

# No closer to solution after six months of talks

Trucks remain on 17 Sideroad and the town appears no closer to a solution now than six months ago when talks began with residents and truckers.

Late last year Halton Hills thought a solution had been found to resolve the issue which has been raging for several years.

After several meetings involving residents who want the trucks off, truckers who don't want a new truck route, and Indusmin officials who aren't eager to see shipping costs increase, the town decided to use a permit system to regulate trucks using the road.

Truckers making shipments in Halton Hills and North Peel could use 17 Sideroad. Those going to South Peel and Toronto would have to go out 22 Sideroad and down Highway 25 to Highway 401. Truckers and Indusmin complained this would be a longer and more costly route.

Engineer Robert Austin reported Monday to Halton Hills works committee that this won't legally work.

He noted it has taken a long time to gather together all legal opinions on the subject, hence the delay in his getting back to committee.

Weight restrictions can be placed on the road he stated. Special permits can be issued but destination of gravel loads can't be a factor in granting permits. In addition, he said policing truckers with permits will be extremely difficult.

He said his department will be bringing a consolidated traffic by-law to committee later this year and roads requiring weight restrictions will be included. 17 Sideroad could be included.

Austin said it is impossible to issue a permit on the basis of destination.

"You can't say you can have a permit because you are going to Brampton and you can't have one because you are going to Toronto. Once you issue a permit you can't control where they go," Austin explained.

Councillor Mike Armstrong said the town can prefer and presume those with permits going to Toronto won't use 17 Sideroad.

Austin agreed this is possible but added that's what the town has been doing for years with no success.

"You can either have trucks on the road or no trucks over a certain weight on the road," he said.

Pomeroy noted if the town puts on a weight restriction it will take heavy trucks off the road, which is what the residents want. By using permits the town can take people off the road who aren't using the preferred routes by simply not issuing permits in the future, he said.

Austin said this was true. A weight restriction can be placed on the road and permits issued to allow exceptions. Those who don't follow the preferred route can be denied a permit in the future.

However, how is the town going to know if a trucker is following the preferred route?

He pointed out while the town can't charge a fee for permits it can demand a bond be posted or a cash deposit. In Caledon, bonds or deposits are required when permits are issued and this money pays for by-law enforcement officers and goes towards road repairs.

Permits are usually issued on a short term basis and not for year round.

He explained another problem is Halton Hills doesn't have class B roads anymore. All are class A. Those with weight restrictions aren't Class B roads but simply something other than a Class A road.

Pomeroy said the town should implement a weight restriction and then issue permits.

Austin countered with: How does the town decide who gets a permit and why? He said if an 11 ton limit is placed on the road there won't be any trucks carrying gravel on it legally but that will be hard to enforce.

Armstrong said the intention was never to take trucks completely off the road and throw people out of work. He said the aim was to reduce truck traffic.

Austin said it is impossible to reduce truck traffic on 17 Sideroad, to make residents happy, and still allow truckers to carry economically feasible loads.

Councillor Pat McKenzie said in summation that the town thought it could control traffic and direct it to certain roads with permits and now finds it can't.

Armstrong said there must be some kind of middle ground solution somewhere.

Austin said he thought an 11 ton limit should be placed on the road and special "and I mean special" permits issued.

Councillor Marilyn Serjeantson noted special permits would be very limiting to truck traffic.

Malby said the town must decide what it is going to do soon since if the trucks stay reconstruction is needed, and it must be included in the budget.

Pomeroy returned to the theme that those going over 17 Sideroad down Trafalgar Road can be taken off simply by not issuing a permit in the future.

Austin said that would be difficult to enforce. A trucker could get a permit to truck in town and later go to Toronto and who was going to know.

Malby observed there is no way to control traffic and destinations with permits.

Serjeantson said the town can't give permits just to residents either.

The committee also received a delegation of workers at Indusmin requesting nothing be done to endanger their jobs.

Spokesman for the 42 members of Local 488 of the United Cement, Lime and Gypsum workers, Barry Dempsey warned taking trucks off 17 Sideroad would put jobs in jeopardy.

He read a letter from union local president Bruce Pinder which said, "We must insist council refrain from taking any action that would reduce our employment."

Dempsey warned any truck route change could have an impact on total tonnage coming out of Indusmin and jeopardize jobs.

Later Pomeroy said if trucks stay on the road there isn't much sense in spending

a lot of money reconstructing it just so it is ruled again. Austin is to report back on 17 Sideroad when he brings the consolidated traffic by-law for Halton Hills. The by-law is due April 10. Pomeroy predicted it will take a year to pass the by-law.



TRISS LETT

# Teachers strike? — they say 'No!'

Halton Separate School Board thinks its teachers are headed for the picket line but teachers say nothing could be further from the truth.

In a release issued Saturday, Halton Hills trustee, board vice-chairman and chief contract negotiator Hartley Smerk stated, "Teachers had elected to take a strike vote."

Teacher spokesman Vernard Butt says teachers have done "no such thing. Teachers don't want a strike and it is not even contemplated at this time."

Smerk's announcement states the board, teachers and an Education Relations Commission (ERC) appointed mediator met January 11 and the board offered a package.

He says the offer included increase in pay and proposals for other disputes. Since teachers weren't in a position to cost out the proposal another meeting was planned.

"On January 21 at 9 a.m., the board met with the mediator at which time the board was advised that the teachers had elected to conduct a strike vote," Smerk states.

He says the application for a strike vote was made to the ERC by the teachers prior to the January 21 meeting.

What the teachers did on January 19 was submit a form to the ERC which "demands a final offer be submitted by the board," Butt said.

"A strike vote is way out in left field," Butt declared.

He wonders if the mediator, Jane Devlin, is trying to stir up trouble to get things

moving. Butt says the board should have a copy of the form submitted by teachers to the ERC and if trustees still can't understand what the teachers have done they need only refer to Bill 100, legislation governing teacher contract talks.

Smerk says the strike vote call "clearly implies to the board the teachers' negotiators were not willing to bargain in good faith. The board came prepared to continue negotiations."

He expressed shock and disbelief on the supposed teacher action since negotiations, often bogged down since beginning last spring, had been moving along with the mediator.

"Mr. Smerk finds it difficult to negotiate when teachers fail to respond to the board's last proposal with other than a strike vote," his release stated.

Butt called Smerk's release "irresponsible and extremely antagonistic."

Smerk's release blames chief negotiator Bob Boyle, (who could not be reached for comment), for the problems in negotiations which have now cropped up. He wonders how the board can get its position across to teachers following Boyle's request for a strike vote.

Negotiations have been stumbling along since beginning last spring.

The mediator, a Toronto lawyer, was appointed in December.

Teachers have been without a contract since September 1, 1977.

Triss Lett

# McKeough advisor seeks nomination

An economist and senior advisor to Darcy McKeough, Triss Lett has announced he'll seek the Tory nomination for the Halton riding.

While Lett comes from a family of Conservatives and describes himself as a free enterpriser, he has stayed away from party politics because of his employment as a civil servant.

In an interview over the weekend Lett said that he'd base his campaign for the nomination around the issue of the economy.

Lett said the federal policy favoring tariffs and the anti-inflation board policies have "led to a complete displacement of what the economy should be."

He claimed the federal deficit of some \$10 billion soaks up all of the money that might otherwise be available to business. Even B.C., Quebec and Ontario hydro corporations have had to go overseas to find funds because the federal government has absorbed so much of the money otherwise available for loans in Canada.

"The federal government has ignored sound advice from groups like the Science Council of Canada as far back as 1971, when that group warned that unless the country adopted a small business strategy it would lose its place among the industrial countries of the world."

"The government has lacked an imagination in its attempts to develop a small business policy."

Lett feels his talents as an economist, accompanied by his knowledge of government from the inside and his experience as a small businessman give him the experience and knowledge to make a real contribution.

He said the government had burdened the taxpayers with billions of dollars of

debt, when the government agreed after only cursory consideration to index the civil service pensions.

He said federal civil servant unions had enjoyed easy bargaining and the most generous wages and benefits to be found anywhere.

Lett feels the government should follow Ontario's example in reducing the civil service. He said the need for large infusions of public money has passed.

"The baby boom has gone, the peak of the baby boom population has passed by the schools and the need for housing has levelled off. There are no large capital programs the

country should be getting into."

Lett is 30 years old, graduated from York University with an honors degree in economics in 1970 and earned a master's degree in economics from the London School of Economics and Political Science in London, England.

Employed with the Ministry of Treasury, Economics and Intergovernmental Affairs, Lett was appointed Senior Budget Advisor to Darcy McKeough in 1973.

A former Oakville doctor, Dr. Art Ross is also rumored to be interested in the job.

The nomination will be held in April.

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