King'sMUN Delegate Guide

Ontario Government
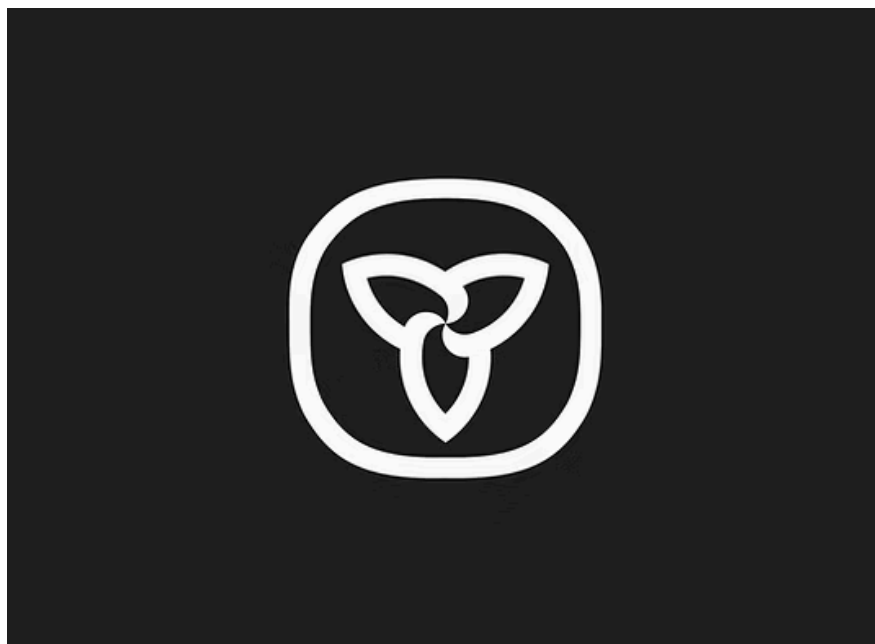
Lauren Chambers

February 22, 2025

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<u>Welcome Letter</u>

Dear King'sMUN 2025 delegates,

We are truly honoured, as this year's Co-Secretary Generals of King'sMUN, to welcome you to our 11th annual conference. The Secretariat has been working hard throughout this school year to deliver you an incredible, in-person conference with a variety of unique committees, experienced chairs, and an overall successful day of debate.

Model United Nations, a reenactment of the function of the United Nations, is designed for students to come together to debate, discuss, and develop creative resolutions to a variety of pressing issues that plague our current world. In most committees, students take on the positions of various countries, characters, or political figures to create solutions for both real and fictional issues and crises. We provide distinctive committees that delve into historical events, future scenarios, and fictional topics.

In our personal experience with MUN, we have developed many valuable skills that we will take with us throughout our lives, such as confidence in public speaking, leadership, and creative problem-solving. Furthermore, MUN promotes lifelong connections, as we are constantly meeting delegates who share similar passions to us in committee sessions. We truly believe that your participation in MUN will guide you throughout your high school journey and beyond.

 At King'sMUN, we provide a variety of committees to ensure that we have something of interest for everyone. From very current pressing issues (ie. UNSC and the ICJ) and issues in sports (ie. English Premier League and International Olympic Committee) to fictional, yet applicable issues (ie. Pokémon) and issues set in our very own communities (ie. Government of Ontario). We strive to ensure that there is appeal for a variety of delegates. Whether you have no experience or have been to a multitude of conferences, there is a place at King'sMUN for you!

Once again, we are thrilled to welcome all delegates, new or returning, back to King'sMUN. We hope that you engage in fruitful debate and have an amazing time at King'sMUN 2024.

Sincerely,

Aryan Suri and Luciana Ilic

Co-Secretary Generals

King'sMUN 2025

Purpose and Components of the Ontario Government

The Ontario government was given power in 1867 through the Constitutional Act. It stated that there should be split responsibilities between federal, provincial, and municipal governments. Provincial responsibilities and oversight include education, healthcare and social services, the environment, agriculture, highways, administration of justice, and direct taxation. Ontario is Canada's most populated province, with almost 16 million people (Canadian Provinces Population 2020). Ontario houses 40% of Canada's total population. The Ontario Government oversees issues affecting the entire province including education, healthcare, the environment, agriculture, and highways.

MPPs known as Members of Provincial Parliament are the elected officials in the Ontario government, and are 124 MPPs elected throughout the province. The current party having the most seats is the Progressive Conservative Party of Ontario with 79 seats, then the New Democratic Party (NDP) of Ontario with 28 seats, the Ontario Liberal Party with 9 seats, the Green Party of Ontario with 2 seats, and Independent MPPs with 6 seats. Right now, the Conservatives have a majority government which requires 63 seats or more.

The Premier of Ontario plays a fundamental role in the government. They are the leader of the political party that receives the most elected seats. They are the head of the provincial government, and their job is to work with ministers to develop policies and set goals for the government. The current leader of the Progressive Conservative Party and Premier of Ontario is Doug Ford. Doug Ford's plan for Ontario is to rebuild Ontario's economy through bigger paycheques and better jobs, working for workers to get more people involved in skilled trades, building highways and infrastructure including Highway 413, the Bradford Bypass, and Ontario Line subway, to keep costs down for families, and to invest in the healthcare system to give more convenient care.

Figure 1: Premier Doug Ford

Source:https://www.ola.org/en/photo/premier

List of Mayors

1. Premier of Ontario - Premier Doug Ford
2. Barrie - Mayor Alex Nuttall
3. Belleville - Mayor Neil Ellis
4. Brampton- Mayor Patrick Brown
5. Brantford - Mayor Kevin Davis
6. Burlington- Marianne Meed Ward
7. Cambridge - Mayor Jan Liggett
8. Georgetown - Mayor Ann Lawlor
9. Hamilton- Mayor Andrea Horwath
10. Kingston - Mayor Bryan Paterson
11. Kitchener- Mayor Berry Vrbanovic
12. London- Mayor Josh Morgan
13. Markham - Mayor Frank Scarpitti
14. Milton- Mayor Gordon Krantz
15. Mississauga- Mayor Carolyn Parrish
16. Montreal- Mayor Valerie Plante (observer)
17. Niagara Falls- Mayor Jim Diodati
18. Oakville - Mayor Rob Burton
19. Orillia- Mayor Don McIsaac
20. Oshawa - Mayor Dan Carter
21. Ottawa- Mayor Mark Sutcliffe
22. Peterborough - Mayor Jeff Leal
23. Richmond Hill- Mayor David West
24. St. Catharines- Mayor Mat Siscoe
25. St. Thomas - Mayor Joe Preston
26. Toronto - Mayor Olivia Chow
27. Vaughn- Steven Del Duca
28. Waterloo- Mayor Dorothy McCabe
29. Windsor - Mayor Drew Dickens

30. Premier of Ontario - Premier Doug Ford
31. Belleville - Mayor Neil Ellis
32. Waterloo- Mayor Dorothy McCabe
33. Windsor - Mayor Drew Dickens
34. Barrie - Mayor Alex Nuttall

Topic 1: Homelessness, Encampments, and Affordable Housing

Homelessness can be defined as, "the situation of an individual, family, or community without stable, safe, permanent, appropriate housing, or the immediate prospect, means and ability of acquiring it" (Dionne, Marc-Antoine, et al). Homelessness can be different for everyone. Factors such as unemployment, discrimination, violence, addiction, mental health, and general housing market issues are often the direct main causes for this. As of August 2024, the estimated number of people experiencing homelessness in Ontario is 234,000, compared to the estimate in 2018 of just 21,000 people (Gibson, Victoria).

Table 3
Distribution of population with homelessness experience by selected socio-demographic characteristics, General Social Survey, 2014 and 2019

	Homelessness [1]		Hidden homelessness [2]		Hidden homelessness due to domestic violence [3]	
	2014	2019	2014	2019	2014	2019
	percent					
Total [4]						
No	98.3	98.3	92.0	91.2	..	66.1
Yes	1.7	1.7	8.0	8.8	..	33.9

Figure 2: Distribution of Homelessness in Canada
Source: https://www150.statcan.gc.ca/n1/pub/75f0002m/75f0002m2023004-eng.htm

Due to the fact that this situation is found in such a variety, there are four different categories of homelessness classification which are unsheltered homelessness, emergency sheltered homelessness, provisionally accommodated, and at the risk of homelessness. Unsheltered homelessness is stereotypical homelessness. It is individuals living in spaces that are not their own, without consent, living in tents or shacks. This, in particular, becomes the mainstream form of homelessness which protrudes into the daily life of the non-homeless person. Emergency sheltered homelessness consists of people living in shelters. Provisionally accommodated homelessness is also known as hidden homelessness. It involves people living in transitional housing like living with family or friends, living in hotels, people living in institutional care without permanent housing, or refugees and immigrants staying in transitional

homes. This can be especially difficult to identify and treat. The final category is the people who are at risk of being homeless. It is not considered to be homelessness but is a part of the cycle. This involves a person at a serious risk of homelessness due to unemployment, domestic violence etc. Encampments root from a lack of housing altogether, and lack of affordable housing. They can be found in all urban, small towns, or rural areas. In 2023, at least 1400 homeless encampments were built and inhabited in Ontario (Dionne, Marc-Antoine, et al).

Figure 1
Housing continuum

THE HOUSING CONTINUUM

| HOMELESS | EMERGENCY SHELTERS | TRANSITIONAL HOUSING | SOCIAL HOUSING | AFFORDABLE RENTAL HOUSING | AFFORDABLE HOME OWNERSHIP | MARKET RENTAL HOUSING | MARKET HOME OWNERSHIP |

Source: Canada Mortgage and Housing Corporation, 2018.

Figure 3: Housing Progression
Source: www150.statcan.gc.ca/n1/pub/75f0002m/75f0002m2023004-eng.htm

The government of Ontario has been addressing homelessness through programs and strategies to prevent and help those experiencing homelessness. One service is by-name lists. They are lists of people who are homeless, and the goal is to keep track of the people experiencing homelessness to give them support. The list includes information on the people and overall homelessness in a community. The Ontario government is also funding multiple programs including the Homelessness Prevention Program, Emergency shelter solutions, supportive housing, community outreach and support services, housing assistance, and an Indigenous Supportive Housing Program. The Homelessness Prevention Program is funded provincially, supporting 47 municipalities in partnership with municipal service managers to equip communities with affordable housing and support services for people at risk of losing their homes. The goal is to **prevent, address, and reduce homelessness**.

Toronto, the capital of Ontario, is Canada's second-largest city and is the most expensive place to buy a home, rent, and live in. 30% of household income is spent on shelter in Ontario, with all kinds of income (Ontario's Housing Crisis Explained). Many problems around

affordable housing are the competition for homes increasing the cost of the homes, wages being too small to maintain the cost of housing, houses being seen as a business opportunity, and lack of social housing.
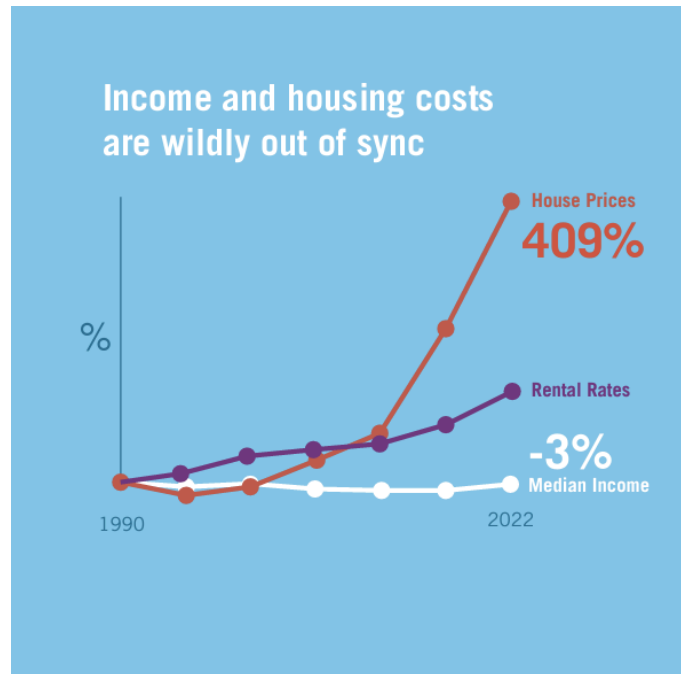

Figure 4: Comparison of Income and Housing Costs

Source:schoolofcities.utoronto.ca/wp-content/uploads/2024/06/School-of-Cities_Housing-Crisis-Final3.pdf

Connection to SDGs

      The United Nations and its member states adopted the Sustainable Development Goals in 2015, intending to make the world peaceful and prosperous. The 17 goals were calls for action in all countries to be met by 2030. The SDGs relating to Ontario's homelessness and affordable housing crises are SDG 1: No Poverty, and SDG 11: Sustainable Cities and Communities. SDG 1: No Poverty relates to the homelessness issue of people to reduce vulnerable situations and to be able to live in safe homes. They are unable to afford homes and end up living on the street, in encampments, or homeless shelters. SDG 11: Sustainable Cities and Communities relates to the affordable housing crisis concerning Target 11.1 which states access to safe and affordable

housing. By providing everyone in communities a safe place to live they can find work and become self-sufficient. In Ontario, numerous people are not able to have access to this lifestyle.

Figure 5: SDG 1   Figure 6: SDG 11

Concluding paragraph of the issue being resolved

Delegates are encouraged to devise resolutions to help decrease the issues and aid the people at risk and living on the streets. The problem of affordable housing is a relevant issue that is impacting many citizens of Ontario. The delegates are reminded that within the provincial government, there are limits of power that are split between the three levels of government which are municipal, provincial, and federal.

Further Questions

1. How are the Municipal governments being affected and expected to deal with the homelessness problem?
2. Who is contributing the most funding? Who is contributing the least?
3. How can you ensure everyone experiencing homelessness is safe?
4. What countries/provinces have the lowest rates of homelessness? What are those countries doing to implement new solutions?
5. Are the factors causing the affordable housing crisis equally problematic?

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Topic 2: Vehicle Theft

In 2022, Canada was one of the top 10 countries out of 137 countries on Interpol's stolen Motor Vehicle database with the worst vehicle theft (INTERPOL). The RCMP stated that around 150,000 cars had been stolen. One suggested reason that Canada has such high auto theft rates is that there are many high-valued models like SUVs. On February 21, 2024, the Federal Government of Canada started the INTERPOL's joint transnational vehicle crime project which will have funding of $3.5 million to increase information sharing and statistics of vehicles all over the world (INTERPOL).

Auto theft is also known as vehicle theft. More vulnerable vehicles include high-end and newer cars therefore having newer technology. Vehicles are normally stolen by being resold, reprogrammed, re-vinning, targeting keys, and carjacking (Halton Region). Reprogramming thefts are when the VIN (Vehicle Identification Number) on the car is taken a picture of, and the code is put into a reprogramming device. This allows access to the controls of the system, and thieves can reprogram the car by starting it and then stealing the car. Cars are often driven to ports like the Port of Montreal that ship them overseas to be re-sold. Re-vinning is when the VIN is changed to hide that the car has been stolen. Next is the target of keys, when a thief goes into a home and steals the keys to the car. Lastly, carjacking is when the owner of the car is in the car, and they are taken out of their car and the thief drives away with the car.

There is an auto theft crisis in Canada, and it is increasing. From 2018 to 2023 auto theft has increased by about 254%, with more than $1.5 billion in claims costs for private vehicles in 2022 (Insurance Bureau of Canada). Many factors affect this crisis including the police force, insurance businesses, car manufacturers, the government, and shipping/exporting companies.

There is a complex network that involves many factors and steps in order to steal vehicles and then deliver them to other countries. The image below is the cycle of how auto theft networks function. It starts at the person's home or driveway where the vehicle owner normally parks the vehicle outside and leads to the shipping process. The shipper or exporter starts the process. There is a lack of regulatory requirements meaning anyone can become a shipper even criminals since there are very few limits. The freight forwarder/customer service provider's role is to plan the exportation process. Trucking companies transport shipping containers to the ports, or by rail, where they are then shipped to their final destination. Rail companies transport

containers over longer distances than trucking companies do. The last 2 major steps are the ports and ocean carriers. This is where the stolen cars in the shipping containers are shipped to overseas countries. One major port that is a hub of auto theft is the Port of Montreal and the Insurance Bureau of Canada thinks this is where many stolen vehicles from Ontario and Quebec leave the country. Once the shipping containers are put onto boats they are not allowed to be opened until the boat reaches its destination which is a law. Therefore, once you get to the final step you can not ensure what is in the containers.
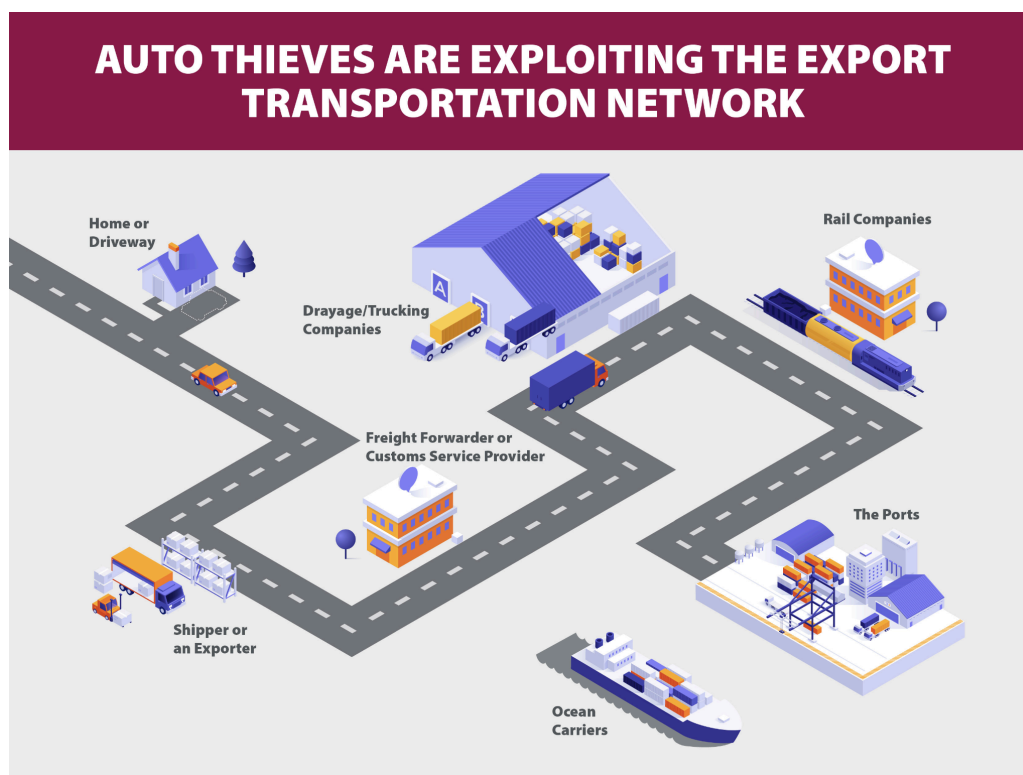
Figure 7: Auto Thieves Network

Source:https://www.ibc.ca/news-insights/in-focus/closing-the-gaps-in-canada-s-auto-theft-crisis-stopping-the-export-of-stolen-vehicles

Some of the most targeted vehicles that were commonly stolen in 2023 in Ontario are shown in the image below (CBC).

Top 10 most frequently stolen vehicles in Ontario for 2023

Rank		Make/Model	Year	Type	Thefts
1		Land Rover Range Rover Series	2022	SUV	1,411
2		Land Rover Defender Series	2022	SUV	112
3		Cadillac Escalade Series	2021	SUV	430
4		Lexus RX Series	2021	SUV	2,852
5		Chevrolet/GMC Suburban/ Yukon/Tahoe Series	2022	SUV	1,136
6		Toyota Highlander	2022	SUV	2,838
7		Jeep Gladiator	2023	Truck	175
8		Lexus GX Series	2022	SUV	92
9		Jaguar F-PACE	2020	SUV	141
10		Mercedes-Benz G-Class	2019	SUV	58

Figure 8: Top 10 Most Commonly Stolen Cars

Source: https://www.cbc.ca/news/canada/toronto/most-stolen-cars-2023-1.7386977
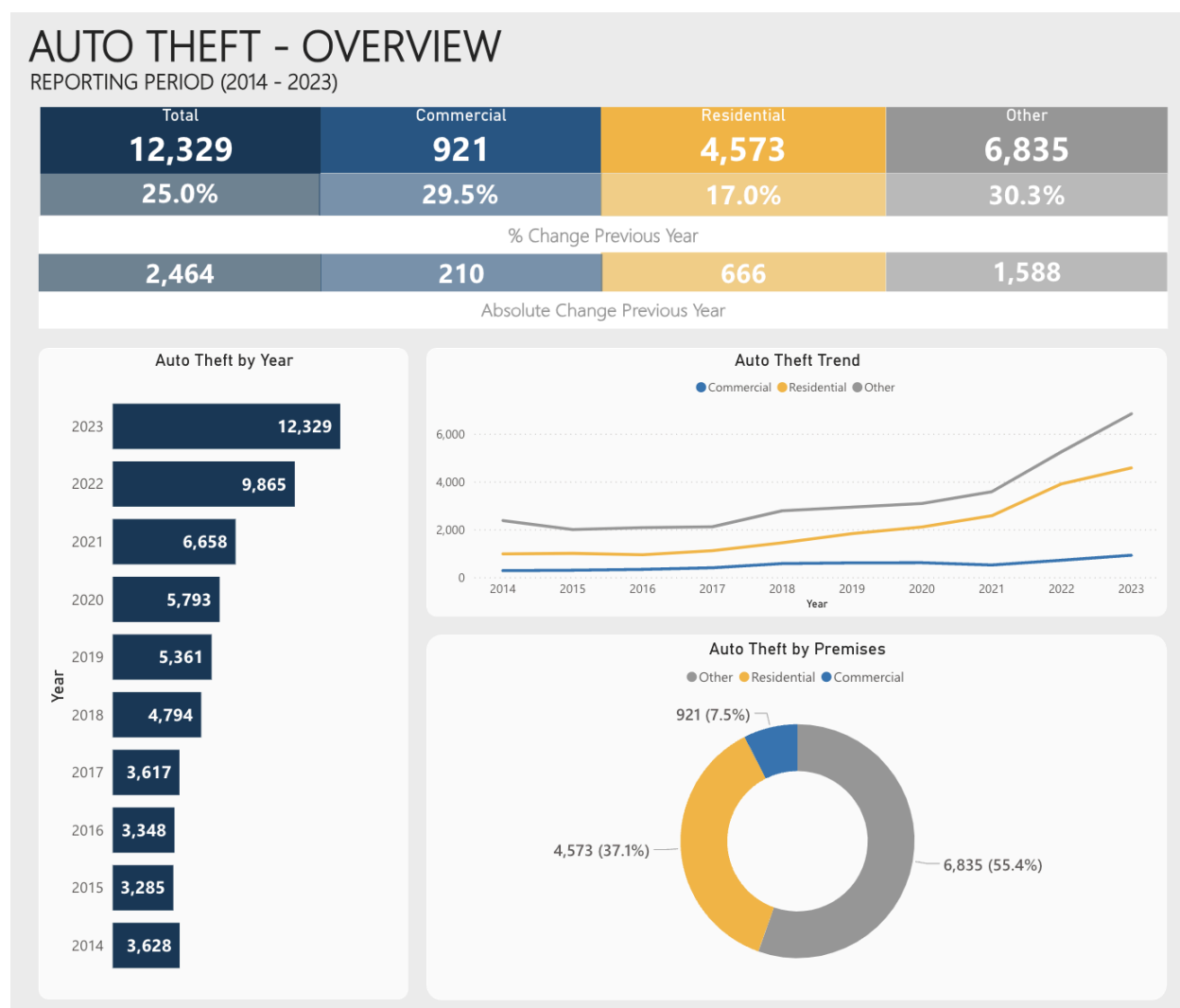
Figure 9: Auto Theft Overview by Toronto Police Service

Source: https://data.torontopolice.on.ca/pages/auto-theft

Concluding paragraph of the issue being resolved

It is up to delegates to create more regulations within the shipping process to stop auto theft transportation. The goal is through legislation to decrease auto theft and to protect citizen's property. The delegates must decide how this should be done and the extent it should be done.

Connection to SDGs

The goal of SDG 16: Peace, Justice and Strong Institutions is to have justice for all and equality for all. There needs to be an effective, accountable, and inclusive institution. With

people's cars being stolen, and then being re-sold overseas is not just. Their property is being taken from them. There needs to be more effective ways to ensure people's property is safe. In addition, there needs to be protection for other vehicle owners who are at significant risk of increased insurance premiums and improved vehicle security measures. As a result of vehicles they own and whether they are at risk of being stolen. The overall goal of SDG 17: Partnerships for the Goals is to have global partnerships and to strengthen them. Canada is trying to meet this goal in auto theft by being a part of INTERPOL which stands for The International Criminal Police Organization. The federal government joining the joint transnational vehicle crime project ensures shared information with other countries, and to work together to solve the crimes committed. SDG 8: Decent Work and Economic Growth is about having inclusive and sustainable economic growth. Cars being stolen constantly and then being sold illegally in other countries is not benefiting people's economies.
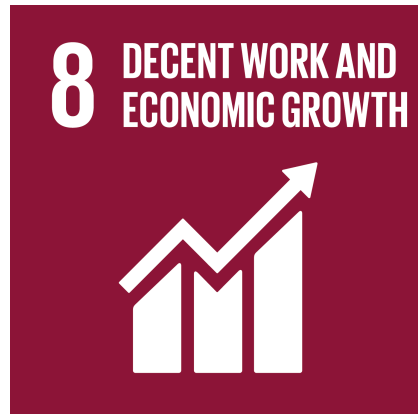

Figure 10: SDG 16   Figure 11: SDG 8   Figure 12: SDG 17

Further Questions:
1. At what stage of the network should more regulations be implemented?
2. How do we ensure transparency of this network at its earliest stages?
3. Is it reasonable to have heavy regulations at all stages of the auto theft network?
4. Is the government doing enough to combat auto theft right now?
5. Is this a sustainable cycle for cars to be stolen, and then for insurance companies to pay out to their customers while insurance fees go up?

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