalists’ radicalism against pipelines and help to create and maintain jobs in these tough economic times. Let’s get behind energy east by rail. What do you think?

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