

Not for long, says driver

Driveway bus ban imposed quietly

Not a bus driver or commercial vehicle driver was in sight last Wednesday evening as Port McNicoll council passed a law restricting them from parking their vehicles in residential areas.

But one bus driver said later that the fight is still far from over.

For months the village has been embroiled in a bitter controversy with local school bus drivers over whether they may park overnight in their driveways or in front of their homes.

Under amendments passed last week to a property standards law, said village clerk Ted Walker, they can now be fined up

to \$500 a day for keeping anything defined by Port McNicoll as a "commercial vehicle" parked in a residential zone.

That definition of commercial vehicle was worded specifically to include school buses that can carry 10 or more passengers. A vehicle must also weigh at least 2,300 kilograms to be covered by the law.

"The definition of 'bus' is the definition this council gives for bus," said bylaw officer John Dallaire, responding to a question posed by spectator Tom Savage.

At the previous three council meetings angry bus drivers and a lawyer representing the bus com-

pany have tried to pressure the council into aborting its attempt to curb parking.

But last week the council quietly, quickly and unanimously approved the restrictions. (Councillor Ray Jackson, himself a bus driver who had earlier been involved in the fracas, declared a conflict of interest and vacated his seat during the vote.)

Walker said the drivers' lawyer was notified of the impending vote before the meeting.

Port McNicoll bus driver John Wadge, who also works for the Midland YM-CA, said he was served with a letter a day after the meeting. That letter, delivered by the village

bylaw officer, informed Wadge his bus must be out of his driveway by July 17.

Wadge said it was likely the law will be challenged in court. "We expect we will be charged July 17," he said. The bus company, Penetang Midland Coach Lines, will likely send one bus to park in the village to use as a test case.

However, drivers and owners of commercial vehicles may have a temporary loophole enabling them to park on municipal streets until after the village council meets in committee to draft a separate parking bylaw. Clerk Walker explained that both laws are needed to cover all the bases, in-

cluding municipally-owned property.

At the upcoming committee meeting, which Walker said would not likely be open to the public, councillors will have to decide the specific streets and hours of a parking ban.

When Dallaire brought up the potential loophole, Deputy Reeve Ross Cameron asked: "You mean this bylaw's not going to work?"

Then he said to the bylaw officer: "You're going to find out pretty soon (if it will work). You're going to find out tomorrow because you've got some work to do."

Those served with a notice of violation under

the property standards law have a right to appeal to a village-appointed committee. If they lose there or choose not to appeal in the first place, their vehicle may be towed away.

The separate parking law will be easier to enforce,

said Walker, as a vehicle can be towed "right away."

Wadge said the bus drivers are considering other methods of protest, including parking all their buses in front of the reeve's house.

Charges pending on lack of permit

At least one person will be charged with trying to build a house without a permit in Port McNicoll, the bylaw officer said last week.

And "about seven or eight" others were found in the last month to be

violating the law requiring a permit, said John Dallaire, the bylaw enforcement officer.

"One felt he just didn't have to" have one, Dallaire told the council during last Wednesday's regular monthly meeting.

"We had to retrain our workers - or we'd all lose out."



Jerry Phomin, Skill Investment Consultant, headed up the program.

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At Canada Employment Centres, we have highly skilled people and innovative programs. We help companies like Manitoba Rolling Mills secure jobs for the future.



"Thanks to the help, all our workers are keeping up with the changes."
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Our programs are working!

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- We help businesses hire, train new workers, and upgrade the skills of current workers. From entry level to managerial positions.
- Last year, in more than 650 locations, we helped more than 5 million Canadians.
- More than 400,000 Canadians participate in our employment and training programs each year.
- Three months later, 88% of these people say they benefitted.

If you need help, contact your Canada Employment Centre. We want to help. We're ready to help. And we care.

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