



September 22, 2022

Miriam Burke
Joint Clerk
Special Joint Committee on the Declaration of Emergency
Parliament of Canada
6th floor, 131 Queen Street
Ottawa ON K1A 0A6

Dear Ms. Burke:

This letter is further to my letter of June 30, 2022, which transmitted bilingual copies of assessments created by the Privy Council Office (PCO) in response to the motion adopted by the Special Joint Committee on the Declaration of Emergency on May 31, 2022, concerning the production of documents related to the Government's invocation of the *Emergencies Act*.

As noted in my June 30th letter, in accordance with s. 63 of the *Emergencies Act*, the Government established the Public Order Emergency Commission (Commission), an independent public inquiry to examine the circumstances that led to the declaration of emergency and the measures taken for dealing with the emergency. In response to a request from the Commission, the Government has decided, on an exceptional basis, that it would provide the Commission with the inputs that were before Cabinet when it considered the circumstances that led to the declaration of the public order emergency and the special temporary measures for dealing with the emergency.

The documents that were produced on June 30, 2022, to address the Special Joint Committee's motion noted above, were gathered prior to this decision having taken effect. PCO committed to working with relevant departments and agencies to ensure that, if there were any Cabinet confidences meeting the terms of the motion, that they would be reviewed in light of the exceptional partial disclosure, translated, and produced within a reasonable time.

.../2

Further to this undertaking, please find attached additional documents from PCO, the Royal Canadian Mounted Police (RCMP), and the Canada Border Services Agency (CBSA) in both official languages. The materials in this package were created between January 23, 2022, and February 14, 2022, and have been assembled for the Committee as follows:

PCO:

- **Speaking Points prepared for Senior Officials:** these are speaking points that were prepared for a senior official to use to provide an assessment or report to Cabinet or Cabinet committee meetings. Two documents are titled as Full Cabinet Feb 13, 2022. This was an error and the document starting on page 40 was prepared for use at the Incident Response Group meeting of February 12, 2022.
- **Supporting Documentation:** these are supporting documents that were prepared for senior officials to use to provide assessments to Cabinet or Cabinet committee meetings.

RCMP:

- **Situational Assessments:** these are assessments that were prepared for senior officials to use to brief Ministers and/or Cabinet or Cabinet Committee meetings.

CBSA:

- **Deputy Minister Briefing Materials:** these are materials prepared for the President or Executive Vice-President's to use to brief Ministers and/or Cabinet committee meetings.

These documents have been reviewed and, where necessary, information that is subject to other privileges and immunities has been redacted (e.g., third-party information, information that would jeopardize ongoing law enforcement investigations, national security information, and Cabinet confidences that fall outside the exceptional partial disclosure. Information on the nature of the redactions applied is also included in this submission.

Sincerely yours,



Jacqueline Bogden
Deputy Secretary to the Cabinet
Emergency Preparedness and
COVID Recovery Secretariat

Attachments

Critical infrastructure disruptions arising from ongoing convoy demonstrations in Canada

February 11, 2022

Background:

- There are 10 critical infrastructure (CI) sectors in Canada: energy and utilities, finance, food, government, health, information and communication technology (ICT), manufacturing, safety, transportation, and water. These sectors are outlined in Canada's 2009 [National Strategy for Critical Infrastructure](#) (Strategy).
- Public Safety Canada (PS) works across Canada's 10 CI sectors, with lead federal departments, provinces and territories, and the private sector to share information and address priorities nationally and where international events may have domestic impacts. Industry collaboration occurs via the National Cross Sector Forum, which includes senior-level private sector representatives from Canada's 10 sectors.
- Lead departments identified in the Strategy are responsible for monitoring and building resilience within their CI sector, and for maintaining sector networks to ensure strong government-industry partnerships, collaboration, and information-sharing.

Current status:

- Convoy demonstrations are targeting CI in the transportation sector via key nodes and points of entry, leading to supply chain impacts. Other sectors are being indirectly targeted as a result of cascading impacts on other CI sectors. Media reports note impacts in the manufacturing (e.g., automotive) and food (e.g., meat processing) sectors.¹
- While PS has not heard any concerns related to ongoing convoy demonstrations directly from private sector partners², PS (via the Government Operations Centre and the Critical Infrastructure Directorate) is watching events related to CI and supply chain disruptions.
- Lead federal departments are also monitoring and reporting up, particularly in relation to potentially vulnerable transportation nodes (including border crossings).
- CI of concern that may be the target of future disruption is outlined below, categorized by sector with illustrative examples. This includes analysis of key transportation nodes and international points of entry based on their symbolic or economic significance. A specific list of relevant CI of concern is also included.

Considerations:

- Any CI that is reachable by road is potentially vulnerable to future disruption resulting from ongoing convoy demonstrations in Canada. CI that has a *symbolic* and *strategic* significance may be targeted to create both a psychological and/or an economic impact.

¹ <https://www.theglobeandmail.com/business/article-auto-sector-food-transportation-hit-as-border-blockades-spread-across/>

² Current as of 11:00 am Friday, February 11, 2022

- Demonstrations will likely continue to target key points of entry and nodes in the **Transportation Sector** that create supply chain bottlenecks with the largest and most strategic economic impact. This includes bridges linking Canada and the United States, rail lines, and marine ports.
- *Bridges* at international crossings such as the Ambassador and Bluewater bridges (Windsor and Sarnia, respectively) will likely remain targets for protest given they have a high symbolic profile and are integral for commerce and trade with the United States. These sites are easy to block, draw media attention, and inflict economic damage. As such, they are a high-impact, low-effort target. This would also apply to tunnels.
- *Rail lines* are also at risk of blockade. This can be easily done with few vehicles, particularly where there is no or little redundancy (i.e., alternate rail line options). Rail lines are also high-impact, low-effort targets. There is historical precedent for rail blockades in Canada, most recently those in support of Wet’suwet’en First Nation hereditary chiefs opposed to a natural gas pipeline on their traditional territory in BC. These blockages affected rail lines across Canada throughout 2020 and 2021. November 2021 flooding and landslides in BC also punctuated the reliance on and economic impact of rail lines in Canada. Due to lack of redundancy, rail lines often constitute single points of failure that can quickly lead to interprovincial or national supply chain problems.
- *Ports and intermodal yards* (truck and rail) are CI sites where significant disruptions can be caused relatively easily. Disruptions can be compounded by the fact that these are points of intersection for marine, road, and rail modes of transportation. Ports and intermodal yards are more difficult to disrupt than rail lines alone as additional planning and coordination is required to block multiple entry-exit routes and access points.
 - *Marine points* are the highest value CI transportation sites from an economic perspective (volumes of goods and cargo). The four largest marine ports in Canada are the Vancouver, Halifax, Prince Rupert, and Montreal. The Ports of Vancouver and Montreal are the highest public profile ports in Canada. All major cities in Canada have combined truck and rail intermodal yards.
- *Highways* may be of lower value for disruption given redundancy and multiple alternative routes and detour options. However, they also represent single points of failure, particularly in remote and isolated parts of Canada. In many parts of the country, the Trans-Canada Highway is the only available surface transportation option, and often the only route of passage (e.g., western Canada mountain passes). A failure of the Nipigon River Bridge in northern Ontario in January 2016 created delays to the delivery of an estimated \$100 million of goods per day shipped by truck (primarily food).³ These single points of failure can also create national / interprovincial supply chain issues.

Canada-United States dimension

Canada and the United States have highly interconnected critical infrastructure systems and networks that rely on support from both countries to ensure continued delivery of essential goods and services.

More than \$2.5 billion worth of goods and services and approximately 400,000 people cross the Canada-United States border every day. One of the largest trading relationships in the world supports millions of jobs on both sides of the border.¹

³ <https://www.cbc.ca/news/canada/thunder-bay/nipigon-river-bridge-trucking-industry-1.3401643>

- *Airports* may (continue to) be targeted as well, though these CI facilities handle less cargo relative to ports. Disruptions to high-profile and publicly symbolic airports in major Canadian cities would largely create impacts of inconvenience to passengers versus a significant economy-wide impact.
- While other CI (e.g., health-care facilities, government buildings) may continue to be targeted, these would also constitute inconveniences rather than economy-wide impacts. Government Sector buildings and other public sites in particular are symbolic CI whose disruption leads to impacts of a psychological nature as opposed to supply chain issues with wide-reaching economic impacts.
- Should demonstrations continue to escalate and expand, they could become increasingly sophisticated via an increased level of coordination whereby protestors target more heavily populated areas on a larger scale to maximize disruptions to food and fuel supplies, for example.
- Finally, due to the distributed nature and numbers of protesters, there exists a of unanticipated or unintentional CI disruptions through accidental damage (e.g., severing of energy or communications lines).

Relevant CI of concern: key transportation nodes and points of entry

Input received from Transport Canada

Civil Aviation and Aviation Security

- From an Aviation Security Perspective the most critical airports that could be impacted by a “truck blockade” would primarily be the Canadian Class 1 airports, which are the major international airports. These airports are critical for moving passengers and cargo within Canada, to the United States and Internationally.
 - These airports are located in: Halifax, Montreal, Ottawa, Toronto, Winnipeg, Edmonton, Calgary and Vancouver.
 - In addition, Hamilton and Montreal Mirabel airports are major cargo airports, which are important for international and United States trade.
- Blockades could not only limit ability for passengers traffic to and from major airports but also aviation sector employees. This could create further cascading operational impacts and delays throughout the Canadian Aviation System.
- Further, the blocking of these airports would endanger supply chains that rely on air cargo. Urgent materials such as radiopharmaceuticals for medical diagnosis or treatment or high-value goods such as technological products and high value commodities are typically shipped by air cargo.
- Air transport is also ideal for certain food products such as fresh fish, exotic fruits and cut flowers. This includes the importation of fresh fruits and vegetables into Canada, the export of fresh seafood from Canada.

- Air Cargo is transported on passenger flight leaving from the Class 1 airports, and the from all-cargo aircraft from all the airports listed here.
- Any blockade at a Class 1 airport would have a substantial negative impact on air carrier passenger traffic, both domestically and internationally, that has been severely harmed by the COVID-19 pandemic.
- Air carriers have already had to reduce the number of flights operating within Canada, and to international destinations due to COVID-19. The blockade of any Class 1 airport, could result in the cancellation of several flights, causing more financial harm to an industry that has been suffering for the last two years.
 - Prolonged blockages could potentially result in further lay off by air carriers, and possible long term impact to the industry.
- During the winter months, air carriers in Canada rely on passenger traffic to sun destinations. The domestic impact on passenger traffic would also be substantial, with the inability to move persons around the country. This has been seen as an opportunity to start the recovery from the COVID-19 pandemic. Blockades would have the potential to eliminate this opportunity for recovery.
- The longer any blockade lasts at an airport, the greater the impact, which would also affect airport employees and other persons who support the aviation industry.
- The larger airports, such a Montreal Trudeau, Toronto Pearson, and Vancouver International Airports would experience substantially more impact.
- Further, it is noted that the protests could knowingly or unknowingly further interrupt airport operations with drones that have been documenting protests.
- Lastly, while not directly linked to supply chain concerns, a protest such as this creates a volatile environment where the ability to detect and respond to potential security incidents diminishes.

Rail Safety

- In response to the request from the Cabinet Committee, recent experience with blockades has shown that grade crossings are a particular point of vulnerability in the rail network to disruption by other parties.

Input received from the Canadian Border Services Agency

- The following includes CBSA critical site locations and supplementary information about ongoing and upcoming potential protest events that may occur at or near CBSA locations.

Top Airports of Entry

- Toronto Lester B. Pearson International Airport - Terminal I
- Toronto Lester B. Pearson International Airport - Terminal III

- Vancouver International Airport Passenger Operations
- Montreal-Pierre Elliott Trudeau International Airport
- Calgary International Airport
- Ottawa Macdonald Cartier International Airport (added by virtue of seeing protests there)

Top 26 Land Ports of Entry

1. St. Stephen, NB/Calais, ME
2. St. Stephen, NB 3rd Bridge / Calais, ME
3. Edmundston, NB/Madawaska, ME
4. Woodstock Road, NB/Houlton, ME
5. Stanstead, QC/Derby Line, VT
6. St-Armand/Philipsburg, QC/Highgate Springs, VT
7. St-Bernard-de-Lacolle, QC/Champlain, NY
8. Cornwall, ON/Rooseveltown, NY
9. Prescott, ON/Ogdensburg, NY
10. Thousand Islands Bridge Lansdowne, ON/Alexandria Bay, NY
11. Sault Ste. Marie, ON/Sault Ste. Marie, MI
12. Fort Frances Bridge, ON/International Falls, MN
13. Queenston-Lewiston Bridge, ON/Lewiston, NY
14. Rainbow Bridge Niagara Falls, ON/Niagara Falls, NY
15. Peace Bridge, Fort Erie, ON/Buffalo, NY
16. Blue Water Bridge Sarnia, ON/Port Huron, MI
17. Windsor and Detroit Tunnel, Windsor, ON/Detroit, MI
18. Ambassador Bridge, Windsor, ON/Detroit, MI
19. Emerson, Emerson, MB/Pembina, ND
20. North Portal, North Portal, SK/Portal, ND
21. Coutts, AB/Sweet Grass, MT
22. Abbotsford-Huntingdon, BC/Sumas, WA
23. Aldergrove, BC/Lynden, WA
24. Pacific Highway, Surrey, BC/Blaine, WA
25. Douglas (Peace Arch) Surrey, BC/Blaine, WA
26. Boundary Bay, Delta, BC/Point Roberts, WA

Designated Commercial Sites

1. Pacific Highway Commercial
2. Coutts
3. North Portal
4. Emerson
5. Sarnia (Blue Water Bridge)
6. Windsor (Ambassador Bridge)
7. Fort Erie (Peace Bridge)
8. Queenston
9. Lansdowne
10. St-Bernard-de-Lacolle
11. Woodstock

Marine Container Examination Facilities

- Halifax
- Montreal
- Vancouver (Burnaby and Tsawassen)
- Prince Rupert

Upcoming Protest Events		
ONGOING	CONFIRMED	UNCONFIRMED
<ul style="list-style-type: none"> • Coutts – North and South bound traffic is flowing with one lane open in each direction and gates are open. Protestors continue to line the highway north of the POE. • Sarnia – Hwy 402 blockade • Sault Ste. Marie – protestor offsite • Windsor Convoy for Freedom 2022 – Ambassador Bridge • Emerson – North and South bound traffic blockage north of POE • Pacific Highway (near POE) 	<ul style="list-style-type: none"> • Ottawa – protests continue at Parliament Hill and downtown. • Montreal Airport – Feb 12, 2022 	<p>CANADA</p> <p><u>February 11</u></p> <ul style="list-style-type: none"> • Canadian Airports – Noon • Vancouver International Airport <p><u>February 12</u></p> <ul style="list-style-type: none"> • Woodstock ATL/ Houlton, ME • Lacolle, QUE • Montreal, QUE (convoy to Ottawa) • Lansdowne, NOR • Peace Bridge, SOR • Thunder Bay / Pigeon River • Regway, PRA • Osoyoos, PAC – Feb 12, 2022 • Paterson, PAC- Feb 12, 2022 <p><u>February 13</u></p> <ul style="list-style-type: none"> • Fort Frances, NOR <p><u>Unknown date</u></p> <ul style="list-style-type: none"> • SOR Rail blockade • North Portal, SK / Boissevain, MG

COVID Mandate Protests – Impacts to CBSA Ports of Entry

- ▼ Ongoing Blockade of CBSA Port of Entry – Travellers and Commercial Goods
- ▼ Ongoing Protest in Proximity to CBSA Port of Entry – No Impact
- ▼ Planned Protest in Proximity to CBSA Port of Entry
- CBSA Port of Entry – Designated Commercial Office – Not Currently Impacted

CBSA Designated Commercial Offices (Land)

- | | |
|-------------------------------|-----------------------------|
| 1. Pacific Highway Commercial | 7. Fort Erie (Peace Bridge) |
| 2. Coutts | 8. Queenston |
| 3. North Portal | 9. Lansdowne |
| 4. Emerson | 10. St-Bernard-de-Lacolle |
| 5. Sarnia (Blue Water) | 11. Woodstock |
| 6. Windsor (Ambassador) | |



Figure 1: Canadian Border Services Agency (CBSA) map of demonstrations targeting CBSA Ports of Entry (Source: CBSA, February 11, 2022)

POE name	Province	Designated Commercial Office	Status
Pacific Highway	BC	✓	Ongoing PROTEST
Douglas	BC		
Abbotsford/Huntington	BC		
Coutts	AB	✓	Ongoing BLOCKADE
North Portal	SK	✓	Planned PROTEST
Emerson	MB	✓	Ongoing BLOCKADE
Pigeon River	ON	✓	Planned PROTEST
Fort Frances	ON	✓	Planned PROTEST
Sault Ste Marie	ON	✓	Ongoing PROTEST
Sarnia	ON	✓	Ongoing PROTEST
Windsor - Ambassador Bridge	ON	✓	Ongoing BLOCKADE
Windsor-Detroit Tunnel	ON		
Fort Erie (Peace Bridge)	ON	✓	Planned PROTEST
Rainbow Bridge	ON		
Niagara (Queenston)	ON	✓	
Lansdowne	ON	✓	Planned PROTEST
St-Bernard-de-Lacolle	QC	✓	Planned PROTEST
Stanstead	QC	✓	
St-Armand/Philipsburg	QC	✓	
Woodstock	NB	✓	Planned PROTEST
St.Stephens	NB	✓	

Police of Jurisdiction	POJ Notified	POJ Present
RCMP	Yes	No
RCMP	Yes	No
Abbotsford PD	Yes	No
RCMP	Yes	Yes
RCMP	Yes	No
RCMP	Yes	Yes
Ontario Provincial Police	Yes	TBD
Ontario Provincial Police	Yes	TBD
Sault Ste Marie Police	Yes	TBD
Ontario Provincial Police	Yes	Yes
Windsor Police/OPP	Yes	Yes
Windsor Police/OPP	Yes	Yes
Niagara Regional Police/OPP	Yes	Yes
Niagara Regional Police/OPP	TBD	No
Niagara Regional Police/OPP	TBD	No
Ontario Provincial Police	Yes	TBD
Surete du Quebec	Yes	TBD
Surete du Quebec	TBD	TBD
Surete du Quebec	TBD	TBD
RCMP	Yes	TBD
RCMP	TBD	TBD

COVID Mandate Protests – Impacts to Priority CBSA Ports of Entry



PROTECTED B

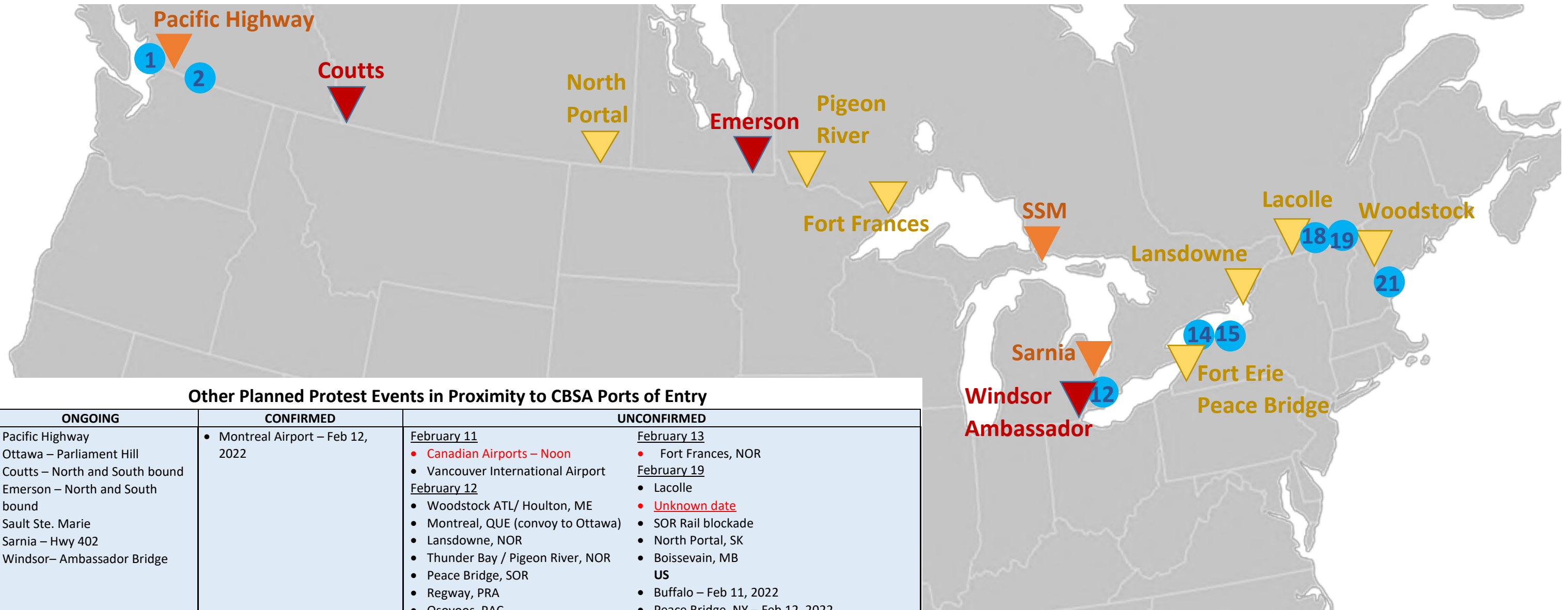
2022/2/11 18:00h

- Ongoing Blockade of CBSA Port of Entry – Travellers and Commercial Goods
- Ongoing Protest in Proximity to CBSA Port of Entry – No Impact
- Planned Protest in Proximity to CBSA Port of Entry
- CBSA Port of Entry – Designated Commercial Office – Not Currently Impacted

CBSA Priority Ports of Entry

- | | | |
|--------------------------|-------------------------------|---|
| 1. Pacific Highway* | 8. Fort Frances* | 15. Niagara Falls (Queenston)* |
| 2. Douglas | 9. Sault Ste Marie* | 16. Lansdowne* |
| 3. Abbotsford/Huntington | 10. Sarnia (Blue Water)* | 17. St-Bernard-de-Lacolle* |
| 4. Coutts* | 11. Windsor (Ambassador)* | 18. Stanstead (Rte 55)* |
| 5. North Portal* | 12. Windsor-Detroit Tunnel | 19. St-Armand/Philipsburg* |
| 6. Emerson* | 13. Fort Erie (Peace Bridge)* | 20. Woodstock* |
| 7. Pigeon River* | 14. Rainbow Bridge | 21. St.Stephens – 3 rd Bridge* |

*Designated Commercial Office



Other Planned Protest Events in Proximity to CBSA Ports of Entry

ONGOING	CONFIRMED	UNCONFIRMED	
<ul style="list-style-type: none"> • Pacific Highway • Ottawa – Parliament Hill • Coutts – North and South bound • Emerson – North and South bound • Sault Ste. Marie • Sarnia – Hwy 402 • Windsor – Ambassador Bridge 	<ul style="list-style-type: none"> • Montreal Airport – Feb 12, 2022 	<p><u>February 11</u></p> <ul style="list-style-type: none"> • Canadian Airports – Noon • Vancouver International Airport <p><u>February 12</u></p> <ul style="list-style-type: none"> • Woodstock ATL/ Houlton, ME • Montreal, QUE (convoy to Ottawa) • Lansdowne, NOR • Thunder Bay / Pigeon River, NOR • Peace Bridge, SOR • Regway, PRA • Osoyoos, PAC • Paterson, PAC • Toronto, GTA 	<p><u>February 13</u></p> <ul style="list-style-type: none"> • Fort Frances, NOR <p><u>February 19</u></p> <ul style="list-style-type: none"> • Lacolle • Unknown date • SOR Rail blockade • North Portal, SK • Boissevain, MB <p>US</p> <ul style="list-style-type: none"> • Buffalo – Feb 11, 2022 • Peace Bridge, NY – Feb 12, 2022 • Port Huron / Sarnia – Feb 12, 2022

Impacts of Blockades – Border Crossings

February 11, 2022

ONTARIO RESPONSE TO THE BLOCKADES

- The Ontario Government declared a province-wide state of emergency in response to the ongoing blockade at the Ambassador Bridge and the Ottawa protests.
- Measures are that fines and possible imprisonment for protesters refusing to leave, with penalties of \$100,000 and up to one year of imprisonment for non-compliance.
- Ontario's Superior Court has granted an injunction to end the blockade at the Ambassador Bridge. It will come into effect on February 11 at 7 pm.
- The Ontario Government is planning on enacting legislation making it illegal and punishable to block and impede the movement of goods, people and services along critical infrastructure.
- Law enforcement, border services and municipal officials in Fort Erie are monitoring developments in relation to a planned protest at the Peace Bridge, Ontario's third-busiest commercial border crossing with the U.S., planned for the weekend of February 11 and 12.

INDUSTRIAL IMPACTS

- Douglas Porter, Chief Economist at BMO stated that for every week the protests continue, it could start to cut first quarter growth by up to a couple tenths of a percent.
- As of February 10, the Anderson Economic Group, a consultancy a Michigan-based consultancy, is estimating \$51 million in blockade-related lost wages in Michigan alone.
- Honda said its Alliston, Ontario plant is back online after temporarily suspended manufacturing on one production line Wednesday evening.
- Unifor said roughly 12,000 of its members who work at GM, Stellantis, and Ford were either laid off, or working at reduced hours on Thursday.
- As of February 11, GM and Stellantis were operational, however Stellantis was evaluating whether or not to shut down in the afternoon.
- Ford advised the U.S. Department of Transportation that it is temporarily waiving the Hours of Service regulations to address border delays for U.S. carriers. (After 70 hours of driving, drivers need to take 36 hours off.) The company is seeking a contact in Canada to explore a similar exemption.
- Honda has noted similar challenges.
- T. Verk Trading, a Toronto-based meat importer, indicated that the current blockade has resulted in shipping delays of 2 days, causing multiple shipments of meat arriving past their expiration dates. Spoiled meat is being discarded, resulting in thousands of dollars in losses.

- Ron Lemaire, President of the Canadian Produce Marketing Association, indicated that goods could be rerouted through Sarnia would be done so at the expense of produce with a shorter shelf-life. He also said that members are starting to see product that is no longer of a quality to sell in the market, and that some product has to be disposed of.
- Canadian Manufacturers and Exporters advise that supply chain ripple effects are cascading down from OEMs and food processors, to intermediate suppliers. Food processors are starting to turn away tin and aluminum deliveries (intended for canning) as production grinds to a halt.
- Disinfectant importers/manufacturers have indicated that there is a minimum two week inbound delay for institutional disinfectant (including healthcare) products. Hospitals and long-term care facilities are reporting limited inventory of these disinfectant products, with no ability to fill orders.
- Manufacturers/importers of household disinfectants are reporting that US production has stopped all together for product intended for Canada, as there are no trucks available for transportation.
- The last assessment indicates 50-75% of disinfectant product was not reaching its intended Canadian customers as a result of the border delays. It is estimated that out of stock scenarios are anticipated within 7-14 days. Each day the border is closed causes a network delay of 2-4 days per driver.
- Other product lines, including health and hygiene, are being similarly impacted with blockades at the Ambassador Bridge and Sarnia crossing currently impacting 40% of total inbound product. Due to decreased truck capacity, an anticipated backlog of shipment will last at least a week at this point.

Situation as of 0906 hrs on 2022-02-12

Event Overview:

- There are **no demonstrators** currently reported on **Parliament Hill or Wellington**.
- OPS estimate that there are **505 trucks in the downtown core**.
- No changes to status of interprovincial bridges.

Possible upcoming demonstrations/convoys this weekend in the **NCR**:

- Feb 12th – 11 possible convoys come from Quebec, approx. 575 trucks
- Feb 12th- unknown times - possible busses arriving in Ottawa with protesters
- Feb 12th – unknown times – possible convoy coming from Regina, SK
- Feb 12th from 11:00-13:00 - possible counter demonstration at Lansdowne Great Lawn
- Feb 12th at 12:00 – possible counter demonstration in front of 474 Elgin (OPS police station)
- Feb 12th after 12:00 - possibility of a Montreal convoy arriving in Ottawa. Online interest is 4,400+, more details will follow as numbers and routes become clearer
- Feb 13th from 09:00 – convoy planning to depart Jetform Park and make their way to Parliament Hill
- Feb 13th from 09:00 – convoy planning to depart Canadian Tire Centre and make their way to Parliament Hill

Other Events across the country:

- **Ontario:**
 - Slow Roll Convoy – Windsor, ON: At 7:47 ET on 12 February 2022, new information was received. As of 03:00 ET, there has been a significant reduction in the number of protesters on foot at the Huron Church/College Ave. intersection. A number of the protest vehicles have also left the area. Protest vehicles located on NB Huron Church have repositioned and are only obstructing the left lane at this time. As of 03:00 ET, only local law enforcement have Wyandotte St. W. blocked, there are no protest vehicles visible at this location. (Source: Transport Canada)
 - Ambassador Bridge – Windsor, ON: At 20:14 ET on 11 February 2022, new information was received. Open source information shows the Ontario Superior Court has granted an injunction to the City of Windsor, ON giving protesters until 19:00 ET on 11 February 2022 to clear the blockade near the Ambassador Bridge. The Windsor Police Service issued a news release instructing protesters to disperse. Shortly after the news release, Windsor police provided notice to demonstrators that anyone involved in blocking streets must immediately cease unlawful activity or face charges, and that vehicles or other property related to the offence may be seized. Approximately 250-300 protesters remain in the area with 30 vehicles, no tractor-trailers. (Source: Transport Canada)
 - Essex Terminal Railway – Windsor, ON: At 12:38 19:03 ET on 11 February 2022, new information was received. Essex Terminal Railway (ETR) was contacted by the Ontario Provincial Police (OPP) as well as the Windsor Police Service (WPS)

today with respect to having them shutdown their train operations over the weekend and possibly until further notice. ETR has a grade level crossing located at the foot of the Ambassador Bridge and have continued their operations through this area unimpeded since the protests at the Ambassador Bridge began. ETR's section of railway trackage runs parallel to College Avenue in Windsor, ON and is closely to where the protesters have converged from the Grade Level Crossing (approximately 40 meters away). It should be noted that protesters have not prevented railway operations or blocked any trackage during recent activities. This new action request by law enforcement (who are located in the area of the protest) is new and is currently being discussed with upper police management. ETR still intends to proceed through the area over the weekend period, with at least 4 railway movements (2 east, 2 west) which will take them over the crossing. Railway operations will be done until further notice, but may be stopped or impacted at the direction of authorities. The RDGO has been briefed on this matter. (Source: Transport Canada – HQ Region – ISSO)

- Blue Water Bridge, Sarnia, ON: As of 7:47 ET, 12 February 2022, new information was received. As of 05:00 ET, the Blue Water Bridge reports border wait times of 120 minutes. No delays for U.S. bound traffic. (Source: Canada Border Services Agency (CBSA))

○ **British Columbia:**

- Pacific Highway Border Crossing (Surrey): Intelligence received at 03:45 hours. 50 protesters on site in the parking lots of neighbouring businesses which are full. All traffic lanes open.
- Known Planned Protests: Several communities across BC have planned protests on Saturday February 12th including:
 - Chilliwack to Pacific Highway Border Crossing: (10:00 / 11:00 start. No documented end time)
 - Vernon to Osoyoos Border: (09:30 start time)
 - Kelowna: (12:00 start time)
 - Invermere: (14:00 start time)
 - Port McNeil to Port Hardy: (08:45 – 12:00)
 - Salmon Arm: (11:00 to 12:00)
 - Kamloops: (10:30 – 13:30)
 - Cranbrook: (11:00 start time) 25 going and 34 interested.
 - Grand Forks:
 - Smithers:
 - Roosville to Border: (12:00 start time)
 - Winlaw: (12:00 start time)
 - Campbell River to Victoria Legislature: (06:45 – 11:30 and guest speakers at 16:00)
 - Chilliwack to YVR to Vancouver: (10:00 start time)
 - Chilliwack: (14:00 – 16:00)
 - Langley: (10:00 start time)

- Coquitlam: (06:00 start time)
- Sunshine Coast: (11:00 start)
- Delta: (12:00 – 18:00)

○ **Québec:**

- Pierre Trudeau Airport 2022-02-11: Minimal participation, little interest generated. Only 2 vehicles participated in the slow roll yesterday.
- Known Planned Convoys for 2022-02-12:
 - Freedom Convoy towards Ottawa: Facebook site shows 4500 followers and approximately 5500 interested. The convoy is planned to start at Jarry parc in Montreal heading towards Ottawa with a meet at Highway 50 and Route 125 (Brownsburg Township) between 1100 HRS and 1330 HRS on the north shore of Montreal
 - Convoy from la Beauce: Video published on Quebec Pro-Choix with 631 likes, 459 shares will be joining the above convoy towards Ottawa. First meeting point planned for 0900 HRS at 2000a Blvd Pierre-Laporte, in Bromont, Quebec and second meeting point planned for 1100 HRS at route 125 Brownsburg Township.
 - Trois-Rivieres Citizen Convoy. 43 participants – 129 interested, also joining the movement to Ottawa.

○ **Manitoba:**

- Incident on February 10, 2022, at Steinbach Regional Secondary School:
 - RCMP officers were on the scene monitoring and ensuring public safety at a demonstration outside of Steinbach Regional Secondary School, in Steinbach, Manitoba.
 - There were approximately 100-200 demonstrators on site.
 - At 11am, the school was placed in a hold and secure as demonstrators attempted to gain unauthorized access to the school.
 - One of these people was a youth who tried to enter multiple times and was told to leave the premise by school staff and RCMP officers.
 - After trying to gain access for a fifth time and ignoring instruction to leave, an RCMP officer in plainclothes physically intervened to stop the individual. The youth was warned by the officer that he could be arrested for obstruction and resisting arrest. The youth continued to make attempts to enter the school.
 - The interaction was filmed and is being widely circulated on social media
 - The name and picture of the officer involved is also being shared by a number of prominent leaders of the anti-vaccine mandate campaign-including Randy Hillier.
 - Media inquiries received from CTV and Steinbach online.
 - RCMP in Manitoba have provided a media response to the incident.

○ **Northwest Territories**

- No new protests have occurred.
- RCMP is monitoring the Northwest Territories and Alberta border for any risk of protest

○ **New Brunswick**

- "Freedom Rally", NB Legislature building - Four (4) Facebook events have shared plans to hold events over several days in the downtown core of Fredericton.
- Fredericton Police Force: Fredericton Police Chief Roger Brown has engaged media and advised that his operational plan will prohibit large trucks from entering the city of Fredericton unless they have a manifest supporting their need to enter. Chief Brown has also advised media that they will utilize new provisions EMA to maintain the peace, but that protesters will be allowed to demonstrate in designated areas. Given this strategy, there is potential that truckers/protesters will converge or set up in RCMP areas of jurisdiction.
 - Planned Protests in Fredericton on 2022-02-12:
 - Residence of Provincial Minister Dominic Cardy. Fredericton Police are engaged as this is in their jurisdiction.
 - There are unrelated protests in some High Schools against the wearing of masks at school.
 - Fredericton Police are engaged throughout the planned events and are coordinating with RCMP as required to ensure the sharing of information.
 - Open Source monitoring continues to gather intelligence on protest events and has guided the RCMP's response.
 - Several convoys have arrived the Fredericton area and there are currently 2-300 protesters outside the Legislature which was not open for scheduled business today.
 - Premier Higgs attended work today and he is planning to address the media in at 1800 hours.
 - No threats at this time.
 - There are no issues at this time in RCMP jurisdictions. All protests have been peaceful with no blockades anywhere in the province at this time, including Fredericton.

- Internal and external stakeholders continue to be engaged.

Communications:

- There are 310 news items in media monitoring this morning in relation to the demonstrations.
- Current coverage is focusing more on the injunction being granted late yesterday for police to clear blockades at the Ambassador Bridge and the deadline for protesters to leave having passed last evening.
- The Windsor Police issued a Tweet a short time ago saying that enforcement was commencing.
- There is also continuing coverage of Premier Ford declaring a state of emergency in Ontario, and what that means, as well as of OPS Chief Sloy's update to the OPS Board yesterday, continuing to seek additional police resources.
- An increased presence of protesters is also expected today in other provinces such as NB and NS.

RCMP in the NCR received and responded to two media requests last evening, both asking how many RCMP officers are currently deployed in Ottawa. Previously approved media lines were sent in response.

BACKGROUND ON THE IMPACT OF A ROAD BLOCKADE AT THE AMBASSADOR BRIDGE

Key Messages:

- The Ambassador Bridge is the **busiest crossing** along the Canada-U.S. border handling over around \$390 million of trade/day representing 26% of the country's exports and 33% imports by road. The bridge records more than 7,000 daily commercial vehicle crossings daily.
- It is estimated that the **cost to the Canadian economy** of a full shutdown of the bridge would likely be in the range of **\$45M/day** over the first week based on current mitigation efforts put in place by shippers and available alternative options. However, the impact could reach **\$86M/day to \$161M/day** (extreme case) in the event where other crossings become unavailable and the situation drags on in length.
- The impact will be especially acute for **manufacturers**, but especially the auto sector given its high concentration in Southern Ontario, its high integration with the US, and the just-in-time nature of its business model. Automakers in Canada and the US, including Ford, Toyota and Honda, have already started scaling back or cancelling production.
- From Monday to Thursday, February 7th-10th, the blockade at the Ambassador Bridge has **diverted traffic** away to nearby crossings, with Sarnia absorbing most of the excess traffic (100% increase) but also Fort Erie and Queeston (30% increase). The current net cumulative weekly effect (-7%) is relatively small. The rerouting of traffic however **erodes the number of hours** truckers are able to drive as per safety regulations and adds significant costs to the industry.
- This disruption adds to **pandemic-related supply chain disruptions**, such as the semiconductor shortages, truck labour shortage and the recent BC flooding.

Context

“Freedom Convoy” protesters have set up blockades at a few major border crossings over the last few days resulting in delayed production and shutdowns, congestion at border crossings, delays in shipments, higher transportation costs.

As of February 11, **three border crossings were impacted**, while protesters are planning to disrupt an additional seven border locations (see map in **Annex A**):

- The blockage in **Coutts, Alberta**, which started at the end of January, allows one lane of traffic to open in each direction, limiting impact.

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- The border crossing in **Emerson, Manitoba**, has been fully blocked as of Wednesday night, February 9th.
- The **Ambassador Bridge, Ontario**, has been blocked since February 7th. The situation remains fluid, but protesters agreed to open one lane of traffic into Canada from the US on February 11th.

This backgrounder **focuses** on the economic impact of the blockade at the **Ambassador Bridge**.

Importance of the Ambassador Bridge

The Ambassador Bridge connects Windsor, ON to Detroit, MI. It is the **busiest crossing** along the Canada-U.S. border in terms of trade value and in terms of number of commercial vehicle border crossings.

It handled over **\$140B in merchandise trade** in 2021 (approximately \$390 million each day), which represents 26% (\$63B) of the country's exports moved by road and 33% (\$80B) of the country's imports moved by road.

The border crossing handles a diverse mix of high-valued freight drawn heavily from the **automotive and related manufacturing** sectors. Nearly half of imports and exports transiting through the Ambassador Bridge by road were automotive vehicles and parts, machinery and equipment, plastics, and electronics. Additionally, Canada imported \$4B in **pharmaceutical** products and \$2.4B in **medical equipment** and exported over \$2 billion each in pharmaceutical products and **prepared food** products through Ambassador in 2021 (see **Annex B** for more details).

Ambassador is particularly important to **Ontario and Quebec**, which accounted for almost 98% of origins for exports, as well as the Great Lakes states such as Michigan, Ohio, Indiana, and Illinois (see **Annex C** for more details on origin/destination).

It handled 2.7M **commercial vehicle crossings** in 2020 (more than 7,000 daily), which represents 28% of the national total and nearly twice the volume handled by the second largest border crossing in Sarnia.

Economic impact analysis

Transport Canada's preliminary economic estimates suggest that the closure of the Ambassador bridge will result in net losses to Canadian gross domestic product ranging from **\$45 million to \$161 million per day**. These results reflect an impact of around a week with varying degrees of mitigation efforts, and partial to wide-spread production shutdowns. These estimates also consider that Canada's **automotive sector** is vulnerable to the disruption given the just-in-time nature of this supply chain.

Given the current mitigation efforts and rerouting occurring at this point, the impact is more likely to be **closer to the lower bound** estimates (\$45M/day) than the

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wider upper bound. The impact could however increase if the disruption drags on for another week or other crossing points become inaccessible.

Macro Economic Scenarios

Transport Canada developed three scenarios to analyze the impact of a bridge closure using an input-output model, taking into account that an array of Canadian industries is highly reliant on inputs imported via the bridge:

Scenario 1: Shutdown of the auto sector (\$45M/day). This scenario assumes that the automotive sector shuts down while other industries are able to continue producing thanks to **mitigation efforts** and rerouting traffic through alternative gateways.

However, these other industries are incurring losses based on perishability of their inputs and exports. For example, perishable goods, such as fresh vegetables or flowers are assumed to lose a high proportion of their value every day, while it is not the case for a firm exporting steel.

Scenario 2: Shutdown of the manufacturing sector (\$86M/day). This scenario assumes that, in addition to the shutdown of automotive industries, the lack of inputs for other manufacturing industries, such as machinery and primary metal manufacturing, also lead to shutdowns and inability to export.

Scenario 3: Widespread shutdown across the economy (\$161M/day). This scenario assumes that the disruption of imports and exports crossing the Ambassador Bridge leads to widespread shutdowns and production outages across the Canadian economy. This scenario assumes that traffic cannot be rerouted to other gateways.

See **Annex D** for detailed information on the economic impact of the blockade.

Impact on key Supply chains

Certain industries will be impacted more significantly than others as they depend heavily on trade movements across the Ambassador Bridge to maintain their supply chain.

Canada's **automotive sector**, which is concentrated in Southern Ontario, is bearing the brunt of the bridge closure. The sector consists of a network of specialized manufacturers which are highly reliant on inputs imported from the U.S. It is one of the most integrated supply chains between the U.S. and Canada with components crossing the border by truck multiple times along the production process. There is a high share of U.S. content in Canadian exports of motor vehicles and parts to the U.S.

Many assembly plants also adopted **just-in-time organization models**, in which vehicle parts and components are produced and shipped on demand. This means that they carry very small inventories of parts (one or two days worth of production). Automakers in Canada and the U.S. have already started scaling back or cancelling production due to parts shortage:

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- **Ford Canada** is running its plants in Oakville, Ont., and Windsor at reduced capacity.
- **Toyota Canada's** facilities in Cambridge and Woodstock, Ont. are likely to remain idled for at least the rest of the week.
- **Honda Canada** briefly suspended production at its facility at Alliston, Ont., on Wednesday, and on Thursday and planned to temporarily suspend one production line on Friday.
- **Stellantis** plant in Windsor (which makes Chrysler minivans), cut production at two shifts on Tuesday before starting them up again on Wednesday.

The Canadian **food and beverage** manufacturing industry heavily relies on U.S. suppliers (fruits and vegetable), especially during winter time and delays created by the blockades will impact the freshness of products. There is a risk that some manufacturers will have to shutdown if the situation persists which could in turn lead to less availability of products and higher prices in food markets.

For many Canadian businesses, the blockades add to **pandemic-related supply chain disruptions**, such as the semiconductor shortages, that were already impacting the automotive industry. Similarly, the food industry was already compromised by two years of pandemic, labour shortages and the recent BC flooding.

Potential rerouting options

Alternative border crossings

Based on the latest Canadian Border Service Agency traffic counts, the blockade at the Ambassador Bridge has diverted traffic away from that border crossing to nearby crossings (Sarnia, Fort Erie and Queenston).

For the week of February 7th (Monday through Thursday), commercial traffic at the Sarnia border crossing (Blue Water Bridge) was almost twice the volume experienced during the prior week while it was 30% higher in both Fort Erie and Queenston, indicating significant regional redistribution of traffic to those border crossings as Ambassador remained closed off.

The net cumulative impact of the Ambassador Bridge blockade from Monday to Thursday was relatively small (-7% compared to the previous week).

The rerouting of traffic however imposes challenges to manufacturers as well as the trucking industry. Rerouting adds unnecessary time to a trucker's journey. As regulations in Canada limit the number of consecutive hours a commercial truck driver can work, this will impact the capacity of the transportation industry.

Commercial and traveller border crossing volume at Ambassador Bridge, Sarnia, Fort Erie and Queenston are shown in **Annex E**.

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Limited modal substitution

The product mix carried by the Truck and Rail modes has little overlap. Rail specialises in moving heavy, bulky goods on long distances while truck concentrates in moving time-sensitive, finished and manufactured goods on relatively short distances. As a result, the **scope for modal substitution**, especially at short notice during emergencies, is **very limited**.

Annex F shows the top commodities moved by rail and road to/from nearby, middle and far states.

In terms of **other substitution options**, auto and pharmaceutical manufacturers have been considering using **air** as an alternative mode of transportation to move their products.

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ANNEX A:



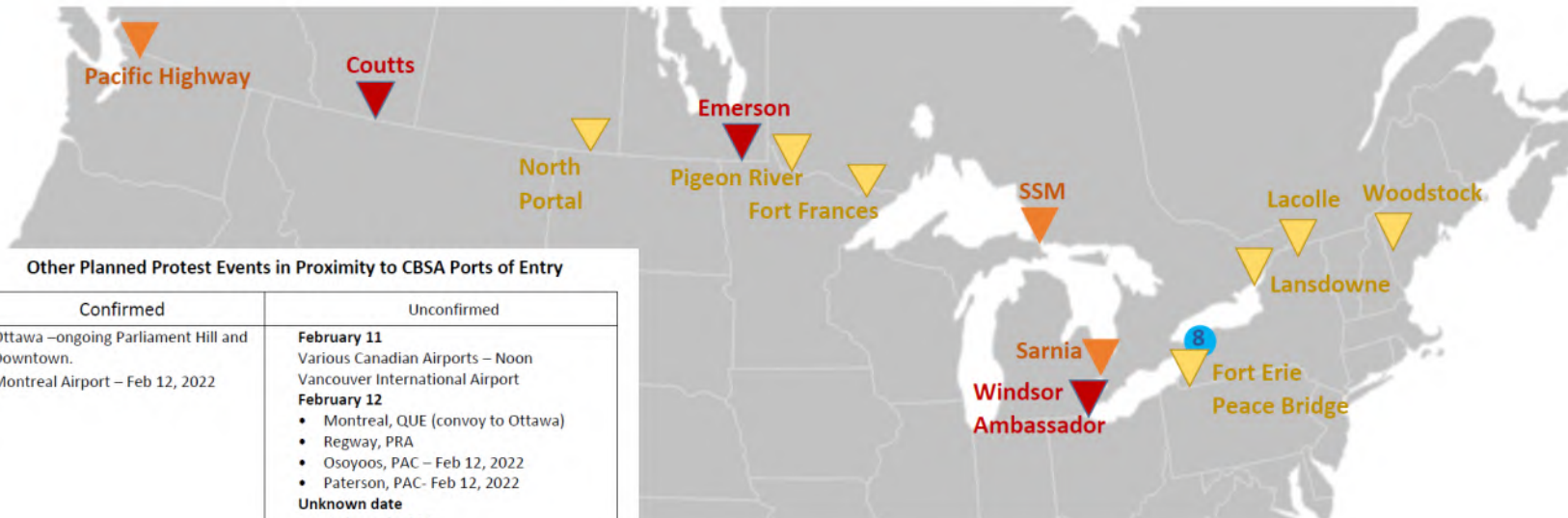
COVID Mandate Protests – Impacts to Commercial CBSA Ports of Entry

PROTECTED B
2022/2/11 07:30h

- ▼ Ongoing Blockade of CBSA Port of Entry – Travellers and Commercial Goods
- ▼ Ongoing Protest in Proximity to CBSA Port of Entry – No Impact
- ▼ Planned Protest in Proximity to CBSA Port of Entry
- CBSA Port of Entry – Designated Commercial Office – Not Currently Impacted

CBSA Designated Commercial Offices (Land)

- | | |
|-------------------------------|-----------------------------|
| 1. Pacific Highway Commercial | 7. Fort Erie (Peace Bridge) |
| 2. Coutts | 8. Queenston |
| 3. North Portal | 9. Lansdowne |
| 4. Emerson | 10. St-Bernard-de-Lacolle |
| 5. Sarnia (Blue Water) | 11. Woodstock |
| 6. Windsor (Ambassador) | |



Other Planned Protest Events in Proximity to CBSA Ports of Entry

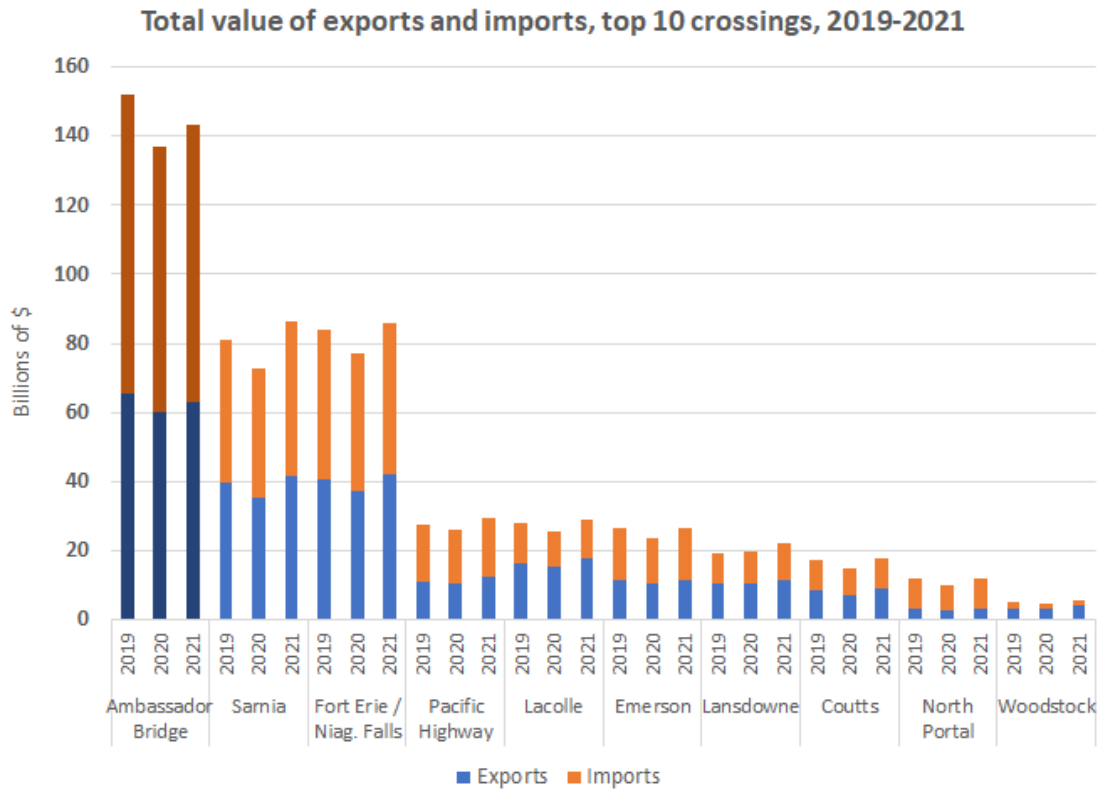
Confirmed	Unconfirmed
<ol style="list-style-type: none"> Ottawa –ongoing Parliament Hill and Downtown. Montreal Airport – Feb 12, 2022 	<p>February 11</p> <ul style="list-style-type: none"> Various Canadian Airports – Noon Vancouver International Airport <p>February 12</p> <ul style="list-style-type: none"> Montreal, QUE (convoy to Ottawa) Regway, PRA Osyoos, PAC – Feb 12, 2022 Paterson, PAC- Feb 12, 2022 <p>Unknown date</p> <ul style="list-style-type: none"> Boissevain, MG <p>United States</p> <ul style="list-style-type: none"> Buffalo – Feb 11, 2022 Peace Bridge, NY – Feb 12, 2022 Port Huron / Sarnia – Feb 12, 2022

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ANNEX B:



Imports (Source: Statistics Canada, Merchandise Trade Statistics)

HS2 Commodity Type	2019		2020			2021		
	\$ value (B)	% share	\$ value	% share	y/y change	\$ value	% share	y/y change
Automotive	\$23.50	27.20%	\$17.70	23.10%	-24.70%	\$17.40	21.70%	-1.70%
Machinery	\$15.40	17.80%	\$13.50	17.60%	-11.90%	\$13.60	17.00%	0.70%
Electronics	\$9.20	10.60%	\$7.60	10.00%	-16.70%	\$7.40	9.30%	-3.00%
Pharmaceutical products	\$1.80	2.00%	\$1.90	2.50%	10.30%	\$4.00	5.00%	106.20%
Plastics	\$3.40	3.90%	\$3.40	4.40%	-0.60%	\$3.70	4.60%	8.90%
Medical or surgical equipment	\$2.40	2.80%	\$2.20	2.80%	-8.70%	\$2.40	2.90%	8.80%
Furniture	\$2.50	2.90%	\$2.20	2.90%	-11.50%	\$2.20	2.70%	-3.20%
Iron and Steel	\$2.10	2.40%	\$1.70	2.20%	-20.80%	\$2.10	2.60%	25.00%
Articles of iron or steel	\$2.00	2.30%	\$1.80	2.40%	-7.60%	\$2.10	2.60%	13.10%
Prepared food	\$1.30	1.50%	\$1.50	2.00%	16.30%	\$1.40	1.80%	-5.40%
All other commodities	\$22.90	26.50%	\$23.20	30.20%	1.00%	\$23.90	29.80%	3.20%
Total	\$86.40	100.00%	\$76.80	100.00%	-11.20%	\$80.10	100.00%	4.30%

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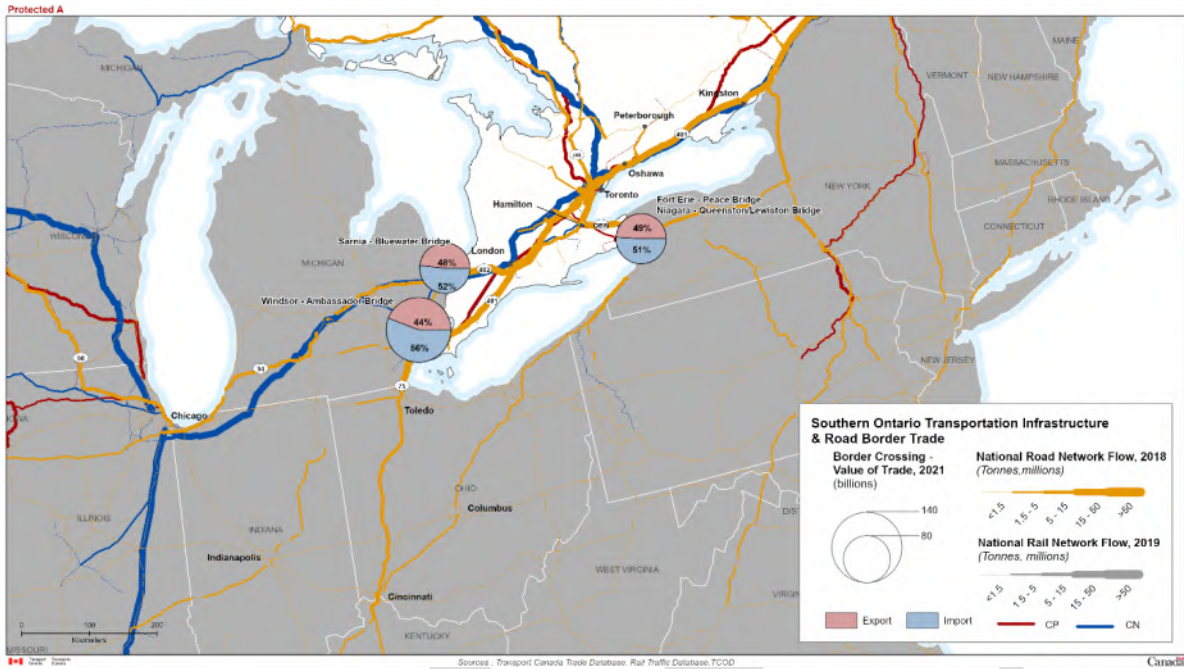
Exports (Source: Statistics Canada, Merchandise Trade Statistics)

HS2 Commodity Type	2019		2020			2021		
	\$ value (B)	% share	\$ value	% share	y/y change	\$ value	% share	y/y change
Automotive	\$18.10	27.70%	\$14.30	23.80%	-21.20%	\$13.30	21.10%	-6.50%
Machinery	\$10.40	15.90%	\$8.70	14.40%	-17.00%	\$8.50	13.50%	-1.20%
Plastics	\$2.90	4.50%	\$3.10	5.10%	4.20%	\$3.40	5.40%	11.50%
Electronics	\$2.80	4.30%	\$2.70	4.40%	-6.30%	\$2.90	4.60%	10.20%
Pharmaceutical products	\$2.40	3.60%	\$2.30	3.90%	-2.00%	\$2.40	3.70%	1.10%
Iron and steel	\$1.60	2.40%	\$1.50	2.40%	-5.50%	\$2.30	3.70%	58.30%
Prepared foods	\$1.80	2.80%	\$2.10	3.50%	12.70%	\$2.20	3.50%	6.40%
Furniture	\$2.30	3.50%	\$2.00	3.30%	-13.50%	\$2.00	3.10%	0.30%
Articles of iron or steel	\$1.50	2.30%	\$1.40	2.40%	-3.70%	\$2.00	3.10%	39.70%
Aluminum and articles thereof	\$1.20	1.90%	\$1.40	2.30%	12.10%	\$1.70	2.80%	28.20%
All other commodities	\$20.40	31.20%	\$20.70	34.50%	1.30%	\$22.40	35.40%	8.20%
Total	\$65.50	100.00%	\$59.90	100.00%	-8.40%	\$63.20	100.00%	5.40%

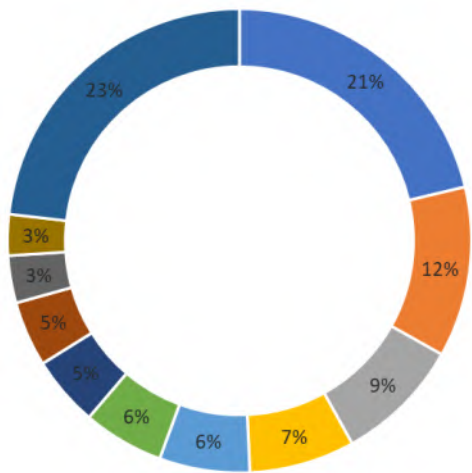
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ANNEX C: Value of trade at Southern Ontario border crossings, and road and rail network flows

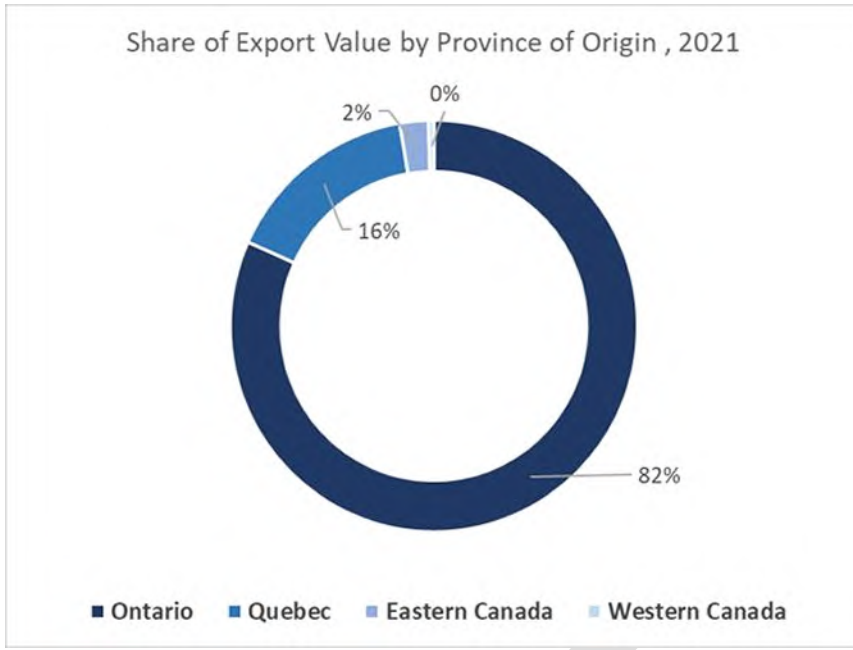


Share of Road Trade to/from Top States exit/clear at Ambassador Bridge by Value, 2021



- Michigan
- Ohio
- Indiana
- Illinois
- Texas
- California
- Kentucky
- Tennessee
- Georgia
- Missouri
- Other States

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ANNEX D: Ambassador Bridge Closure – Economic Impact

(Daily impact on Canadian GDP during first week, \$ millions)

Industry	Scenario 1 "Low"	Scenario 2 "Middle"	Scenario 3 "High"
All industries	45.2	85.5	160.6
Transportation equipment manufacturing	14.8	15.1	15.9
Food and beverage manufacturing	1.0	1.3	11.6
Machinery manufacturing	0.4	7.9	8.4
Chemical manufacturing	0.5	1.0	8.1
Primary metal manufacturing	1.5	6.3	6.7
Other manufacturing	1.5	2.5	14.7
Wholesale and retail trade	4.5	8.2	14.6
Transportation and warehousing	2.2	4.1	8.0
Agriculture and forestry	0.8	1.0	7.9
Other industries	18.1	38.1	64.7

Source: Transport Canada

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ANNEX E: Commercial and traveller border crossing volume at Ambassador Bridge, Sarnia, Fort Erie and Queenston

SOR Commercial Conveyances

# Passages (Commercial Conveyances)	2022-01-31	2022-02-01	2022-02-02	2022-02-03	2022-02-07	2022-02-08	2022-02-09	2022-02-10
	Monday	Tuesday	Wednesday	Thursday	Monday	Tuesday	Wednesday	Thursday
Windsor Ambassador Bridge Commercial	3,554	4,864	4,365	3,385	1,728	5	0	0
Sarnia Blue Water Bridge Commercial	2,117	2,828	2,182	1,937	2,663	4,845	5,119	4,894
Fort Erie Commercial	1,258	1,762	1,832	1,260	1,362	2,009	2,241	2,526
Niagara Queenston Commercial	1,168	1,386	1,440	1,017	1,213	1,372	1,914	1,964
Commercial Conveyance Total	8,097	10,840	9,819	7,599	6,966	8,231	9,274	9,384
Difference					-14%	-24%	-6%	23%
					-1,131	-2,609	-545	1,785

SOR Traveller Conveyances

# Passages (Non-Commercial Conveyances)	2022-01-31	2022-02-01	2022-02-02	2022-02-03	2022-02-07	2022-02-08	2022-02-09	2022-02-10
	Monday	Tuesday	Wednesday	Thursday	Monday	Tuesday	Wednesday	Thursday
Windsor Ambassador Bridge Travellers	1,825	1,873	1,040	872	611	15	21	16
Windsor Tunnel	2,711	3,058	1,693	1,551	4,029	4,462	4,823	4,762
Sarnia Blue Water Bridge Travellers	566	550	279	331	578	394	380	485
Fort Erie Traveller	1,164	1,085	1,017	641	1,140	998	969	930
Niagara Queenston Bridge Travellers	543	416	416	284	491	445	452	586
Rainbow Bridge Traveller	339	278	265	179	334	301	381	465
Non-Commercial Conveyance Total	7,148	7,260	4,710	3,858	7,183	6,615	7,026	7,244
Difference					0%	-9%	49%	88%
					35	-645	2,316	3,386

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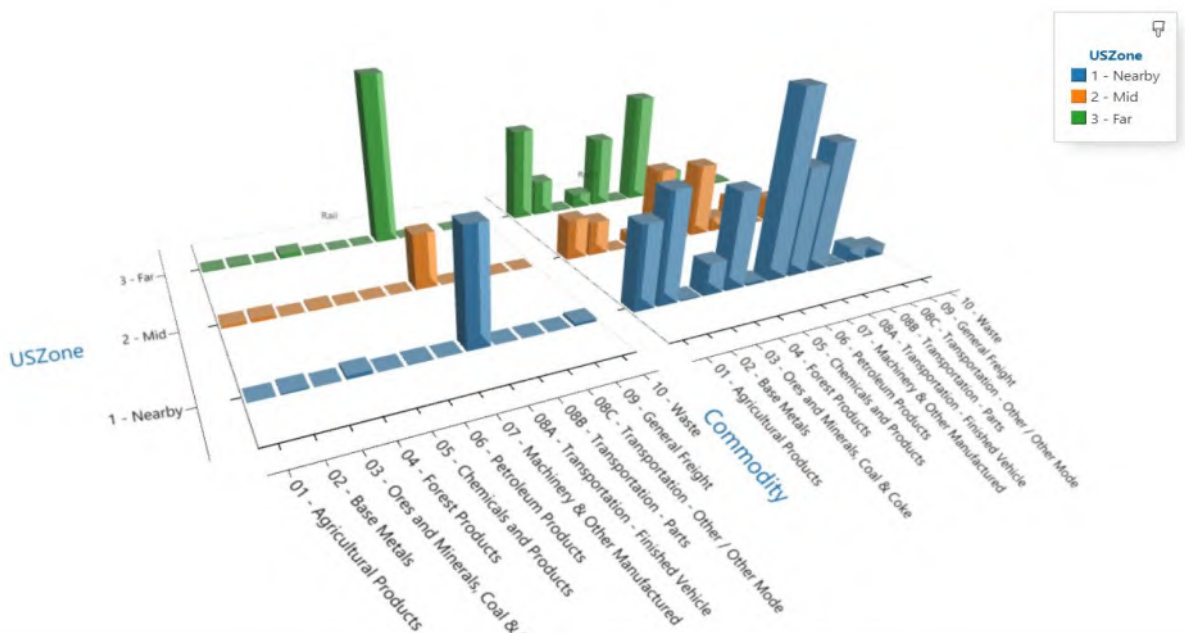
ANNEX F: Top commodities moved by rail and road to/from nearby, middle and far states.

The extent of modal specialisation can be seen in the country’s merchandise trade data by breaking the values down by commodity and by distance bands. “Nearby” states to Windsor include Michigan, Ohio, Wisconsin, Illinois, and Indiana while “Middle” states include a band of states adjacent to the nearby states. This would include Minnesota, Iowa, Kentucky, Virginia, Pennsylvania and New York. The remaining states farther away would be classified as “Far”.

Very little of the top commodities moved by truck could be moved by rail. The rail mode moves about half of the finished vehicles but apart from that almost no traffic moving from states adjacent to or within 500 km of the Ambassador Bridge would be expected to move by rail.

Value of Trade moved by Truck and Rail through Windsor

Trade Value by Proximity of US State and Commodity for Rail/Truck for Windsor, ON



Economic Impacts of Ambassador Bridge and Border Blockades

Summary: The automotive industry remains the most severely impacted sector. Virtually all automotive and auto-parts producers have been impacted, resulting in plant shutdowns or reduced shifts. Impacts on automotive sector is likely to have reverberating impacts for upstream and downstream sectors in southwestern Ontario and U.S. border states. While other sectors are currently managing through the disruptions, challenges are expected to become more severe as situation prolongs.

Automotive

Industry operates on a "just-in-time" delivery model and relies on seamless cross-border supply chains to maintain production. The current blockade exacerbates industry supply chain challenges since COVID-19 pandemic (e.g., semiconductor shortage).

Most OEM producers have suspended production (Toyota and Honda) or moved to reduced shifts (GM, Ford, Stellantis) to manage production cadence. Autoparts producers are also impacted with Martinrea considering complete shutdown of facility and Maga operating reduced shifts.

The CBSA and Coast Guard is providing support to [REDACTED] for alternate staging/routing options. This includes ferry port in Windsor, airports at Hamilton and/or York, and right of passage under the Detroit-Windsor Tunnel. The CBSA's regional offices continues to work with [REDACTED] [REDACTED] although with no proactive and public messaging.

See Annex for company-specific updates.

Aerospace

Impact have not been drastic given sector places less emphasis on "just-in-time" delivery compared to the automotive sector, and less concentrated in Ontario. That said, suppliers are warning of potential delays on shipments (currently of less than a week) and likelihood of increased cost premiums.

Steel and Aluminum

Steel sector beginning to triage shipments and experiencing cost premiums. Some shipments have been missed. Continued disruptions of Canada-U.S. automotive supply chains could have significant impacts.

Aluminum sector has had minor impacts to date as most shipments are mainly transported by rail and ship. As well, high demand environment allows companies to seek alternative buyers easily.

Agriculture and Agri-Food

Retailers indicate that products can continue reach market. However, freshness/ quality may be compromised resulting in additional costs to distribute food and to consumers as shelf life of perishable goods will be shortened.

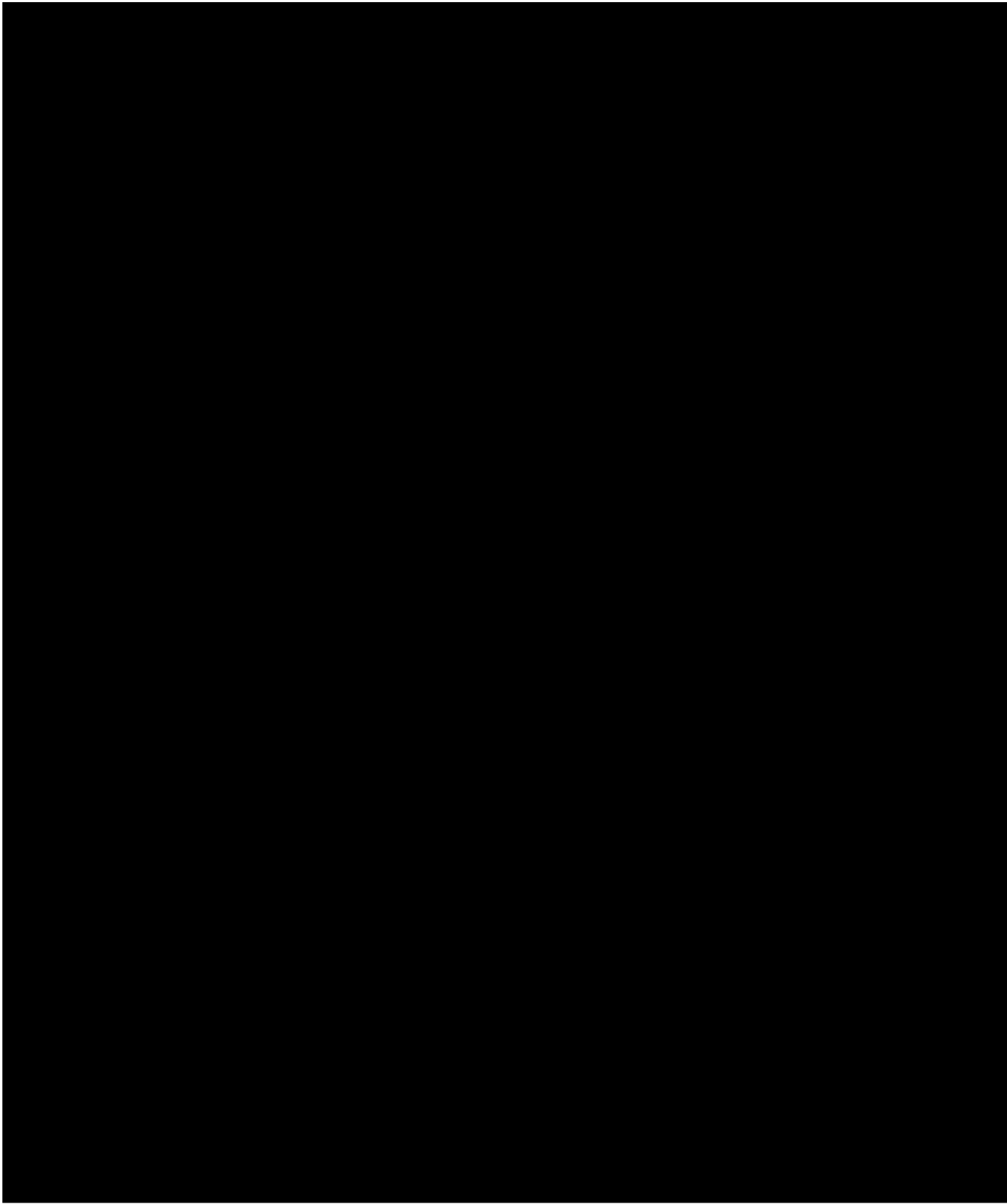
Deliveries from cattle and hog producers to U.S processors are being delayed or canceled if the scheduled delivery time cannot be met. Aside from economic loss, there is a risk to animal welfare due to time spent on-truck or crowding in barns on-farm due to the unanticipated return of animals.

Forestry

Significant delays of up to 11 hours reported as trucks wait at border and carriers' yards, or divert to longer alternative routes, resulting in significant cost impacts. Blockade is exacerbating long-standing industry challenges such as truck driver shortage and insufficient rail and marine carrier service.

Annex

Impact on Automotive OEMs and Auto-parts Producers



February 11, 2022

-

Engagement with Provinces and Territories – Overview

1. **Focus on information-sharing through operational leads:**
 - PS law enforcement FPT table co-chaired with Nova Scotia, with participation from TC (DMs met Feb 7. ADMs: Feb 11; next meeting Feb 16)
 - Primary forum for multilateral FPT engagement; drive discussions to this table; participation can be broadened, as needed
 - Provides venue for provinces to share best practices (Feb 11 meeting had presentations from ON/AB), and fed info-sharing
 - PCO-IGA observer
 - PCO-IGA FPT network - ensure awareness of PS FPT table/operational efforts; open lines of communication

2. **Ongoing bilateral engagement to drive collaboration, planning and response:**
 - TC strategic enforcement strategy (also at PS FPT table)
 - CBSA local engagement with provincial partners
Ministerial outreach (PS, TC, IGA)

3. **Readiness of First Ministers Meeting:**
 - Prepared to support either a track 1 or track 2 discussion, as required

NSIA Talking Points: Cabinet

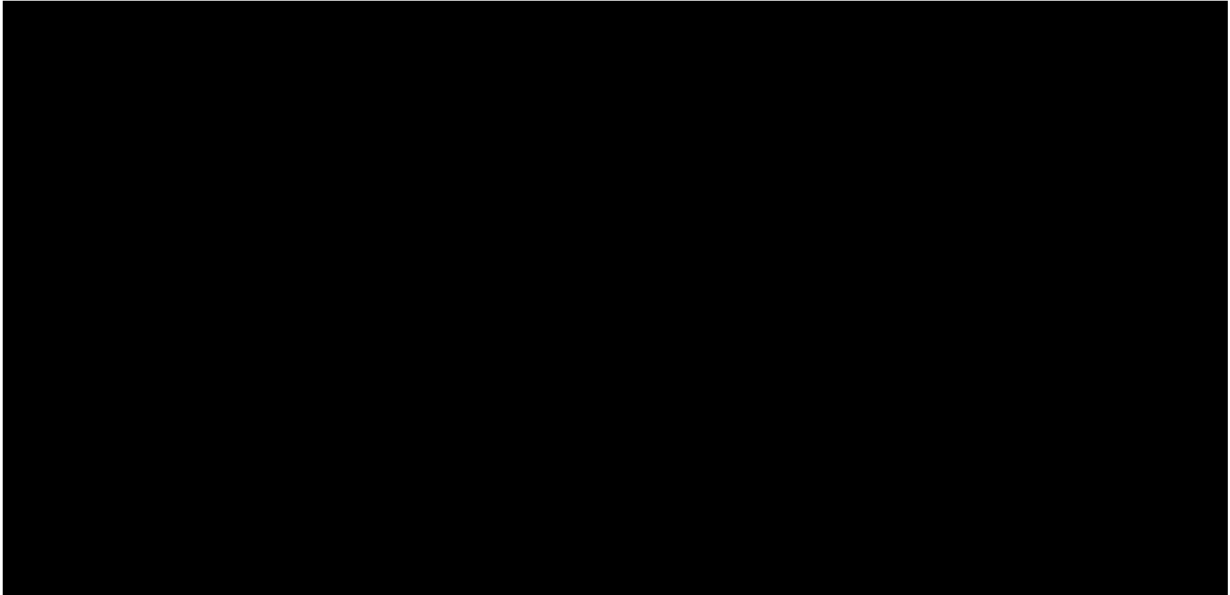
February 8th, 2022

OTTAWA UPDATE

- Ottawa Police Service (OPS) is police of jurisdiction, and ultimately responsible for maintenance of public order (including the removal of vehicles and protesters) and for deciding when to request additional resources if needed.
- Sunday, February 6th: Ottawa Mayor Jim Watson declared “state of emergency” which in reality is a mechanism that provides the city flexibility to more quickly procure supplies and resources.
- OPS also recently announced ramping up of enforcement actions (i.e., seizing over 3,000 litres of fuel, cutting off convoy supplies within Ottawa’s downtown core, dismantling logistical base, issuing over 1,000 tickets, and opening nearly 100 criminal offense investigations).
 - Some media reports have been critical of this response, noting that, as the Chief was announcing fuel delivery to the red zone would be stopped, videos emerged of this activity continuing.
- The Chief continues to communicate publically his view that OPS lacks resources to effectively manage the situation. This may be somewhat true, but may also be a strategic tactic.
- Over the course of the two weekends and throughout the weeks OPS has brought in additional police resources from a number of Ontario municipalities and the OPP depending upon the estimated and actual number of protesters.
 - 275 RCMP members have been deputized to investigate acts of criminality, intimidation and other issues pertaining to the protest.
- Mayor of Ottawa has written to Prime Minister and Minister Mendicino requesting 1,800 officers from federal and provincial governments.
 - Mayor also publically requested the Prime Minister appoint a mediator to be “an honest broker” with the protesters.

[REDACTED]

[REDACTED]



RCMP


- RCMP have provided 275 officers to assist with law enforcement activities in Ottawa.
- Commissioner and others are in continual contact with OPS and other police agencies coordinating activities and support, receiving updates, providing advice and helping to shape the strategic and tactical approaches to police resolution.
- RCMP has two main lines of effort in the national security space: 1) IMVE and 2) foreign interference.
- RCMP has national security teams looking at activity related to the national security mandate including any financial element that ties into national security investigations. This includes open source.
- The RCMP is not looking at financing of lawful protest activity.

SITUATION ACROSS CANADA

- Number of demonstrations in solidarity occurring in varying degrees across Canada. Thus far have occurred in major Canadian cities (i.e., Vancouver, Edmonton, Regina, Winnipeg, Toronto, and Quebec City) over the last weekend, and a number of smaller cities across Western Canada.
- Events were largely peaceful and have resolved - potentially aided by the application of lessons learned from Ottawa.
 - Law enforcement issued a number of tickets for bylaw and traffic violations.

- Demonstration at Coutts, AB, port of entry ongoing.
 - Two traffic lanes are sometimes open or closed and traffic flow remains very unpredictable.
 - Second blockade on a highway leading to the same US border crossing also ongoing approximately 18 km north of Coutts (Milk River, AB), slowing access to US border. This blockade situation is more tenuous and at times dangerous from a policing perspective.
 - NOTAMs have been issued for Coutts and Milk River and are expected to remain in place until tomorrow.
- Yesterday, a protest in Windsor ON blocked Canada-bound traffic on the Ambassador Bridge linking Detroit to Windsor. Traffic was reduced to a single lane and faced significant delays. US-bound traffic was unaffected. The Canada Border Services Agency (CBSA) advised motorists to use the tunnel, which was not blocked and that commercial trucks should reroute to Sarnia's Bluewater Bridge.
- There have been other POE blockages or congestion caused by 'slow roll' convoys across Southern Ontario POEs.

FPT ENGAGEMENT

- 
- Ministers of Transport, Public Safety and Emergencies actively engaged with provincial and municipal counterparts to share information as well as identify and encourage opportunities to respond. There has been a particular emphasis on engagement with the City of Ottawa over the past ten days.
- Senior officials (DMs Stewart, Keenan and myself) continue to engage City of Ottawa to **encourage dialogue** with demonstrators, consultations with provincial regulatory authorities, sharing of operational plans and a coherent communications approach.
- Yesterday Ministers participated in a Press Conference outlining federal government actions to date to support peaceful resolution of this demonstration.
 - Announced the creation of a tripartite table between federal, provincial and municipal representatives to swiftly respond to City of Ottawa's needs and share relevant information.

- Ministerial engagement with Provincial counterparts and those with equities at play could help **expedite** an end to the demonstration and **protect** against escalation nationally.
- Yesterday an FPT table of DM of Public Safety and Transportation met to discuss a national and coordinated strategy to that is built upon “maximum and strategic enforcement” using any and all tools available at all 3 levels of government, and need to align all communications to protestors about “maximum enforcement” and the consequences. General support for approach – more to come.

Movement forward

- Ministers continue to reach out to their counterparts across the country and advance participation in the “maximum enforcement” approach.
- Minister Alghabra is meeting with his provincial counterparts to maximize the use of provincial rules and regulations and to work with insurance companies to explore consequences for participating truckers.

[REDACTED]

[REDACTED]

- INTERSECT, joint police coordinating body in the NCR, continues to meet daily and coordinate law enforcement efforts.
- Transport Canada engaging with industry regulators.
- PCO Democratic Institutions engagement with social media companies around their enforcement and actions to remove harmful content from social media platforms.
- Potential for international engagement with US officials on joint messaging around vaccine mandates.

RESPONSIVE, IF PRESSED

[REDACTED]

- PCO works closely with Parliamentary Protective Service and Sergeant-At-Arms to ensure coordination of their efforts to inform and protect MPs in Ottawa.

- RCMP, PPS and SaA are providing a variety of protective services to MPs and Ministers as they move around downtown Ottawa and the Hill.
- Yesterday, Ontario Superior Court Justice granted 10-day injunction to prevent truckers parked on city streets in downtown Ottawa from honking their horns.
- Departments have developed a rolodex of “creative alternatives” to be explored in addressing this matter.
- Advice to employees of the Public Service remains the same – avoid downtown core and work from home unless your tasks are critical and must be done in your downtown office.

NSIA Remarks – Full Cabinet Feb 13, 2022

- [REDACTED]
- Multiple Ports of Entry are still experiencing blockages, [REDACTED]
 - Overall, social media continues to play an active role in the communication and organization of protesters across the country.
 - Slow roll vehicle activity also seems to be an effective tactic now and is unpredictable.
 - Threat picture with respect to Ideologically Motivated Violent Extremism (IMVE) remains stable and unchanged.
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Ottawa, ON:

- The mood of the organizers in Ottawa appears emboldened.
- City of Ottawa announced agreement with protest leader (Tamara Lich) that could lead to approx. 70 per cent of trucks and cars leave the residential areas in the downtown core over the next 24 hours and possibly relocate around Parliament Hill and/or the Sir John A. Macdonald Parkway, upon meeting with the group tomorrow.
- Given the anti-government sentiment of Ottawa group, along with the decentralized nature of its leadership, it is unclear at this time the concurrence of other leaders in the group to the Agreement.
- Approx. 50-100 people on Parliament Hill and 1,000 people on surrounding streets.
 - Counter-protesters block convoy vehicles on Ottawa streets (“Battle for Billings Bridge” at Riverside & Bank; Bronson & Fifth; Argyle at Metcalfe and at Elgin)
- NOTAM remains in effect for airspace restrictions over Parliament Hill until 28 Feb.

Windsor, ON (Ambassador Bridge):

- Blocked since February 7th.
- As of 13 Feb, police enforcement actions continue with reports of arrests being made and vehicles towed. Windsor Police hoped to reopen the Ambassador Bridge and the roadway leading to it later today, but the latest reports indicate it remains closed.
- NOTAM extended to 14 Feb for airspace restrictions over the protest area.

ONTARIO RESPONSE TO THE BLOCKADES

- The Ontario Government declared a province-wide state of emergency in response to the ongoing blockade at the Ambassador Bridge and the Ottawa protests.
- Measures are that fines and possible imprisonment for protesters refusing to leave, with penalties of \$100,000 and up to one year of imprisonment for non-compliance.

- Ontario's Superior Court has granted an injunction to end the blockade at the Ambassador Bridge. It will come into effect on February 11 at 7 pm.
- The Ontario Government is planning on enacting legislation making it illegal and punishable to block and impede the movement of goods, people and services along critical infrastructure.
- Law enforcement, border services and municipal officials in Fort Erie are monitoring developments in relation to a planned protest at the Peace Bridge, Ontario's third-busiest commercial border crossing with the U.S., planned for the weekend of February 11 and 12.

Emerson, MB:

- As of 13 Feb, the blockade remains north of the POE. Some traveler traffic is able to enter Canada but commercial and other traffic is rerouted to adjacent POEs. RCMP will continue letting livestock vehicles through.

Coutts (Port of Entry):

- All services have been temporarily suspended at Coutts POE as of 14:00 EST 12 Feb, as protesters continue to block the highway leading to the POE. Commercial and traveler traffic is crossing at nearby POEs.
- NOTAMs are in effect over Milk River and Coutts until 16 Feb.

Vancouver, BC and Metro area:

- As of 13 Feb, no delays reported at Pacific POE by CBSA.
- On 12 Feb, several vehicles including a military-style vehicle broke through an RCMP barricade in south Surrey, BC, on their way to the Pacific Hwy POE.
 - Protesters force highway closure at Canada-US border in Surrey as rallies enter 3rd weekend.
- No further reporting unless the situation evolves.

Sarnia, ON:

- As of 13 Feb, the Blue Water Bridge remains open in both directions. Sarnia POE remains open with no delays reported.

Fort Erie, ON:

- As of 13 Feb, Fort Erie POE is open for commercial and traveller traffic, with only minor delays reported by CBSA.

Toronto, ON:

- No major impacts reported from protest activity.
- NOTAM is in effect for airspace restrictions over Queen's Park in Toronto until 13 Feb.

- No further reporting unless the situation evolves.

Winnipeg, MB:

- No major impacts reported from protest activity.
- NOTAM is in effect restricting airspace over the protest in Winnipeg until 14 Feb.
- No further reporting unless the situation evolves.

Fredericton, NB:

- No major impacts reported from protest activity.
 - Smaller crowd gathers for colder day 3 of Fredericton protest. [Link](#)
- NOTAM extended to 14 Feb for airspace restrictions over the protest area.
- No further reporting unless the situation evolves.

Cornwall, ON:

- As of 13 Feb, the Cornwall POE remains open.

Regina, SK and Regway POE:

- No major impacts are reported.
- No further reporting unless the situation evolves.

Halifax, NS:

- No major impacts reported from protest activity.
- No further reporting unless the situation evolves.

Montreal, QC:

- No major impacts reported from protest activity.
- No further reporting unless the situation evolves.

WHOLE OF GOVERNMENT RESPONSE:

IMVE:

- As per ITAC:
 - Individuals seeking to participate in a legitimate protest are distinct from actors espousing violent extremism.
 - The most likely IMVE-related scenario involves an individual or small group using readily available weapons and resources such as knives, firearms, homemade explosives and vehicles in public areas against soft targets, including opposition groups or members of the general public.
 - The increase in violent online rhetoric targeting uniformed personnel is likely not indicative of increased intent by IMVE actors to conduct planned, directed attacks against members of law enforcement. Uniformed personnel are more likely to be targeted because of their accessibility in the course of their duties. The terrorism threat to uniformed personnel remains MEDIUM.

- IMVE adherents may feel empowered by the level of disorder resulting from the protests. This could lead to individuals vulnerable to extremist messaging to commit isolated acts of violence.

International:

- Brussels braces for 'freedom convoy' protesting coronavirus restrictions. [Link](#)
- US Department of Homeland Security (DHS) has increased its presence in Los Angeles ahead of Super Bowl LVI, with over 500 DHS personnel providing ground, air, and maritime support. A lead field coordinator and EOC are in place.

Maritime/CCG:

- As of 13 Feb, there is nothing of significance to report and risk levels continue to be low for protests on the water and disruption to marine traffic and port activities.
- In Atlantic Canada, MSOC/Transport Canada confirmed there is no intelligence to suggest any planned protest activity for near future.
 - Furthermore, it does not appear that the disruption around the Peace Bridge in Fort Erie is causing an impact in traffic delays, nor is it creating a spill-over to the Queenston-Lewiston POE.
- Disruptions on the Ambassador Bridge are not affecting operations at the nearby Detroit-Windsor Truck Ferry (DWTF) at this time.
- All 3 MSOCs will continue to monitor for vessel traffic anomalies and other reports and information on maritime activities.

Foreign Interference:

- RRM Canada has not observed any significant indicators of foreign state-linked interference as it relates to the "Truckers Convoy".
- Similar demonstrations have emerged across various democratic states inspired by the Ottawa demonstrations with indications of more planned in places like the US, today (Super Bowl) and in the weeks to come.
- A fake image of snipers at the Ambassador Bridge circulated on Twitter for a short time before being debunked. The image was originally from an unrelated context in 2013. This discussion overall has received limited engagement on Twitter.
- RRM Canada notes that a significant proportion of content and engagement online has been driven by organic activity by average users and citizens.

Financing:

- Crowdfunding sites are not a regulated business sector under the Proceeds of Crime (Money Laundering) and Terrorist Financing Act (PCMLTFA). However, should these sites transact with or through [businesses](#) that are subject to the Act, such as financial institutions, suspicious transactions may be reported.
- No spike in suspicious transaction reporting amid trucker convoy protests: FINTRAC. [Link](#)
- TD Bank freezes accounts that received money for Canada protests. [Link](#)

Policing Issues of Note:

- RCMP is assisting in various impacted areas across the country and is focused on areas where enforcement or the risk of escalation is most acute. RCMP does not hold contracts with tow companies nor can they be compelled to assist in removing vehicles at protest sites.

CSIS/CSE:

- No concerns at this time.

Social Media Analysis:

- A video has been circulating on social media of a roadside interaction between an OPP officer and occupants of a passenger vehicle who were stopped on their way to protest in Ottawa . [Link](#)
- Social media posts have been circulating showing photos of a counter protest on 13 Feb at intersection of Bank and Riverside in Ottawa. Counter protesters are shown blocking protester vehicles. [Link](#)

OVERALL ASSESSMENT: (Derived from information available on open sources)

- The majority of the events have been peaceful.
- Since most government employees are working remotely, the disruption to government activities is so far minor.
- There is currently no known end time for the demonstrations.

Ottawa, ON:

- Approx. 50-100 people on Parliament Hill and 1,000 people on surrounding streets. When safe to do so, police resources continue to intervene when protesters are seen bringing material support into the red zone. (as of 14:20 13 Feb).
 - Counter-protesters block convoy vehicles on Ottawa streets. [Link](#)
- NOTAM is in effect for airspace restrictions over Parliament Hill until 28 Feb.
- Fencing around the War Memorial was removed by protesters on 12 Feb. Discussions are ongoing in regards to re-erecting the fencing when conditions permit.
- On 12 Feb, Ottawa Police Service announced the establishment of an Integrated Command Centre (ICC) with the RCMP and OPP. [Link](#)
 - Police say protesters overwhelmed officers on Friday night. [Link](#)

Windsor, ON:

- As of 13 Feb, police enforcement actions continue with reports of arrests being made and vehicles towed. Open sources indicate that the Windsor Police hope to reopen the Ambassador Bridge and the roadway leading to it later today should conditions permit. [Link](#)
 - Police break up remaining protest at Windsor's Ambassador Bridge, make 12 arrests. [Link](#)
- NOTAM extended to 14 Feb for airspace restrictions over the protest area.

- The Ambassador Bridge remains closed at this time; the overall situation remains fluid and is ongoing.
 - Police move to break up remaining protest at Windsor's Ambassador Bridge. [Link](#)
- As of 12 Feb, OPP has taken back most of the blockaded area and continues to push the line of protesters away from the Ambassador Bridge. The Ambassador Bridge remains closed at this time. The situation is fluid and ongoing.

Sarnia, ON:

- As of 13 Feb, the Blue Water Bridge remains open in both directions. Sarnia POE remains open with no delays reported.

Fort Erie, ON:

- As of 13 Feb, Fort Erie POE is open for commercial and traveller traffic, with only minor delays reported by CBSA.
- As of 12 Feb, protest vehicles are parked along both sides of Niagara Parkway and underneath the Peace Bridge, which remains open. OPP has closed QEW ramps in the area, but operations at Fort Erie POE continue, with only minimal delays reported by CBSA.

Cornwall, ON:

- As of 13 Feb, the Cornwall POE remains open.
- As of 13 Feb, the Cornwall POE remains open, following a demonstration on 12 Feb. Cornwall Police, OPP, and Akwesasne Police were on site in response to approx. 75 vehicles and 100-150 people participating.
- A demonstration and blockade of approx. 100-150 people and 75 vehicles continues in proximity to the Cornwall POE, which is not impacted at this time. Cornwall Police, OPP, and Akwesasne Police are on site, and traffic is being allowed through in a single lane.

Toronto, ON:

- No major impacts reported from protest activity.
- No major impacts reported from protest activity on 12 Feb. University Ave, including Queen's Park Circle, remains closed to traffic from Bloor St W to College St. The Gardiner Expy and DVP have reopened.
- In response to social media posts announcing a possible demonstration, Toronto Police Service have closed streets around Queen's Park Circle to traffic.
- NOTAM is in effect for airspace restrictions over Queen's Park in Toronto until 13 Feb.
- No further reporting unless the situation evolves.

Winnipeg, MB:

- No major impacts reported from protest activity.
- Protests at MB legislative building continue including a counter protest, with no major incidents reported.

- NOTAM is in effect restricting airspace over the protest in Winnipeg until 14 Feb.
- No further reporting unless the situation evolves.

Emerson, MB:

- As of 13 Feb, the blockade remains north of the POE. Some traveler traffic is able to enter Canada but commercial and other traffic is rerouted to adjacent POEs. RCMP will continue letting livestock vehicles through.
- As of 12 Feb, RCMP reports the blockade with approx. 50 continues near Emerson POE. [Link](#)

Regina, SK and Regway POE:

- No major impacts are reported.
- No further reporting unless the situation evolves.

Coutts (Port of Entry) and Edmonton, AB:

- All services have been temporarily suspended at Coutts POE as of 14:00 EST 12 Feb, as protesters continue to block the highway leading to the POE. Commercial and traveler traffic is crossing at nearby POEs.
- NOTAMs are in effect over Milk River and Coutts until 16 Feb.

Fredericton, NB:

- No major impacts reported from protest activity.
 - Smaller crowd gathers for colder day 3 of Fredericton protest. [Link](#)
- NOTAM extended to 14 Feb for airspace restrictions over the protest area.
- No further reporting unless the situation evolves.
- As of 12 Feb, protest activity is occurring in Fredericton outside the NB legislature, with an estimated 150-200 protesters. Enforcement activity has been successful in mitigating intended gridlock.

Halifax, NS:

- No major impacts reported from protest activity.
- No further reporting unless the situation evolves.
- Halifax police have erected barricades to prevent convoy access to port facilities. CCG assesses risk as low for protests on the water and disruption to marine traffic and port activities.
 - Dozens gather at vaccine mandate rallies in Halifax. [Link](#)

Vancouver, BC and Metro area:

- As of 13 Feb, no delays reported at Pacific POE by CBSA. On 12 Feb, several vehicles including a military-style vehicle broke through an RCMP barricade in south Surrey, BC, on their way to the Pacific Hwy POE.
- No further reporting unless the situation evolves.
- As of 07:00 EST 13 Feb, the highway and local roadways leading to/from the Pacific Highway remains restricted to traffic as RCMP have secured the area. Two vehicles and 4-6

protesters remain just off the POE property, blocking all southbound lanes. Approx. 50-60 protesters remain located at 4th Ave, approx. 1km north of the POE.

- Pacific Highway POE has suspended services and traffic is being redirected to other POEs.
 - Protesters force highway closure at Canada-US border in Surrey as rallies enter 3rd weekend. [Link](#)
- As of 13:00 EST, a demonstration continues near the Pacific Hwy POE, with approx. 150-200 participants. There is currently no impact to CBSA operations. RCMP have set up multiple checkpoints to control access to and from the POE.

Montreal, QC:

- No major impacts reported from protest activity.
- No further reporting unless the situation evolves.
- Montreal police report the protest and march at Jarry Park was peaceful with no incidents of violence reported.

-

a. Ports of Entry:

A. Windsor: You may wish to ask Ministers Mendicino and Alghabra to provide an update on strategic enforcement activities that took place today.

➤ Commissioner Brenda Lucki of the RCMP to provide an update on the law enforcement situation in the city of Ottawa and the status of the OPS Plan.

➤ Deputy Minister Stewart for the latest development coming from a protest organizer related to possibly moving trucks from part of the downtown core.

NSIA Remarks – Full Cabinet Feb 13, 2022

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 - Threat picture with respect to Ideologically Motivated Violent Extremism (IMVE) remains stable and unchanged. CSIS continues to watch persons of interest.

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