

Senator supports intrastate trucking deregulation

BY TIM RICHARD
STAFF WRITER

The state would ease regulating 70 percent of intrastate trucking under a bill that cleared the Senate Thursday.

"We did not have the votes for 100 percent deregulation," said the sponsor, Sen. David Honigman, R-West Bloomfield.

"It's good for consumers. It's good for Michigan. There's an enormous concentration of intrastate trucking in the nation because of the auto industry."

Honigman likened the current law, passed in 1933, to Soviet-

style regulation.

Honigman's original bill would have provided for total deregulation. After it stalled, it was sent to a second committee, softened and reported out with support from the Teamsters Union and neutrality from the Michigan Trucking Association.

The bill passed 33 to 2 with three absent.

Voting no were Republicans Jack Welborn of Kalamazoo and Fred Dillingham of Fowlerville.

Missing the vote was Michael Boushard, R-Birmingham.

All other area senators voted yes, including George Z. Hart, D-DeARBORN, an early opponent of the measure.

Welborn lost amendments calling for total deregulation. Honigman said he agreed philosophically, but a deal had been cut. "We had to give something to get this," he said.

"It's obvious a deal has been cut," said Welborn. "This bill

only deregulates the largest shippers. It's a step backwards."

Small movers would be regulated for distances greater than eight miles.

Sen. John Pridnia, R-Hubbard Lake, praised Honigman's work on the complex issue, adding that "too much deregulation brings negative results. Look at deregulation of airlines. There are far fewer airlines today because of bankruptcies. Look at buses. Come to northern Michigan and

try to book a ride," said Pridnia, whose district covers 15 largely rural counties.

The federal government deregulated trucking in 1980. Within Michigan, about 20 to 30 percent of trucking is intrastate and is regulated by a 1933 law.

Under that law, the state Public Service Commission grants "operating authorities" to trucking companies to carry specified products over certain routes. PSC regulates their prices. It is illegal

for a trucker to operate without authority, carry unauthorized products, use unauthorized routes or charge unauthorized prices.

Whenever a company seeks an operating authority, others can file protests with the PSC. Often lawyers are needed to fight lengthy regulatory battles, according to a Senate staff analysis of Honigman's bill.

Refer to Senate Bill 581 when writing to your state representative, State Capitol, Lansing 48913.

County to erect monument

BY RALPH R. ECHTINAW
STAFF WRITER

Butter late than never, they say.

And in the spirit of that aphorism, Oakland County will erect next year a veterans monument it purchased for the state's sesquicentennial more than six years ago.

The brushed-aluminum, 20-foot triangular monument has waited patiently in a warehouse on Oakland Avenue in Pontiac for county officials to do something.

And now, says public services director and Vietnam veteran Michael Zehnder, the monument will find a home at the county courthouse beginning May 28, 1994, in a Memorial Day ceremony.

"We're going to have a dedication that will blow your mind," Zehnder said. "This will be one hell of a dedication ceremony."

Zehnder plans a roundtable of Congressional Medal of Honor winners, plus retired Army Gen. William Westmoreland and a fly-over by some Air National Guard planes.

The monument's existence was brought to the attention of culture affairs director Steve Wickel shortly after he assumed office in January.

Designed by the late Don Snyder, an Oakland County resident and former Marine, the monument was paid for with private donations. In fact, more than \$9,000 is still parked in a fund waiting to be used for the monument's installation.

Why did it sit collecting dust for so long?

"They could never figure out quite the right location to put it," Wickel said.

Court revamping on horizon

Outstate Michigan will pick up more clout on the state Court of Appeals under a reorganization bill that has passed the House of Representatives.

The state's second highest court has 24 judges elected from three districts.

If the Senate approves the bill, the appellate court will have 28 judges from four districts after the 1994 election. Net result: Five new judges will come from outside the metropolitan Detroit and Flint areas.

Here is the new lineup:

District 1 — Wayne, Monroe and Lapeer counties. It will lose one judge who will retire because of age and will not fill the vacancy in 1994.

Eliminated from this district were Livingston, Washtenaw and Jackson counties.

District 2 — Oakland, Macomb, Genesee and Shiawassee counties. No judges will be added or deleted in 1994.

Eliminated from the district are the Thumb area and the Lansing area.

District 3 — Livingston, Washtenaw and 14 counties stretching across southern Michigan. This district will elect four judges in 1994. Top candidate will serve 10 years; second and third, eight years; and fourth highest, six years.

District 4 — Eaton, Clinton, Ionia and Ingham and all other counties of northern lower Michigan and the Upper Peninsula. It will elect one new judge in 1994 for a six-year term.

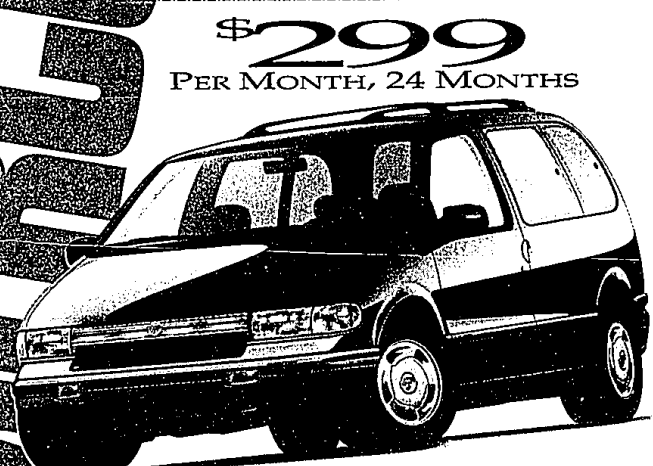
Refer to House Bill 4842 when writing to your state senator. The bill is in the Senate Judiciary Committee.

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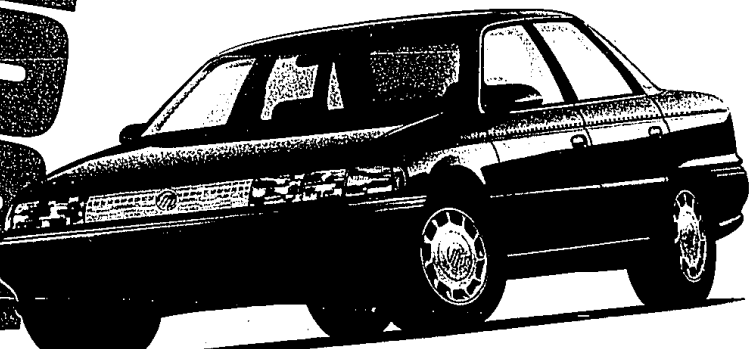
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