

OUSA, UWSA, submit post-Reaching Higher plan

Provincial minister John Milloy formally accepted the students' submission

Michal Tellos
Lance news

The UWSA has recently assisted OUSA in creating and submitting a post-Reaching Higher document to help, among other things, keep tuition fees regulated.

Reaching Higher was a plan instituted by the provincial government in 2005, and it expires by the conclusion of this academic year, meaning there will no longer be a framework in place that can control the rates at which tuition rises.

OUSA's and the UWSA's final product was given to the provincial minister of training, colleges, and universities, John Milloy, who formally accepted the package in the presence of representatives from several of Ontario's universities.

UWSA vice-president of



UWSA VPUA, Robert Woodrich, second from left, presents OUSA's post-Reach Higher plan with other OUSA representatives.

Photo: OUSA

university affairs Robert Woodrich is pleased with UWindsor's

collaboration with OUSA on the project. In fact, the UWSA has been part of OUSA policy development for over a decade.

"I have been to every meeting and brainstorming session where decisions have been made and policies crafted. This has meant many early mornings and late nights while on the road. Whether we've met in Collingwood, London, Toronto or Waterloo, Windsor has been there to actively contribute to the discussion," he said, adding that he will be attending a rally in Queen's Park, Toronto, later this month.

Woodrich cited the expertise of Paul Bien, OUSA's director of policy and research, as a large part of the group's success.

Bien holds a master's of public policy and policy management.

Thus far, Milloy and other politicians and representatives from the ministry of training, colleges, and universities have been very receptive to OUSA's work, said Woodrich, as represented by Milloy's personal acceptance of the plan.

"Minister John Milloy and representatives of the Ministry of training, Colleges and Universities have met with us several times in order to discuss their agenda, as well as to hear what students have to say and that has only been made possible through organized, student-driven lobbying, research and hard work."

Milloy has noted, however, that in the current economic climate, it is unlikely that tuitions will decrease any time soon.

They have met with officials in student government, however, to discuss several issues, such as quality education, OSAP need

assessment, changing pedagogy, a 2-1 cost-sharing model, and, of course, regulation of all tuition, including tuition for international students.

OUSA would like to see teachers that can teach as well as conduct research, and they would like this in a more interactive classroom setting.

They also feel that OSAP need assessment is currently unfair and unrealistic.

"We want the living allowance raised to the poverty line and for students to be able to save a small amount of money, among other things," said Woodrich, who is also the UWSA's appointed external representative.

The 2-1 cost-sharing model entails tuition making up no more than a third of a university's operating budget.

According to Statistics Canada, Ontario tuition is the highest in Canada as of this year, with students paying an average of \$5,951 annually.

This year, universities in Ontario experienced the largest tuition increase in Canada.

OUSA calls for the provincial government to bring per-student funding up to the national average, and for the federal government to somehow address the issue of national tuition increases.

OUSA represents nearly 300,000 full-time and part-time undergraduate students across Ontario.

For more information on the campaign or other OUSA advocacy, feel free to visit their new website at ousa.ca.

To get involved at UWindsor directly, feel free to visit uwsa.ca for any upcoming events.

Der autobahn at 200 km/h

Tim Wong
Lance engineering writer

I was in Germany for the past year and one word keeps coming to my mind - Autobahn.

For Germans, it's just an everyday occurrence, just the German word for highway. For me, it's a fantasy. The pinnacle of driving, on the German autobahn where speed limits are nonexistent.

The car was an Opel Astra wagon, turbo diesel. It's a diesel, but by no means slow. I was originally going to just drive back home but instead, my friend and I took a little detour.

My first real drive on German roads.

So off we went. I was still rusty with driving a manual and compounded with my nervousness of driving in Germany for the first time, I stalled the car a couple times before I had even hit the Autobahn. But when I got there... it was one hell of a ride.

Coming off the on-ramp, I was already doing 120 km/h, making sure that the way was clear and I wouldn't be rear-ended by a Porsche traveling 200 km/h. After quickly making it into the flow of traffic I picked out my spot and went into the fast lane.

For a few minutes, I was stuck behind a bus traveling 100 km/h. In Germany, it's illegal to pass on the right side, so I sat tight and waited.

There were two other cars between the bus and I, but as the bus crept into the slow lane, the cars in front accelerated and moved out of my way. I had nothing but a clear road ahead.

I stayed in fifth gear and planted my trigger foot to the floor. My senses sharpened, my muscles tensed and I gripped the steering wheel harder than I probably needed to. Now going 130, 140, 150... that was already faster than I had ever driven, and there was a lot more open road.

As I got close to a car in the slow lane, I lifted.

I dared not take my eyes off the road, even to check the speedometer. I looked down for a second, 180 km/h.

I still had open road and a few seconds later there was only one number I could see, 200.

That was it. I had hit 200 km/h on the Autobahn. The only other time I had gone that fast was in Gran Turismo 4.

I ceased my warp speed progression and eased back on the brakes, slowing down into the real world. Hey, that wasn't a dream.

Comments? uwance@uwindsor.ca



Your next destination

Let the Faculty of Graduate Studies at Brock University take you in a new direction.

Our 39 dynamic programs offer you the opportunity to work with some of Canada's brightest researchers and faculty members. Stimulate both sides of your brain at Brock - personally and academically - just like graduate student Katie Hemsworth. As part of her MA program in Geography, she researches the use of headphones and the resulting constitution and social organization of space.

The other side of Katie's brain focuses on watching hockey and spending time with family and friends.

She's going places at Brock. So can you.

Apply online today at brocku.ca/graduate-studies

