



TT-Line Company Pty Ltd

Modern Slavery Statement

1 July 2021 to 30 June 2022



**SPIRIT of
TASMANIA**

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MODERN SLAVERY STATEMENT 2021/2022 – TT-LINE COMPANY PTY LTD

Introduction

This Modern Slavery Statement is for TT-Line Company Pty Ltd (ABN 39 061 996 174) (**TT-Line**). TT-Line owns and operates the Spirit of Tasmania I and Spirit of Tasmania II vessels which provide daily passenger and freight transportation services between Devonport in Tasmania and Melbourne in Victoria.

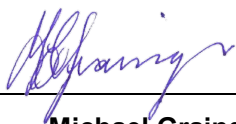
Modern Slavery is a severe form of exploitation of individuals for the purpose of personal or commercial gain and is prohibited under Article 4 of the UN Declaration of Human Rights. The *Modern Slavery Act 2018* (Cth) (the **Act**) identifies eight serious forms of modern slavery: trafficking in persons; slavery, servitude; forced marriage; forced labour; debt bondage; the worst forms of child labour; and deceptive recruiting for labour or services.

TT-Line fully supports the aims and objectives of the Act. TT-Line is committed to preventing modern slavery in its operations and supply chains.

In its third Modern Slavery Statement, TT-Line reports on its reasonable endeavours to meet its continuous improvement obligations to understand, identify and address the risk of modern slavery in its operations and supply chains. A summary of TT-Line's responses to each of the mandatory criteria in the Act is included in Appendix A of this statement.

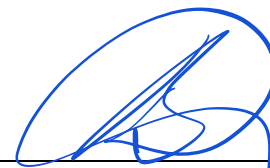
TT-Line is always looking at ways to improve its response to modern slavery and this third statement continues to build upon the information provided in its first statement for the 2019/2020 financial year and the second statement for the 2020-2021 financial year where appropriate.

This Modern Slavery Statement has been prepared in consultation with the TT-Line Leadership Team and has been approved by the Board of Directors of TT-Line.



Michael Grainger

Chairman



Bernard Dwyer

Chief Executive Officer/Managing
Director



About TT-Line

Company vision

TT-Line's vision is to deliver an unparalleled and unique sea transport service across Bass Strait.

Company mission

TT-Line's mission is to provide a commercially sustainable ferry service built on a reputation for excellence in safety, reliability and exceptional passenger and freight services.

Business objectives

TT-Line manages and facilitates the operation of a shipping service to and from Tasmania in a manner that is consistent with sound commercial practice.

TT-Line endeavours to do this through the provision of passenger and freight services on the Devonport to Melbourne Bass Strait route (and from 23 October 2022, on the Devonport to Geelong Bass Strait route) and through the operation of the Edgewater Hotel in Devonport.

Approach to modern slavery

TT-Line prides itself on ensuring a safe environment for its passengers, employees and contractors. TT-Line ensures compliance with applicable legislative obligations including, but not limited to, those relating to governance, work health and safety, environment and industrial relations obligations.

In drafting this Statement, TT-Line has taken into account the intention of the Act and the mandatory criteria for Modern Slavery Statements. To that end, TT-Line is taking a proactive approach where it considers appropriate to meet the expectations of the legislation to identify, address and prevent modern slavery risks across its operations and supply chains.

Structure, operations and supply chains

Structure

TT-Line is a State-owned corporation formed under the *TT-Line Arrangements Act 1993* (Tas) (the **TTLA Act**) and is registered in Devonport, Tasmania. TT-Line is a reporting entity under the Act as its annual consolidated revenue exceeded \$100 million in the 2021/2022 reporting period. TT-Line is a financial year reporting entity in accordance with the *Income Tax Assessment Act 1997* (Cth).

TT-Line has one Shareholder Minister – the Honourable Michael Ferguson MP who is both the Treasurer and Minister for Infrastructure and Transport, the Shareholder Ministers required under the TTLA Act. The Directors of TT-Line are appointed by the Shareholder Minister.

TT-Line owns and operates the Spirit of Tasmania I and Spirit of Tasmania II vessels and the Edgewater Hotel in Devonport. TT-Line owns several business names including Spirit of Tasmania, Edgewater Hotel and Edgewater Motor Inn.

TT-Line does not own or control any other entities. Accordingly, TT-Line is the only entity covered by this statement.

TT-Line operates its business in Tasmania and Victoria and has offices in Devonport and Melbourne. TT-Line has approximately 550 employees.

TT-Line's internal organisational structure is made up of:

- Leadership Team (reporting to the CEO);
- Finance and Commercial (reporting to the CFO);
- Freight Services (reporting to the GM Freight Services);
- Human Resources (reporting to the GM Human Resources);
- Information Services Team (reporting to the Chief Information Officer);
- Marine Operations Team (reporting to the GM Marine Operations);
- Passenger Sales (reporting to the GM Passenger Sales);
- Port Operations (reporting to the GM Port Operations); and
- Retail and Hospitality Team (reporting to the GM Retail and Hospitality).



The Leadership Team comprises all General Managers, the CFO, the CIO and the General Counsel/Company Secretary.

TT-Line's General Counsel/Company Secretary monitors compliance with TT-Line's Modern Slavery Policy and relevant audit procedures, and their effectiveness on modern slavery prevention, on an annual basis.

Operations

The principal activities of TT-Line are providing commercial passenger, vehicle and freight shipping services between Tasmania and mainland Australia.

The core business of TT-Line is to:

- provide passenger and passenger vehicle ferry services across Bass Strait; and
- provide a freight shipping service across Bass Strait.

TT-Line's main operations as part of this business include:

- food and beverage;
- retail; and
- accommodation (both on board the Spirit of Tasmania vessels and in the Edgewater Hotel).

Supply chains

TT-Line supply chains involve various suppliers and contractors, primarily from within Australia.

TT-Line procures and outsources:

- goods (including, but not limited to, fuel, food and beverages, plant and equipment, lifesaving equipment, accommodation supplies, office supplies, uniforms and tourism souvenirs); and
- services (including, but not limited to, services in relation to security, stevedoring, freight, media, marketing, tourism, sponsorship, IT, maintenance, cleaning, hospitality),

from within and outside Australia.

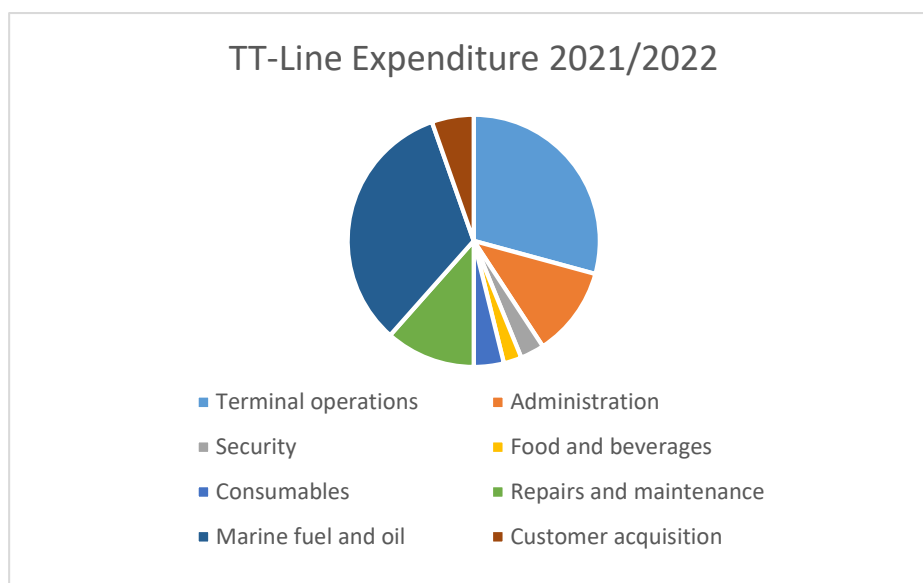
TT-Line enters into agreements and contracts (both short and long term) with suppliers and contractors across a variety of sectors (including, accommodation, retail and hospitality, travel, transport, marketing, media, and infrastructure and maintenance).

TT-Line's suppliers and contractors in turn engage third party suppliers and subcontractors to assist in providing goods and services to TT-Line.

Procurement breakdown in 2021/2022

During 2021/2022, TT-Line's most significant expenditure was marine fuel and oil, followed by terminal operations, repairs and maintenance, administration, customer acquisition (marketing), consumables, security and food and beverages.

An outline of the breakdown of this expenditure is set out below.



Procurement methods

TT-Line's Procurement Policy establishes internal requirements for the acquisition of goods, services or capital items and, wherever possible, supporting Tasmanian business.

Procurement is undertaken in a way that is consistent with the general principles of value for money, open and effective competition, ethical conduct in purchasing as well as enhancing opportunities for Tasmanian businesses in accordance with the Buy Local Guidelines for Tasmanian Government Businesses. In 2021/2022, 21% of TT-Line's purchases were from Tasmanian businesses. This is a three per cent decrease from the previous reporting period. TT-Line ensures that its operations, management and staff are based within Tasmania to the maximum extent possible, while consistent with the effective operation of the business.

Due to the nature of the maritime industry, not all supplies (including but not limited to fuel and spares for the vessels) are available for purchase in Tasmania.

All of TT-Line's purchasing is undertaken in a fair and unbiased way in accordance with applicable legislation and TT-Line's internal policies. This includes:

- TT-Line buyers being fully accountable for the purchasing practices used and the decisions made;
- adhering to TT-Line's Code of Conduct and Ethics Policy;
- adhering to TT-Line's Modern Slavery Policy;
- identifying, dealing with and documenting issues relating to actual or perceived conflicts of interest; and
- maintaining confidentiality.

Governance and policy framework

In addition to TT-Line's Procurement Policy, TT-Line's corporate governance framework includes policies and procedures that are relevant to modern slavery. In particular, the Modern Slavery Policy aims to minimise modern slavery risks and provide information and guidance to TT-Line employees on how to recognise and deal with modern slavery issues.

These policies and procedures include:

- Modern Slavery Policy;
- Public Interest Disclosure Policy and Procedure;
- Whistleblowing Policy;
- Appropriate Workplace Behaviour Policy;
- Code of Conduct and Ethics Policy;
- Grievance Policy; and
- Privacy Policy.

These documents should be referred to in conjunction with this statement and are available on TT-Line's intranet for access by all staff.

All policies listed above apply to TT-Line's employees, contractors, consultants and external service providers and any other person who carries out work in any capacity for TT-Line. These policies outline the standards of personal and corporate conduct that TT-Line expects of all people working with TT-Line.

TT-Line ensures that compliance with these policies is a requirement under all TT-Line employment contracts and part of the induction process as relevant for new employees and contractors. TT-Line also endeavours to make compliance with these TT-Line policies a condition of all supply contracts.

Modern slavery risks in operations and supply chains

Scope of review

During 2021/2022, TT-Line conducted assessments into the modern slavery risks across relevant industry sectors where it was considered appropriate. As an Australian company with a number of policies and procedures in place to address modern slavery and related issues, TT-Line considers the risk of modern slavery in its direct operations to be very low. However, as previously noted TT-Line acknowledges that it may be exposed to modern slavery risks through its supply chains.

In this reporting period, based on the assessment of the risk of modern slavery contraventions by its suppliers, TT-Line continued to distribute its modern slavery questionnaires and Modern Slavery Policy to new suppliers where considered appropriate to gain further insight into its supply chains. TT-Line has received completed questionnaires from 3 additional suppliers during the 2021/2022 financial year and has analysed these responses to determine any necessary actions to address modern slavery risks. The conclusion of the assessment was that these suppliers were considered very low risk.

Since its first Modern Slavery Statement was published, TT-Line has also reviewed the Modern Slavery Statements of each of its key suppliers that have published statements. While TT-Line's due diligence has not identified any known instances of modern slavery, TT-Line acknowledges that managing modern slavery risks requires ongoing commitment.

As with previous Statements, when conducting risk assessments into its operations and supply chains, TT-Line referenced tools such as the latest versions of the Global Slavery Index¹, as well as the due diligence and remediation recommendations in the United Nations Guiding Principles on Business and Human Rights (UN Guiding Principles)².

Also consistent with our previous Statements, TT-Line's focus in this reporting period has again been to endeavour to conduct further assessment of the nature, context and extent of modern slavery risks in its operations and supply chains where appropriate. Accordingly, in preparing this Modern Slavery Statement for the 2021/2022 reporting period, TT-Line has again sought to conduct risk assessments for sectors identified as higher risk and where possible has sought to demonstrate a continuous improvement approach by also assessing other sectors where such an approach was considered appropriate in the circumstances.

The reasoning behind this approach was to further build upon the company's approach in its 2020/2021 Statement in relation to the 2019/2020 Statement, which primarily focused on those sectors considered higher risk. Utilising this approach, no additional suppliers for the reporting period other than those previously identified and discussed in previous Statements were identified.

In assessing the risk level of different suppliers and contractors, TT-Line considered such factors highlighted in guidance from the Australian Government³ as:

- the type of industry and sector the goods and services are procured from;
- the countries the goods and services from the sector are sourced from;
- the sectors in which there is not clear visibility over sub-contracting arrangements; and
- goods and services that are deemed to be higher risk.

To avoid unnecessary repetition, this statement does not restate the modern slavery risks identified in detail in TT-Line's 2019/2020 or 2020/2021 Statements that were dealt with in those Statements. The Statement does address any historical potential issues previously identified and how these have been managed through TT-Line's normal due diligence processes.

It is envisaged with the number of major projects commencing over the next two reporting periods and beyond that procurement across a number of areas and teams will increase during the 2022/2023 and 2023/2024 reporting periods. In particular, the Vessel Replacement Program and the development of Berth 3 at the Port of Devonport and in light of these projects, it is important that the focus of TT-Line on modern slavery compliance with new suppliers is maintained.

Cleaning

As noted in previous Statements, TT-Line has taken reasonable measures to ensure that its cleaning services are not impacted by modern slavery and as reported. From the perspective of laundry services, TT-Line has considered the modern slavery risks from its laundry provider, a Tasmanian based company with Australian based suppliers and subcontractors. TT-Line considers that this provider continues to present a low risk of modern slavery. No reports or concerns raised regarding modern slavery in their operations regarding this company were received during the reporting period.

TT-Line vessels continue to be primarily cleaned by employees engaged directly by TT-Line, with additional temporary support provided from employees of a national company for peak and busy periods. No reports or concerns raised regarding modern slavery in their operations regarding this company were

¹ Global Slavery Index 2018

² United Nations Guiding Principles on Business and Human Rights 2011

³ Commonwealth Modern Slavery Act 2018, Guidance for Reporting Entities.

received during the reporting period.

Waste Management

As noted in 2019 and 2020, TT-Line continues to engage a sole waste management provider. This provider is a national company and is a reporting entity under the Act. TT-Line has not received any reports of or had any concerns raised regarding modern slavery in any of its operations or supply chains. Over 99% of this provider's active suppliers continue to operate from Australia or New Zealand.

On that basis, TT-Line continues to hold the reasonable belief that modern slavery is not present in its cleaning or waste management operations or supply chains.

Construction and maintenance

TT-Line continues to engage the same construction and maintenance contractors as identified in its 2020/2021 Statement and no instances of modern slavery have been identified in this reporting period.

In the 2020/2021 Statement it was noted that one of TT-Line's primary facilities maintenance suppliers while it is not a reporting entity under the Act, has developed a statement to recognise the responsibility for all employers to have an understanding and prevent slavery and human trafficking. The company is Tasmanian owned and operated and uses a very limited supply chain in providing its services to TT-Line.

Vessel Replacement

During the reporting period, TT-Line commenced construction of two new ships to replace the current Spirit of Tasmania vessels. The shipbuilder is a Finnish company which adheres to international norms and agreements on human rights, employment rights, the environment, and anti-corruption including the Charter of Fundamental Rights of the European Union and the European Convention on Human Rights. Notwithstanding these enforceable obligations, as a continuous review of its services, TT-Line will seek to have the ship builder provide an update on its compliance with TT-Line's modern slavery obligations during the 2022/2023 reporting period.

TT-Line has also negotiated for up to \$100 million worth of local (Tasmanian/Australian) content to be included in the build. To facilitate the procurement of local materials and content and to manage the procurement, TT-Line employed a Tasmanian based Procurement Manager, who is the representative of the shipyard in Finland in relation to both the procurement of local materials and content, timing, quality and logistics of the delivery of these materials. While TT-Line does not have direct visibility of the company's supply chain, the Procurement Manager continues to assist in assessing and addressing any identified modern slavery risks.

As noted above, procurement for the vessel replacement project will be a combination of services provided and goods sourced by the shipbuilder and goods sourced by TT-Line for inclusion in the manufacture. Based on the human rights framework under which the shipbuilder must operate in the EU and TT-Line's own procurement strategies and obligations under the Act, TT-Line is of the view the risk of modern slavery contraventions by the company is very low.

Geelong Port

TT-Line's new passenger and freight terminal at Corio Quay, Geelong is scheduled to open soon after the completion of this reporting period and TT-Line has leased the facility from GeelongPort. As previously reported, GeelongPort engaged contractors to build the new terminal and during that time was covered by LINX Cargo Care Group's (LINX CCG) Modern Slavery Statement, as one of five entities it owns and continues to assess there to be a low risk of modern slavery amongst its employee population. No adverse human rights impacts occurring during the time of construction within the reporting period were identified.

Food and beverage products

TT-Line continues to engage with the same seafood and food product suppliers as in the previous reporting period.

In particular, TT-Line continues to monitor one of its major international food suppliers to audit its progress in remediating modern slavery issues in its supply chains. The supplier has previously published its first Australian Modern Slavery Statement. TT-Line regularly engages with this supplier to ensure it is maintaining its approach to addressing modern slavery challenges.

A Tasmanian supplier with relevant policies including a Human Rights Statement, Anti Bribery Corruption and Fraud Policy, and Whistleblower Policy is another major supplier for TT-Line. The supplier is a member of Sedex, a membership organisation that provides a platform for companies to manage and improve working conditions in global supply chains. The supplier is externally audited through the Sedex SMETA program. All of the supplier's subcontractors operate in Australia and it has undertaken a supply chain risk assessment for forced/bonded/trafficked labour. The supplier considers that its risk of modern slavery is still relatively low but remains committed to helping its supply chain to mitigate any risks.

TT-Line's major beverage supplier a Tasmanian based company is not required to comply with the obligations under the Modern Slavery Act. The company is not aware of any modern slavery in its operations or supply chains and while TT-Line acknowledges that the use of unskilled, temporary or seasonal workers is a potential indicator of modern slavery risk⁴ TT-Line is of the informed view that the risk of modern slavery practices at the company is very low.

Souvenirs and tourism items

TT-Line continues to monitor its relationship with its supplier of souvenirs and tourism items sourced from an Australian company with suppliers throughout China, Hong Kong, India and Taiwan. The company continues to review its relationships with product suppliers and it receives regular audit reports on the ethical standards and conditions for workers and exclusion of slavery and child labour. TT-Line's direct supplier is not aware of any modern slavery occurrences in this supply chain. TT-Line will continue to work with this supplier to assess and prevent the risk of modern slavery in its supply chains where appropriate.

Fuel and oil

As previously reported, TT-Line's supplier of fuel to the vessels in Melbourne is a reporting entity and has published its own Modern Slavery Statement since the previous reporting period. The supplier's risk assessment into modern slavery during its reporting period found that the vast majority of its suppliers posed a low modern slavery risk. The supplier's approach to modern slavery is set out in its Business Principles and Code of Conduct document and it is still committed to publishing its approach to modern slavery performance against key indicators in its Annual Reports.

TT-Line continues to engage a Victorian diesel fuel injection service, repair and parts solution provider. The provider remains ISO certified and has control measures to address modern slavery risks and is not aware of any instance of modern slavery in its operations or supply chain. Compliance with modern slavery policies and procedures in that company is monitored by an ISO Manager and senior management is involved in enforcing modern slavery policies and procedures. The provider has a Modern Slavery Policy and any breach of the policy would lead to disciplinary action in accordance with the company's Disciplinary Procedure.

Security

TT-Line continues to engage the same security services provided discussed in its 2019 and 2020 Modern Slavery Statements. As noted, the security services provider is not a reporting entity under the Act but has a Human Rights Policy addressing modern slavery. The provider's Human Rights Policy addresses the actions it takes to address human rights issues including both internal and external reporting processes for employees, contractors and/or members of the public to report any circumstances or action that violates or appears to violate its Human Rights Policy.

COVID-19 supplies

COVID-19 border closures and travel restrictions in place during the early part of the reporting period impacted TT-Line's operations in many ways. To continue to provide its services safely while government health restriction were being enforced, TT-Line purchased a number of COVID-19 products including hand sanitiser stations and protective screens. Consistent with previous Statements, TT-Line considers the increased risk of these purchases to have been minimal during the reporting period because:

- most materials were sourced from TT-Line's existing Australian suppliers;
- TT-Line's staff are required to comply with procurement/purchasing policies; and
- suppliers were sent modern slavery questionnaires and TT-Line communicated with them about

⁴ Commonwealth Modern Slavery Act 2018 – Guidance for reporting entities, page 80.

recommended actions to protect their workers during COVID-19.

Actions to assess and address modern slavery risks

TT-Line has sought to take meaningful steps to identify and respond to modern slavery risks in its operations and supply chains. In its second Modern Slavery Statement the company focused on addressing commitments made in its 2019/20 statement and improving upon its approach to modern slavery.

In this third Modern Slavery Statement, TT-Line has continued to build on this improvement wherever possible including, for example, the inclusion of a modern slavery clause in all of its contracts with suppliers irrespective of the size of the supplier and the value of the contract.

TT-Line primarily addresses the risks of modern slavery practices occurring in its operations and supply chains through strict procurement and operational procedures. To ensure TT-Line is aware of and manages modern slavery risks, TT-Line has:

- previously issued a due diligence questionnaire to key suppliers and contractors and reviewed and evaluated the responses it has received to date and will continue to undertake this process for any newly engaged suppliers as procurement increases with new projects where appropriate based on a modern slavery risk assessment of the supplier;
- conducted further due diligence on key suppliers and contractors by examining Modern Slavery Statements and policies of those suppliers and contractors where appropriate;
- ensured that modern slavery is addressed as part of all tender processes irrespective of the size of the tender;
- built upon the work undertaken in the previous reporting period to conduct risk assessments of higher risk sectors and to also assess sectors not considered to be higher risk;
- worked to ensure that staff are aware of the TT-Line Modern Slavery Policy and the requirement to comply with its terms, with a particular focus on educating the procurement team;
- included its modern slavery clause in all supplier contracts as noted above. The clause requires suppliers to:
 - comply with all applicable modern slavery laws and TT-Line's Modern Slavery Policy and agree that non-compliance is a basis for contract termination;
 - insert modern slavery clauses into contracts with their suppliers and subcontractors;
 - report to TT-Line as soon as they become aware of any breach, or potential breach, or any actual or suspected modern slavery in a supply chain which has a connection with a TT-Line contract;
 - provide a report to TT-Line each year if requested by TT-Line taking a risk based approach setting out the steps it has taken to ensure that modern slavery is not taking place in any of its supply chains or any part of its business;
- used its best endeavours to make stakeholders aware of the TT-Line Modern Slavery Policy and the requirement to comply with its terms;
- continued ongoing engagement with contractors and suppliers to better understand potential risks of modern slavery in operations and supply chains; and
- worked with direct suppliers to improve their awareness of modern slavery risks and how they may contribute to modern slavery.

Grievances and Remediation Processes

TT-Line has policies in place to provide employees and contractors with avenues to report any concerns regarding conduct.

These include the:

- Grievance Policy;
- Whistleblowing Policy;
- Public Interest Disclosure Policy;
- Code of Conduct and Ethics Policy; and
- Appropriate Workplace Behaviour Policy.

These policies also apply to modern slavery. Specifically, the Modern Slavery Policy provides that TT-Line will assess and investigate any disclosure in relation to modern slavery as it deems appropriate:

- in accordance with its current policies;
- by seeking third party support; and

- by reporting any suspected situations of modern slavery to the Australian Federal Police.

If a breach of the Modern Slavery Policy is identified, TT-Line may take other action as appropriate for the breach such as:

- assisting with remediation where harm or non-compliance is identified;
- issuing formal apologies;
- stopping certain activities or terminating a contract; or
- taking disciplinary action in accordance with its disciplinary procedures.

Measuring the effectiveness of actions

TT-Line acknowledges that it is essential to ensure its actions to assess and address modern slavery risks are effective.

As part of its continuous improvement approach to addressing modern slavery, TT-Line has begun the following actions during the reporting period to work on improving how it monitors the effectiveness of actions to address modern slavery:

- Improving the monitoring of TT-Line's contracts for inclusion of a modern slavery clause by introducing a legal review in the contract execution process to ensure all contracts executed by TT-Line contain a Modern Slavery clause during the reporting period;
- Investigating potential key performance indicators (**KPIs**) to better measure the effectiveness of education/training programs, the use of the modern slavery contract clause and the number of questionnaire responses received;
- Looking at improving existing frameworks and processes to review the effectiveness of actions, including developing a Monitoring and Evaluation Framework during the next reporting period.

The General Counsel/Company Secretary, is responsible for the management of the Modern Slavery Policy, monitors the policy and audit procedures where appropriate and their effectiveness on an annual basis.

Continuous improvement

In addition to the actions addressed above, TT-Line is committed to continuous improvement in future reporting periods.

TT-Line has continued to progress its work to embed human rights due diligence into its risk and procurement frameworks and to ensure awareness of modern slavery risks throughout the organisation.

To achieve this, TT-Line's focus for the previous reporting period, 2020/2021, was to undertake the following actions:

- expand upon the education of TT-Line staff in relation to modern slavery, including conducting modern slavery training with all staff involved in procurement of goods, services and capital items for TT-Line;
- expand contractor pre-qualification and induction processes to include modern slavery assessments;
- develop a remediation plan going into more detail about how the company will respond to any modern slavery incidents;
- identify KPIs for measuring the effectiveness of actions;
- develop a process/flowchart to identify when the company will seek professional/legal advice relating to modern slavery risks; and
- further strengthen supplier evaluation criteria around modern slavery risk and the embedding of additional modern slavery risk management tools within tender processes.

In preparing this report, it was identified that progress in meeting its continuing improvement objectives during the reporting year was not as advanced as originally forecast and additional work will need to be completed during future reporting periods to meet the above targets and other objectives. It was agreed to move forward with the following three year plan beginning during the next reporting period:

- 2022/2023 reporting period:

- Development of a training and education program for TT-Line staff in relation to modern slavery in the area of procurement to address the projected increases in procurement in relation to the vessel replacement and berth 3 projects in the 2023/2024 reporting periods;
- 2023/2024 reporting period:
 - Improve communication with all service and goods suppliers to ensure ongoing compliance with the Act.
 - Improve governance processes and procedures to assess to compliance with modern slavery guidelines by existing and new service and goods suppliers.
- 2024/2025 reporting period:
 - Develop KPI's for measuring effectiveness of action based on lessons learned with the improvement of the governance processes and procedures;
 - Develop a process/flowchart to identify where the company will seek profession/legal advice relating to modern slavery risks that become apparent during preceding reporting periods.

Future Statements will address and report on performance against the three plan.

Appendix A: Addressing the mandatory reporting criteria

Mandatory criteria	Page number/s
Identify the reporting entity.	5
Describe the reporting entity's structure, operations and supply chains.	5
Describe the risks of modern slavery practices in the operations and supply chains of the reporting entity and any entities it owns or controls.	7
Describe the actions taken by the reporting entity and any entities it owns or controls to assess and address these risks, including due diligence and remediation processes.	11
Describe how the reporting entity assesses the effectiveness of these actions.	12
Describe the process of consultation on the development of the statement with any entities the reporting entity owns or controls (a joint statement must also describe consultation with the entity covered by the statement).	TT-Line does not own or control any other entities.