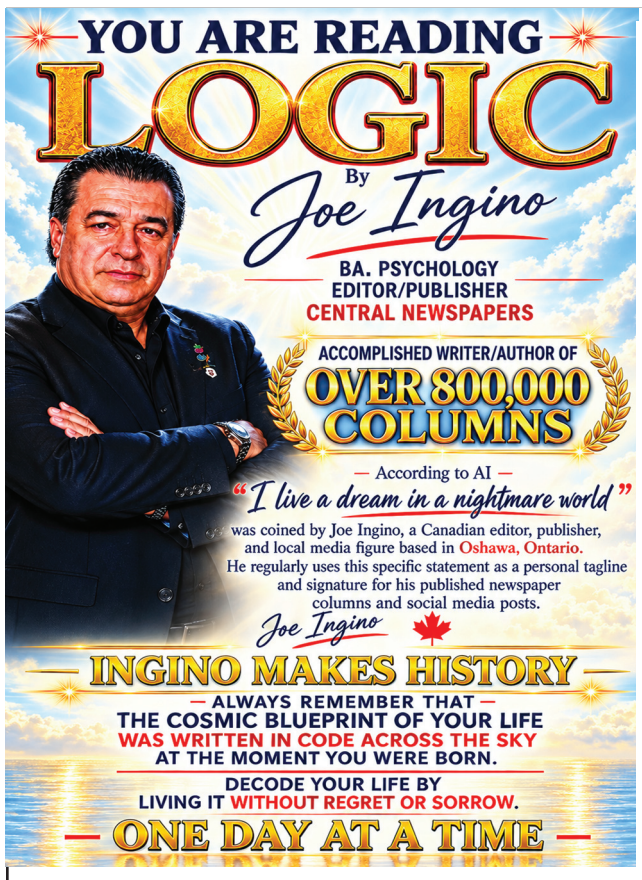
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STOP PUNISHING GOOD PEOPLE

By Joe Ingino

Elections are over. The new administrations, in many cases, have been sworn in.I am excited to see what changes this new blood will bring across Durham Region.

I can tell you that, at least in Oshawa, the city has a golden opportunity to get itself out of the poor light it has fallen into.

From the homeless invasion to the open drug use on city streets, it is time for change.

I do hope that Tito takes this to heart and turns around the image Oshawa has endured.I believe that Tito should open City Hall to all who want to make our city great.In the past, the city has worked hard to shut down the good efforts of citizens.I remember a cold day in September. I was driving down Simcoe Street by Memorial Park.

There stood two young people beside a vehicle with its hatchback open. They held a sign that read, "Free hugs and sandwiches" for anyone in need.You have no clue what that gesture did to me. I could not believe my eyes.I pulled over and asked the obvious question: WHY? Why would a young couple be standing in the cold wind doing this?

They told me, "We are not wealthy, far from it. But we have had enough of the suffering. Someone has to do something, and we are leading by example."WOW!I asked how much they had invested. They told me, "We buy a couple of loaves of bread and some lunch meat. We do what we can."I remember telling them that they were doing something great and that I vowed to help.

At that time, I belonged to many social and service clubs. I circulated news of their good gesture, and the Kinsmen of Oshawa took it upon themselves to help.After consultations and a presentation, I was able to secure a budget of $2,000 worth of food and insurance coverage under the club's name. So now it became a Kinsmen project. Word got out, as we published the story here, and others started showing up with food and clothing. Those in need were coming to Memorial Park by the hundreds. It became so popular that the Salvation Army appeared with a full kitchen truck. Local restaurateurs would bring leftover food at the end of the day.It was feeding those in need and some local residents.It was an exceptional example of what a community can achieve when people come together.

THEN THE CITY INTERVENED! First, it was not a city-sanctioned event. So, the city started passing restrictive bylaws and imposing fines on anyone organizing an event involving more than 10 people.Second, the city claimed that this good gesture was a liability for the municipality.The city did everything it could to shut it down.AND THEY DID!I hope that Tito takes this to heart and revisits initiatives undertaken by good people at no cost to taxpayers. Currently, we have a local business owner by the name of Harley G., at 95 Simcoe St. S., situated right in downtown Oshawa. Harley is a very well-known individual in the motorcycle world. According to his social media posts, he is a changed man. He has taken it upon himself to change the image of motorcycle clubs.

Lately, Harley has been at the centre of controversy over his two events. He hosted free community breakfasts. In the neighbourhood, he has become a sort of Robin Hood. He helps wherever he can as he tries to clean up the image of motorcycle clubs.

Well, word is getting around, and apparently, the city is at it again. First, city bylaw enforcement attempted to extort money from local businesses by threatening to issue fines for people found sleeping in front of their properties. The Canadian Automobile Museum received almost $2,000 worth of fines. Now it appears that Harley is being hit with a huge bill from police services, some $17,000 for extra policing, or so the police claim.In a recent social media post, Harley, almost in tears, turned to taxpayers for help as he is being forced to apply for all kinds of licences. TITO, PLEASE!Change the old ways and let the good people of Oshawa help you deal with those in need and the homeless.We, the people of Oshawa and Durham Region, need you, Tito. **DON'T LET US DOWN!**





What Canada Should Bring Home from the APEC Summit

by Maj (ret'd) CORNELIU, CHISU, CD, PMSC FEC, CET, P.Eng.
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Mark Carney has already secured something concrete in Shenzhen. China has agreed to ease tariffs on more Canadian pork and seafood. However, that deal, reached in a bilateral meeting with President Xi Jinping, is only one part of Canada's visit.

The larger question at this week's Asia-Pacific Economic Cooperation summit is whether Canada can make it easier for businesses to sell across the Pacific, attract investment that creates jobs here and keep its place in North American supply chains.

Canada needs progress on all three areas.

APEC brings together 21 economies, including the United States, China, Mexico, Japan, South Korea and several Southeast Asian partners. It works by consensus, and its commitments are voluntary. That shapes what Canada can realistically expect from the November 18–19 leaders' meeting.

Broad agreement on the future of Pacific trade is an ambitious goal when Washington and Beijing are pursuing competing policies. A practical commitment by several economies to accept the same electronic shipping documents would be a credible result, especially if customs agencies agree on when to put it into practice.

Digital trade is one area where Shenzhen can deliver. Officials have discussed a proposed 2027–2030 framework for digitizing trade, along with work on electronic bills of lading and the use of artificial intelligence in customs.

Canada should seek pilot projects with willing partners to test whether electronic documents are accepted from the port of departure to the port of arrival. A seafood exporter in British Columbia should be able to file the necessary information once and find out promptly whether the shipment has cleared. The test is whether goods spend less time waiting and whether smaller firms can afford to enter a new market.

APEC officials are also working on a proposed statement about a future Free Trade Area of the Asia-Pacific. Canada should support that work while recognizing the time it will take.

The more immediate opportunity is in Southeast Asia. In Manila, Ottawa announced the substantial conclusion of negotiations with ASEAN and the conclusion of separate free-trade talks with the Philippines. As those agreements are finalized, Canadian officials should use meetings in Shenzhen to identify requirements that could still keep Canadian goods off store shelves, from labelling rules to delays in approving food and agricultural products. A tariff concession gains value when an exporter can use it.

The meeting with Xi illustrates both the opportunity and the trade-offs. Ottawa says the new tariff relief covers roughly $400 million worth of Canadian exports, including most frozen pork cuts and some seafood, and runs through December 2028. That figure describes the exports covered. Actual gains will show up in orders and shipments. In exchange, Canada extended exemptions for certain Chinese steel and aluminum products and added 32 tariff items for which Ottawa says domestic supply is insufficient or unavailable. Ottawa should publish the basis for those decisions and review them when Canadian mills can supply the products.

The summit also gives Canada a chance to make its case to investors. Ottawa's account of the Carney–Xi meeting mentions electric vehicles but announces no Canadian assembly plant. If a Chinese automaker proposes one, Canadians should ask where it would build, when production would begin, what it would buy from Canadian suppliers and where the vehicles would be sold. The same discipline should apply to discussions with Japanese and South Korean firms about batteries, energy or critical minerals. A credible proposal should identify who will invest, what work will be done in Canada and how the project will reach customers.

Shenzhen is also a reminder that Canada's Pacific and North American interests overlap. Nearly 72 per cent of our merchandise exports went to the United States in 2025. Carney's separate meeting with Mexican President Claudia Sheinbaum therefore deserves attention. Canada and Mexico have a common interest in keeping regional supply chains competitive, especially in autos. They should use that relationship to press for predictable customs procedures and rules that allow companies to plan

investments years ahead. More customers across the Pacific would give Canada room to manoeuvre, while a stable North American market would give Canadian manufacturers a base from which to expand.

Canada should also be clear about where commercial cooperation requires safeguards. Carney said before meeting Xi that he intended to raise foreign interference. The public readout refers to security discussions in broad terms and leaves that specific question unanswered. Parliament should ask whether it was raised and what Ottawa can say about the response. The government should be equally clear about how it will assess proposed investments involving sensitive technologies, critical infrastructure or access to Canadian data. Clear rules give prospective investors a basis for making decisions and give Canadians a basis for judging them.

When the summit ends, Ottawa should name the customs projects it will pursue, the partners prepared to work with Canada and the deadlines officials will report against. It should track whether China's tariff relief produces repeat orders and whether investment talks produce spending on Canadian facilities and suppliers.

Canada must also do its part at home. Faster customs clearance abroad will help only so much if a shipment misses its sailing because rail service or port capacity falls short.

What should Canada expect from APEC?

Enough cooperation to make trade easier in specific markets, enough access to senior decision-makers to advance serious investment talks, and a chance to defend the North American relationships on which Canadian industry still depends.

The summit will have earned its place on the prime minister's itinerary if, a year from now, a Canadian exporter can ship to a Pacific customer with less delay and an Ontario parts maker has a new production contract to bid on.