



Marine Atlantic
Marine Atlantique Canada

Marine Atlantic Inc.

For the year ending, March 31, 2026, a
Report in Accordance with the Fighting
Against Forced Labour and Child Labour
in Supply Chains Act (Canada)

*This statement is made pursuant to the Fighting Against Forced Labour
and Child Labour in Supply Chains Act.*

Original Report Dated: May 31, 2026

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, 2026.

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, courteous, 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.**

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

As this is the third year of reporting, Marine Atlantic will continue to assess and strengthen its approach to managing risks related to forced and child labour within its supply chain through the following measures:

- Continued implementation of the Marine Atlantic's Supplier Code of Conduct, updated solicitation documents and associated contract documentation for goods and service as part of its due diligence to reduce risk in our Supply Chain process.
- Conducting an annual review of risk indicators associated with higher-risk countries and its risk assessment process accordingly.

1.1 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 is continuing its work to assess aspects of its supply chain.

1.2 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.

1.3 Any measures taken to remediate the loss of income to the most vulnerable families that result 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.

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

Marine Atlantic provides ongoing mandatory training to key Marine Atlantic employees on forced labour and child labour.

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

Marine Atlantic utilizes Public Services and Procurement Canada (PSPC) for a portion of its procurement requirements and relies upon their practices to safeguard against risk regarding forced labour and child labour in 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, 2026.

Name: Murray Hupman, President & CEO

Date: May 21, 2026

