



Marine Atlantic
Marine Atlantique Canada

Marine Atlantic Inc.

For the year ending, March 31, 2024, a
Report in Accordance with the Fighting
Against Forced Labour and Child Labour
in Supply Chains Act (Canada)

This statement is made pursuant to Bill S-211, An Act to enact the Fighting Against Forced Labour and Child Labour in Supply Chains Act and to amend the Customs Tariffs Act.

Original Report Dated: September 12, 2024

Introduction

This report is prepared by Marine Atlantic Inc. (“Marine Atlantic”) pursuant to the Fighting Against Forced Labour and Child Labour in Supply Chains Act (the “Act”). Marine Atlantic is considered a “government institution” under the Act and as such, subject to associated reporting obligations under the Act. Marine Atlantic’s area of operation is Marine transportation of people and goods. This report contains information on actions taken for the fiscal year ended March 31, 2024.

Company Overview

Marine Atlantic Inc (MAI) was created on June 27, 1986, as a parent federal Crown corporation through the Marine Atlantic Inc. Acquisition Authorization Act. As a federal Crown Corporation, MAI is regulated under Part X of the Financial Administration Act. As per the Order in Council of March 12, 1987 (P.C. 1987-463), the Bilateral Agreement between Her Majesty the Queen and MAI established the relationship between the Parties under which subsidiary operating and capital agreements relating to the operation of specific ferry and coastal services in Atlantic Canada may be executed.

MAI provides an essential service to the island of Newfoundland, as it provides a daily ferry transportation service that allows for the transport of people and goods onto the Island – including fresh food and perishables, consumer products, and dangerous goods (e.g., medical oxygen and hospital supplies). It also provides a daily service that allows for local companies to export their products to the mainland and to reach national and international markets upon which their business success depends.

Marine Atlantic Supply Chain

Marine Atlantic’s procurement activities are related to the purchasing of goods and services in and outside of Canada to support its mission to provide a safe, environmentally responsible and quality ferry service between the Island of Newfoundland and the province of Nova Scotia that is delivered in a reliable, courtesy, efficient and cost-effective manner.

Marine Atlantic’s procurement activities predominantly consist of a mix of small, medium and large Canadian based suppliers. Goods and services purchased outside of Canada, are primarily related to maintenance of vessel related systems, by the original equipment manufacturers. Most of the goods and services procured to meet Marine Atlantic’s operation’s needs, are procured in Canada.

Marine Atlantic’s procurement activities pursue a disciplined process with respect to competitive bidding and vendor selection processes. Sourcing activities are categorized within the following general and ongoing operational activities.

- **Vessel chartering/acquisitions**
- **Vessel, terminal and building goods and maintenance**
- **Information system equipment, software and maintenance support**
- **Goods and services to support customers travelling on MAI ferries, and**
- **Goods and services to support corporate and employee requirements.**

2. Policies, procedures and due diligence processes in relation to forced labour and child labour

As this is the first year of reporting, currently Marine Atlantic does not have policies, procedures or due diligence processes in place related to forced labour or child labour in its supply chain processes.

2.1 Identification of the parts of MAI's activities and supply chains that carry a risk of forced labour or child labour being used and the steps taken to assess and manage that risk

Marine Atlantic has not yet started the process of identifying risks.

2.2 Any measures taken to remediate any forced labour or child labour

Not applicable. Currently, Marine Atlantic has not identified any forced labour or child labour in our activities and supply chains. Marine Atlantic has not yet started the process of identifying risks.

2.3 Any measures taken to remediate the loss of income to the most vulnerable families that results from any measure taken to eliminate the use of forced labour or child labour in the institution's activities and supply chains

Not applicable. Currently, Marine Atlantic has not identified any loss of income to vulnerable families resulting from measures taken to forced labour or child labour in our activities and supply chains. Marine Atlantic has not yet started the process of identifying risks.

2.4 The training provided to employees on forced labour and child labour

Marine Atlantic has not yet provided employee training on forced labour and child labour at this time.

2.5 How we assess our effectiveness in ensuring that forced labour and child labour are not being used in its activities and supply chains

As this is the first year of reporting and currently Marine Atlantic does not yet have measures in place related to forced labour or child labour in its supply chain processes.

This report is made pursuant with the Fighting Against Forced Labour and Child Labour in Supply Chains Act for the fiscal year ending March 31, 2024.

Name: Murray Hupman
Title President & CEO
Date: September 16, 2024



Signature