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Otto Jelinek says Import quota helps

By **STEVE ARNOLD**
Champion News Editor

A recent agreement by Japanese car makers to restrict the number of cars they export to Canada only prevents a bad situation from getting worse, according to Halton MP Otto Jelinek.



OTTO JELINEK
Under the terms of the recently announced pact, Japanese automobile manufacturers will export

only 153,000 cars to Canada in 1982, a 25 per cent reduction from last year.

The cut, however, will not mean a drop in the total share of the domestic auto market held by the Japanese, partly because of the generally depressed market for cars.

The new limits mean the Japanese will keep about 22 per cent of the total market.

Mr. Jelinek said the import restriction agreement was of some assistance because it would keep the share of the market commanded by Ford, General Motors and Chrysler from sinking further, but the only real solution is to be found in Canadian content regulations.

"Cutting back on the number of cars they ship here really isn't creating anything, it's just keeping pace with the downward trend," Mr. Jelinek said.

"He hasn't even gained a breathing space for the domestic industry. All he's done is kept a bad situation from getting worse. The bottom line is that there was something positive, at least."

Mr. Jelinek also accused federal industry Minister Herb Gray of misleading Parliament by saying over the past two years that Canadian content regulations have been under negotiation with the Japanese.

Mr. Gray's recent announcement of the import restrictions included a statement that those negotiations were soon to begin.

"We were always led to believe that those negotiations were ongoing. As happy as I am that they're going to start, I'm distraught that he's admitting he's been pulling our legs," Mr. Jelinek said.

Admitting that he was "sticking his neck out," Mr. Jelinek said he would write later this week to Prime Minister Pierre Trudeau to suggest that United Auto Workers union should be brought under the terms of his anti-inflation scheme.

plan is to limit inflation in Canada to 6 per cent this year and 15 per cent next year.

"I think the leadership of that union is being irresponsible in making demands on the industry that just cannot be met right now," he said. "If they continue to stick to those demands and the government has no regulations for the auto industry, then it will disappear and those workers will be totally without a job."

Canadian content regulations, he said, could take the form of an agreement signed with Volkswagen, where 85 per cent of the value of auto products sold in Canada must be matched by parts purchased from Canada.

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Lottie turns 101
Lottie Walker of Milton celebrated her 101st birthday at Halton Centennial Manor recently and daughter Mrs. Gordon Sinclair was on hand to wish her mom all the best.

Supreme Court ruling may save Halton \$500,000

A federal law requiring municipalities to pay part of the cost of supporting juvenile delinquents in group homes has been struck down by the Supreme Court of Canada.

In a decision on an appeal by Peel Region, the court ruled Parliament was acting outside its authority when it approved that section of the Juvenile Delinquents Act.

For Halton Region, the decision could mean a savings of up to \$500,000 next year, but for other agencies, such as the Halton Children's Aid Society, the news could be bad.

The section requires a municipality to pay for the support of a juvenile delinquent in a group home when the parents cannot do so.

The municipality can collect its cost back from the parents at any point in the future.

In the judgement on the appeal by Peel Region, the court ruled the section requiring the payment was outside the authority of Parliament to legislate on matters relating to criminal law or criminal procedure.

"There is no direct link between the municipality 'to which a child belongs' and the issue of the child's criminality," wrote the majority of the panel hearing the case.

Ron Coupland, executive director of the Halton CAS, told members of the Region's health and social services committee last week, the decision could mean even more children coming into the care of his agency.

"That has certainly been the case," he said, "in areas where the municipalities haven't been as generous as Halton."

Provincial family court judges, under the Juvenile Delinquents Act, have the authority to order a wide range of steps for the "rehabilitation" of children judged as delinquents, one of which is placing them in group homes.

Now that municipalities will no longer be required to pay a portion of that cost, the entire daily fee for the care provided by the group homes will likely be paid by the Province, said Halton social services director Debbie Oakley.

"I think they'll continue to flow the money through us, but we'll be getting 100 per cent of it," she said in a telephone interview.

Committee members decided Halton would continue to pay, for now, the share it has been carrying for those juveniles who have already been committed from Halton.

The payments will be made as grants, however, rather than as a fee for service and only half of each invoice will be paid. The balance will have to be collected from the Ontario Ministry of Community and Social Services.

No payments will be made for any commitments made after July 22, the date of the Supreme Court judgement.

Dennis Perlin, chief administrative officer of Halton, said the decision does create a problem for the Ministry however, adding "I'd be surprised if they just picked up the total cost."

Mr. Perlin added the "cleaner" way for the Province to resolve the problem would be pass a section to its new Young Offenders Act, requiring municipalities to pay a portion of such costs.

Children whose parents can't bear a portion of the cost of group home service, he added, could also be made wards of the Children's Aid Society (CAS).

Under that option, he said, the CAS would still approach the Region for increased support, but those costs are 80 per cent subsidized by the Province, rather than only 50 per cent which had been paid under the previous system.

"I think we'll eventually find ourselves put right back in the same door we just came through," he added.

Beyond the specific question decided by the court in this case, Mr. Perlin said there were other areas where municipalities could be relieved of some of the costs imposed on them by the federal government.

One of these is in the area of railway grade separations, and safety signals.

He explained that currently, the Canadian Transport Commission divides those costs between the railway, provincial, federal and local governments.

Now that the municipality may be excluded from that order, the local share of the total cost may be divided through an agreement with the province.

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