Clean and sober parenting

Parents who are recovering from substance abuse may find help at Oakland Community College, which is offering a one-day workshop on clean and so-

any workshop on clean and so-ber parenting.

The program, titled "Break-ing New Ground," will be host-ed by Dr. Jane Nelson and will address the readjustment peri-od for recovering parents and their families. Counselors and other human service workers are also invited.

The workshop, sponsored by

The workshop, sponsored by

ness Institute, the Michigan Alcohol and Addiction Associa-tion and the Michigan Associa-tion for Children of Alcoholism and Other Addictions will take place at OCC's Royal Oak Campus from 9 a.m. to 4 p.m. on Monday.

Registration is \$55 for the general public, \$45 for members of the MAAA or ACOAA, or \$20 for students with current IDs. For further information, please contact Sally Myers at 352-2340.

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New bill would deregulate trucking

By Tim Richard Staff Writer

Two area state senators will battle soon over a bill to "get Michigan out of the way of enterperseurs in the trucking industry."

On the side of deregulation is Sen. David Honigman, R-West Bloomfield, sponsor of Senate Bill 581. He calls state regulations "a Byzantine nightmare" that forces truck companies over the border to Toledo and raises consumer costs.
Favoring continued regulation

consumer costs.
Favoring continued regulation
is Sen. George Z. Hart, D-Dearborn, whose district includes Garden City. "If intrastate (within
Michigan) trucking is deregulated, smaller businesses will enter

Michigan) trucking is deregulated, smaller businesses will enter the industry, hiring non-union, inexperienced drivers.

"These drivers will receive less wages and longer hours. Smaller businesses will seek maximum profits at the expense of safety."

With Hart dissenting, Honigman's Senate Labor Committee last week reported out SB 581 for full Senate action. The Capital corridor outside the second-floor Senate chamber is likely to be full of truckers, Teamsters, lobbyists

LANSING

and lawyers when the bill comes to a vote.

PSC regulates

PSC regulates

The Michigan Public Service
Commission (PSC) approves
truckers' routes, certifies which
products they may haul and regulates the rates they charge.
Competitors may challenge a
company's application — as happened to Jim Vannette of Holland
Special Deliveries, a 12-vehicle
company hauling automotive
parts and supplies.

"I applied for extensions of authority on four different occasions
and was denied," Vannette told a
packed hearing room last week.
"Every mile I travel in Michigan
is ampty coming back."

To Honigmen, that regulation
was wasteful — millions of miles
traveled burning fossil fuel with
no raturn cargoes.

"Five thousand operating authorities have been issued since
1982," countered Farmington
Hills attorney Bob McFarlane for
the Transportation Lawyers Aasociation. "His (Vannette's) is the
only one I'm aware of where an

Ron Thompson, traffic services manager for Spartan Stores of Grand Rapids and Plymouth, said the grocery chain's trucks log five million empty miles on return

five million empty miles on return trips.
Honigman asked McFarlane, "What's your rationale for mak-ing Spartan Stores go back with empty trucks?"
"By making Spartan more effi-cient, you make other companies less efficient," said McFarlane. He added that Spartan is ap-proved for carrying only commod-ities.

proved for carrying only commodities.

Helps minorities
John James of OJ Transport in
Detroit, a certified minority auto
parts hauler, said "Regulation
helps minorities complete with the
large companies. Big companies
can't use predatory pricing to put
small companies out of business."
James said Michigan would do
more for trucking by cutting
workers compensation rates and
taxes. He said Michigan truckers aps 2.5 times as much for workers
compensation than Indiana
truckers. "Ohio and Iffinois
(truckers) don't pay sales tax on
the equipment used in interstate

Honigman liked those ideas 'We'll have you back when we do

"We'll have you back when regule workers come unemployment to workers come unemployment to make the single the terms of the tar," the senator said. Honigman argued that Michi-gan regulations make it cheeper for a trucker to cross a state line for an interactate trip than to ship entirely within Michigan. "Georgia Pacific Co. showed it pays 20 percent more to move goods from Detroit to Grand Rap-ids (149 miles) than from Toledo to Grand Rapids (174 miles)," he said.

to Grand Rapids (174 miles)," he said.

Honigman said a small Lansing moving company, Two Men and a Truck, was hit by complaints from nine big truckers when it sought PSC approval to expand beyond Lansing, "Unable to afford the expensive legal fees to fight those challenges, Two Men and a Truck backed off," he said. Hart said the federal trend toward deregulation has cost trucking more than 160,000 jobs since the early 1980s and resulted in the bankruptcy of 2,000 intestate carriers in 1991 and 1,600 in 1990.

When writing to your state

When writing to your state legislator, refer to Senate Bill 581.



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