

Lockington, Elliott (SPAC/PSPC)

From: Media <media@tpsgc-pwgsc.gc.ca>
Sent: September 27, 2020 12:03 PM
To: Roy, Cecely (SPAC/PSPC); fitz-morris, James (SPAC/PSPC)
Cc: Media; Jean-François Létourneau; Me'Shel Gulliver Bélanger; Elizabeth Lindsay; Bryan Blom
Subject: For MO Approval: Media Response / Tier 1 - COVID-19 - Bolloré and Supply Orders / L'actualité
Attachments: Réponse L'Actualité.docx

Cecely and James,

For MO approval please.

New info.

Thank you.

Media Response

L'actualité

Castonguay, Alec (L'actualité)

Date call received: September-17-20 at 3:55 PM

Deadline: September-25-20 at 4:00 PM

Tier 1 - COVID-19 - Bolloré and Supply Orders

BACKGROUND:

The reporter and political bureau chief for the magazine *L'actualité* is writing a book about the pandemic and wants information about flights between Canada and China.

VALUE STATEMENT:

QUESTIONS / ANSWER:

Q1. How many flights between China and Canada were operated by Bolloré, thanks to Canada's contract with that company, between March 1 and May 1, 2020?

Q2. What kind of plane was Bolloré using? Were they Air Canada planes? What kind of aircraft? Airbus? What kind?

Q3. How many flights returned empty to Canada (or flights that did not take place because the cargo on site was not ready for boarding)?

A1-3. The agreement in place with Bolloré Logistics Canada Inc. is for transportation, receiving, storage services and support with customs clearances on the ground in China. Oversight is maintained throughout the process from the point of pick up from the supplier until supplies are loaded onto the plane and departs. This end to end approach is in place to navigate the current, complex supply chain environment, and

includes working with Canadian airline partners Air Canada and CargoJet to carry the cargo back to Canada.

From March 18t to May 18t 2020, we received **21** flights of supplies from China carrying personal protective equipment (**PPE**).

In April, one federally chartered cargo flight returned from China to Canada without its intended shipment on board. This occurred due to a confluence of circumstances including a significant surge in cargo flights out of terminals at the Shanghai Airport at that time. It should be noted that the carrier was able to load cargo belonging to other Canadian entities and returned to Canada carrying that cargo. The carrier credited the Government of Canada with the costs they recovered from the other Canadian entities as a result of that transport flight.

We have since seen a steady flow of orders make their way to Canada, with flights of supplies from China carrying **PPE** as of September 21, 2020.

Q4. Your website indicates the quantity of equipment that has been ordered and received so far (as of the end of August). I would like the same information, for the same type of equipment, but for February, March, April and May. Broken down by month.

Q5. How many orders were there for each month, and how many orders were received for each month in each category?

A4-5. The following are the quantities of items ordered and received for the months of February, March, April and May, as well as the number of orders placed and received for these items during this period. (attachment)