

# Labour groups, opposition parties press Liberals to fix GIS clawback in fiscal update

The Canadian Press

The federal Liberals are under increasing pressure to fix an issue in the pandemic safety net that has rolled back or cut off benefits to low-income seniors.

About 83,000 seniors lost a key income support this year because they received emergency aid last year, money that bumped their earnings above the threshold to qualify for the guaranteed income supplement.

Thousands more have seen a cut in GIS payments for similar reasons.

The Canadian Labour Congress is calling on the government to use next week's economic update to end the clawback.

Congress president Bea Bruske says the update must do more than provide an accounting of government spending and instead include what she called a course correction on key issues.

"The most vital thing about a country's balance sheet is the vision and values of the elected officials

who control it," she said in a statement, calling on the government to "act swiftly to get help to people who were cut off when emergency benefits were cancelled."

The government has promised that a fix is coming. On Thursday, Finance Minister Chrystia Freeland wouldn't say if seniors should look to Tuesday's spending update for a solution.

Opposition MPs peppered the government with questions in the House of Commons on Friday over the issue, demanding the Liberals detail how and when they'll address it.

Seniors Minister Kamal Khara didn't put a timeline to a resolution, but said the government is trying to find the best solution to help those affected.

The rollback in the income-tested benefits for seniors is a byproduct of a benefit system set up at what would be considered lightning speed for a government in response to the economic upheaval caused by COVID-19.

Federal officials have estimated that some lower-income families who received emergency aid were likely to

see reduction in their Canada Child Benefit payments this year.

As well, some mothers have had hard time getting maternity and parental leave benefits through the employment insurance system because how the government structured income-support measures.

The concern is that similar holes in the safety net will emerge once the government rolls out its next round of aid, including a proposed \$300-a-week benefit for workers subjected to a lockdown.

The measure is contained in a bill that is currently being scrutinized by the House of Commons finance committee.

The Conservatives on Friday moved to have the legislation split so parliamentarians could vote separately on aid for businesses and workers.

On Thursday, NDP finance critic Daniel Blaikie noted at the committee that there was nothing in the legislation to prevent the same kind of clawbacks seniors and families were seeing this year.

# Guilbeault wants mandate to enforce EV sales quotas

The Canadian Press

Environment Minister Steven Guilbeault says he wants a national mandate that would force auto dealers to sell a certain number of electric vehicles to be in place by the end of next year.

Road transportation accounts for one-fifth of Canada's total greenhouse-gas emissions. As Canada charts a path to net zero by 2050, eliminating carbon dioxide from passenger cars is a big part of the process.

The federal government wants half of all new passenger cars sold in Canada to be zero-emission vehicles by 2030, and reach 100 per cent by 2035.

Canadians bought more electric vehicles in the last two years than the previous eight combined, but still only three per cent of new cars registered were battery-electric or plug-in hybrids.

The Liberals promised during the election campaign to bring in a sales mandate to meet those goals. Guilbeault said he wants that to happen by the end of 2022, or early 2023 at the latest.

"This (mandate) will not come into effect in the next few months but it will

come into effect very soon," he said. "We're at three, maybe four per cent. We have to get the 50 (per cent). It's a lot of heavy lifting."

Guilbeault launched consultations on how to develop that mandate this fall. A new discussion paper for those meetings seeks input on how the mandate should work, the effect on the Canadian auto industry, and whether there should be an interim target before 2030.

Growth in electric vehicles has been swift in the last few years, but almost entirely in the two provinces that already have a provincial sales mandate. Quebec began enforcing sales quotas for electric vehicles in 2018 and British Columbia followed in 2020.

Three in four new electric vehicles registered in Canada in 2020 were in B.C. and Quebec. Ontario, which had a rebate until 2018, accounted for 19 per cent. The rest of Canada accounted for less than five per cent.

Outside of B.C. and Quebec, few dealers have access to electric vehicles, and the wait can be more than six months long. Supply-chain crunches affecting the entire auto industry make it worse.

"That's one of the best arguments in favour of a national zero-emission vehicle mandate," said Joanna Kyriazis, a senior policy adviser at Clean Energy Canada.

"Right now we're really seeing a tale of two Canadas when it comes to EVs."

A mandate must be in place by early 2023 if the targets are going to be met, she said.

Until recently, Quebec and B.C. were also the only provinces with a rebate program that cut the cost of a new electric vehicle. Yukon, Northwest Territories and all four Atlantic provinces introduced them in the last 18 months.

Guilbeault said in Quebec and B.C., the provincial mandates immediately opened up both vehicle availability and options. Carmakers introduced new models and shifted supplies to those provinces to avoid the \$5,000 penalty for every credit they were short of meeting the quota.

"All of a sudden, people have access to a whole range of other vehicles that they didn't before," said Guilbeault. "So they have more choice in terms of prices, models size, battery autonomy. And it makes a lot of difference."

# PUBLIC NOTICES



## DEVELOPMENT PERMITS APPROVED DECEMBER 2 TO DECEMBER 8, 2021 PLANNING & DEVELOPMENT SERVICES

### RESIDENTIAL

**586 PROSPECT DRIVE SW** (Lot 4, Block 4, Plan 2983JK) PLDP20211234. Single Detached House (Carpport) Including Front Setback Variance.



**63 SUNSET CRESCENT SW** (Lot 20, Block 26, Plan 0312828) PLDP20211248. Garage (Shed).

### COMMERCIAL

**2196 BRIER PARK PLACE NW** (Lot 1, Block 1, Plan 7910065) PLDP20211099. Industrial Operations (Addition).

**1 GOODYEAR WAY NW** (Block Y, Plan 5385HT) PLDP20211160. Industrial Operations (Storage).

**613 16 STREET SW** (Lot 16A, Block 14, Plan 9310386) PLDP20211270. Change of Use To Discretionary Use Retail and Consumer Services.

### HOME OCCUPATION

**62 4 STREET NW** (Lots 15-17, Block 20, Plan 726M) PLDP20211124. Office Use With Storage. General Contractor/Project Manager.

**137 SOMERSET WAY SE** (Lot 25, Block 5, Plan 0612243) PLDP20211196. Office Use Only. Window Cleaning/Pressure Washing.

**1119 STEEL STREET SE** (Lots 9 & 10, Block 2, Plan 796M) PLDP20211197. Office Use Only. Janitorial Service.

A person claiming to be affected by a decision of the Development Officer or the Municipal Planning Commission may appeal to the Medicine Hat Subdivision and Development Appeal Board by completing and submitting to the City Clerk Department, the required Notice of Appeal form within twenty one (21) days of this publication. Notice of Appeal forms are available from the City Clerk Department, Third Floor, City Hall or on the City's website at [www.medicinehat.ca](http://www.medicinehat.ca).

All Development Permits listed are subject to conditions. Further information on any Development Permit may be obtained from the Planning & Development Services Department, Second Floor, City Hall during normal business hours (Telephone 403.529.8374).

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After Hours Special Services ..... 403.526.2828

## PROTECT WATER LINES FROM FREEZING

The following actions should be considered to protect your water lines:

- Repair broken windows and ensure windows/vents are closed during the winter.
  - Insulate water pipes in unheated areas, including crawl spaces.
  - For sinks located against a non-insulated outside wall:
    - Open the vanity door to allow warm air to reach the water pipes.
    - A light bulb placed near the water pipe may generate enough heat to keep the water flowing.
    - Heat tape wrapped around the pipe may keep the pipe from freezing.
  - Residents of mobile homes should check the condition of the heat tape on their water service and water meter.
  - Protect unheated indoor water meter with an insulated box and water pipes should be wrapped in insulation using heat tape.
  - Outside water taps and underground sprinkler systems should have the water supply shut off inside the house at the isolation valve for the tap.
  - Sprinkler lines and taps should be drained/blown out.
  - A thin stream of water (as thick as a pen) running continuously from at least one tap will help prevent a frozen water service.
  - If you plan to be away from home over the winter period, close the main water isolation valve located next to the water meter in your home. You should leave the heat on in your home and have someone check inside your home daily while you're away.
- A frozen water service, or a burst water pipe, is an inconvenience and expense that most people would like to avoid. Please take all possible precautions to prevent this happening in your home or business.

For more information, refer to [www.medicinehat.ca](http://www.medicinehat.ca) or contact City Assets Environmental Utilities at 403.529.8176.

## Canada to U.S. on EV tax credits: 'No choice but to forcefully respond' if passed

**JAMES MCCARTEN**  
The Canadian Press

WASHINGTON  
Canada suddenly raised the stakes Friday in its ongoing electric-vehicle feud with the United States, threatening a barrage of retaliatory tariffs and a reversal of certain dairy-related trade concessions if Congress approves a controversial incentive for U.S.-made electric vehicles.

In a stern letter to Senate leadership as well as key committee leaders, Deputy Prime Minister Chrystia Freeland and Trade Minister Mary Ng promised to impose tariffs on a raft of U.S.-made products if President Joe Biden's tax credit proposal becomes law.

The proposal amounts to a 34 per cent tariff on electric vehicles assembled in Canada and violates the terms of the U.S.-Mexico-Canada Agreement, or USMCA, they said — not to mention the affront it represents in a country that's been a U.S. partner in building cars and trucks for half a century.

"We want to be clear that if there is no satisfactory resolution to this matter, Canada will defend its national interests, as we did when we were faced with unjustified tariffs on Canadian steel and aluminum," the ministers wrote.

Canada is getting ready to publish a list of U.S. products it would be willing to target, including within — but not limited to — the auto sector, continues the letter, which was addressed to Democratic Sen. Chuck Schumer of New York and Kentucky Republican counterpart Mitch McConnell, the respective majority and minority leaders in the Senate, among others.

It was also sent to West Virginia Sen. Joe Manchin, chairman of the Energy and Natural Resources Committee — a moderate Democrat known for voting his conscience and widely seen as the likely deciding vote in the 50-50 Senate on Biden's Build Back Better bill, which includes the proposal.

If passed, the tax credit would create incentives worth up to \$12,500 on certain electric vehicles, provided they are built in the United States and assembled with union labour.

"It's a very clear articulation from the government of Canada on just how important this is to us, and also that the Americans risk more than hurt feelings if we get this wrong," said Flavio Volpe, president of Canada's Automotive Parts Manufacturers' Association.

The tough talk — evoking as it does Canada's retaliation against Section 232 tariffs that were imposed on steel and aluminum exports during Donald Trump's time in office, ostensibly for national security reasons — also indicates that Ottawa is taking the threat seriously.

"What it says to me is that Canada is prepared also to respond to this like we responded to the 232 tariffs, which was the last time the Americans threatened an illegal trade action on us," Volpe said.

"I think it underlines the fact ... that Ottawa, has understood very well how big a threat this is to one of its biggest sectors."

Manchin, who hails from a state where Toyota is a major employer, has already expressed misgivings about the idea. He also worries about what the \$1.75-trillion climate and spending package might do to the inflation rate, which topped out Friday at 6.8 per cent, a 39-year high.

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