

## Lockington, Elliott (SPAC/PSPC)

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**From:** Media <media@tpsgc-pwgsc.gc.ca>  
**Sent:** May 5, 2020 10:07 AM  
**To:** André Fillion  
**Cc:** Angela Intranuovo; Bryan Blom; Carole Charette; Caroline Audette; Lord, David (Ext.); Elizabeth Lindsay; Christensen, Esther (Ext.); Boulay, Francois (Ext.); Geneviève Côté; James Stott; Jean-François Létourneau; Jeff Van Zyl; Jody Wood; Judith Rorai; Julie Hahn; Karim Adam; Liaison; Maria Cama; Marie-Christine Lalonde; Marie-Claude Hurens; Media; Médias Sociaux / Social Media (TPSGC/PWGSC); Melissa Pacheco; Me'Shel Gulliver Bélanger; Mia Arruda; Nathalie Larocque; Nicholas Dorion; Pamela Eades; Renee Stephen; Rosemary Kinnis; Sara Lacasse; Sarah Moreau-Bélanger; Selma Mesri; Sonia Harvey; Usman Chaudhry; Amanda Semaan; Annie Scalisi; Crystal Allan; Edith Dauphinais; Isabelle Aubin; Jenny Bascur; Michael Milito; Nathalie Bétoté Akwa; Nicolas Boucher; PA DGA Bureau SMA / AP PB ADM Office (TPSGC/PWGSC); Vanessa Audette  
**Subject:** Media Heads-Up / Tier 1 - COVID-19 - Follow-up: Empty planes from China / Freelance

The following media request has been identified as **Tier 1**.

Communications sector will work with your group to develop the first draft response. New information not previously approved should be identified in purple.

Highest level of approval: MO

Program ADM approved response: May-05-20 at 14:30

### Media heads-up

#### Freelance

**Derwentwater, Laura (Freelance)**

**Date call received: May-04-20 at 23:00**

**Deadline: May-06-20 at 16:00**

Tier 1 - COVID-19 - Follow-up: Empty planes from China

**CONTEXT** (for your information): Not satisfied with the response we had provided (Q1-Q5) on April 22, the freelancer came back with the same set of questions and an additional one (Q6) on April 26.

We had closed the request, but the freelancer has followed up and is still looking to get answers. The response that had been drafted is included for reference.

### VALUE STATEMENT:

### QUESTIONS / RESPONSES:

**Q1. Since the shipments were not loaded on the Canadian planes, what happened to them?**

**Q2. Did Canada get a refund for the shipments?**

**Q3. Why did the planes not simply either take off and circle until they could land again or go to another Asian airport to wait until further landing rights could be arranged in order to pick up the shipments?**

**Q4. Mention is made of prior shipments not being up to standard when received in Canada and that the minister is looking to**

**"repurpose" them. Why were the goods not inspected in the factory and prior to on boarding s  
ince China is notorious for substituting goods of lesser quality? ( refer you to "Poorly  
Made in China" (Paul Midler, 2011)...a great read).**

**Q5. Has the Canadian government, or, to its knowledge, any provincial governments, lost ship  
ments to 'pirates' out bidding them at the last minute for the necessary supplies?**

**\*\*Q6. In addition to the questions in my email below, could you please comment on the  
Chinese government's assertion, that the planes did not face restrictions on the amount of  
time on the ground. In particular, please address the issue that this presents that, if there was  
no restriction, then why did the planes take off empty?**

**A1-6.** The intended shipment of federally purchased PPE has since been received in Canada on  
subsequent flights, and we continue to work with Air Canada as well as our other airline partners to  
bring much needed supplies to Canada for distribution to our front-line healthcare workers.

Quality assurance happens at multiple points in that process. First, suppliers are required to verify  
that the products are meeting specific standards and requirements (for example, a specific  
certification such as FDA, CE, WHO, or NIOSH). Second, new controls introduced by the Chinese  
government require additional inspections before products are cleared for export. And third, we are  
working closely with the Public Health Agency of Canada (PHAC) and Health Canada on all  
purchases, to ensure they meet standards and requirements. Once products are received in Canada,  
PHAC unpacks and inspects all items before they are distributed for use.

Early on, we were facing challenges with securing orders in China given the highly competitive  
marketplace. Since then, we have introduced new, on-the-ground oversight from factory to flight to  
help ensure orders are fulfilled. We hired on-the-ground support, including support from Bollore  
Logistics Canada Inc., to provide transportation, receiving, storage services and customs clearances.  
This includes providing oversight and monitoring of products from the time they leave the  
manufacturing facility, until they are secured on the plane.

Public Services and Procurement Canada will not comment on statements made by other  
governments.

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Response provided on April 22:

We are taking an aggressive procurement approach to secure the life-saving equipment and supplies that  
Canada needs from a diverse range of suppliers both internationally and here at home, while recognizing the  
risks posed by fragile supply chains, the fluidity of the current situation around the world and high global  
demand.

We can confirm that four flights chartered by the Government of Canada arrived safely in Canada from China  
over the weekend carrying medical supplies like N95 and surgical masks, protective coveralls and a key  
component in testing reagent, as well as orders for other jurisdictions, including Quebec and the Red Cross.  
This is an offer that has been made to all provinces and territories. A number of federally chartered cargo  
flights are also expected to transit from China to Canada over the course of this week.

In addition to this, one federally chartered flight left China for Canada over the weekend without its intended  
cargo on board. This occurred due to on the ground congestion caused by a significant surge in cargo flights out

of terminals at the Shanghai Airport. As a result, the intended cargo was unable to get to the plane before its required takeoff time.

We are closely monitoring this issue and continue to work closely with officials in China, including Ambassador Barton and other diplomatic staff to navigate the current, complex supply chain environment. Steps are being taken to ensure that this does not occur moving forward.

The federal government will continue to work tirelessly to ensure that we have the supplies to meet both Canada's short and long-term needs.

Note that we cannot confirm information on the second flight organized by another jurisdiction.