



MAERSK

ALL THE WAY

Maersk Logistics & Services Australia Pty Ltd

Modern Slavery Statement 2025





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Acknowledgement of Country

Maersk acknowledges the Traditional Owners of Country across Australia and their enduring connection to land, waters and communities. We pay our respects to Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Speak up

We encourage reporting of any concerns relating to modern slavery or unethical conduct in our operations and supply chains.

Visit maersk.com/whistleblower



01 About this statement

This Modern Slavery Statement is made by Maersk Logistics & Services Australia Pty Ltd (ACN 006 211 052, ABN 70 006 211 052) in accordance with the Modern Slavery Act 2018 (Cth) and covers the reporting period from 1 January 2025 to 31 December 2025.

Modern slavery refers to serious forms of exploitation, including forced labour, human trafficking, debt bondage, forced marriage and child labour, where individuals are deprived of their freedom and exploited, as defined under the Modern Slavery Act 2018 (Cth).

This Statement covers the operations and supply chains of Maersk L&S Australia Pty Ltd and the entities it owns or controls.



02

Reporting entity and group structure

Maersk Logistics & Services Australia Pty Ltd (Maersk L&S Australia) is the reporting entity and a wholly owned subsidiary of A.P. Moller - Maersk A/S (Maersk Group).

Maersk L&S Australia operates within the broader A.P. Moller - Maersk organisation, which provides global strategy, governance and supporting functions relevant to the management of human rights risks across its operations and supply chains.

Corporate and business support functions in Australia are delivered across Maersk L&S Australia and Maersk A/S (Australia Branch). The Australia Branch represents the Maersk Group's local corporate presence and includes office locations where employees of Maersk L&S Australia and Maersk A/S are based.

Activities undertaken through the Australia Branch support both Maersk L&S Australia and broader

Maersk A/S operations, and have been considered, where relevant, in identifying and assessing modern slavery risks. The Australia Branch is not a separate reporting entity under this Statement.

In 2023, A.P. Moller - Maersk A/S acquired the Martin Bencher Group, including Martin Bencher (Australia) Pty Ltd. Operational and compliance integration is ongoing. Accordingly, the activities of Martin Bencher (Australia) Pty Ltd are not included within the scope of this Statement for the reporting period. Inclusion in future reporting periods is expected as integration progresses.

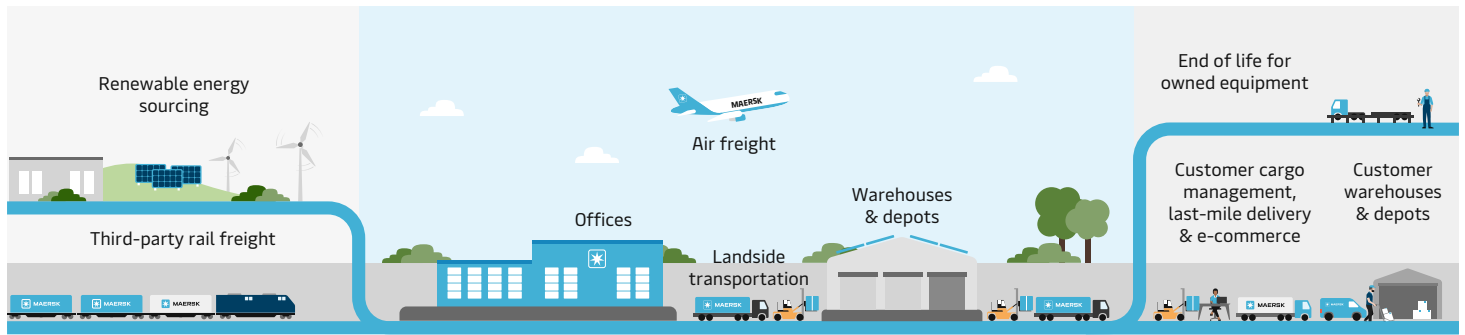
This Statement has been prepared using information from Maersk L&S Australia's operations and supply chains, together with relevant group-level policies and frameworks established by A.P. Moller - Maersk A/S.



03

Our structure, operations and supply chains

Logistics & Services



Our operations

Maersk L&S Australia provides integrated logistics and supply chain services across Australia. These services are delivered through a combination of leased operations and outsourced service providers. International freight movements form part of this model, with air freight coordinated by Maersk L&S Australia and ocean transport delivered through Maersk A/S as part of the Group's global shipping network.

As at 31 December 2025, operations in Australia were supported by 734 direct employees, comprising a mix of professional and operational roles. Warehouse operations are supplemented by a contingent workforce, averaging approximately 413 workers on a weekly basis. This workforce fluctuates in line with operational demand, peaking at approximately 800 workers during peak periods. This figure reflects individuals working within Maersk L&S Australia's

operations and does not include workers employed by suppliers within the broader supply chains.

This operating model involves an extended supply chain network, including transport providers, labour hire agencies, warehouse operators and other service providers, which contributes to the Company's exposure to modern slavery risks.

Maersk L&S Australia's core activities include:

- International transport and logistics
- Landside transportation
- Warehousing and distribution (3PL / 4PL)
- Supply chain management and logistics solutions

The following sections provide further detail on key operational areas presenting heightened exposure to modern slavery risks.



International transport and logistics

Maersk L&S Australia coordinates international freight movements as part of its integrated logistics services, including air freight services. Ocean transport forms a core part of international supply chains and is delivered through Maersk A/S (Australia Branch) as part of the Group's global shipping network. Customs brokerage, clearance services and specialised freight capabilities are also provided to support the movement of goods across international supply chains.

Ocean transport within customer supply chains may involve vessels owned and operated by Maersk, time-chartered vessels operated by third-party vessel owners and other third-party ocean carriers.

While Maersk L&S Australia does not directly operate vessels, ocean transport contributes to the Company's overall exposure to modern slavery risk through its role in supporting end-to-end supply chain solutions.

Landside transportation

Maersk L&S Australia coordinates landside transportation services within Australia as part of the logistics solutions provided to customers.

Landside transportation services, including first-mile, linehaul and last-mile delivery, are delivered through third-party transport providers. These providers represent a key component of the Company's supply chains and support the delivery of logistics services across Australia.

Warehousing and distribution (3PL / 4PL)

Maersk L&S Australia provides warehousing and distribution services, including storage, handling, inventory management and order fulfilment. These services are delivered through leased warehouse facilities and supported by subcontracted labour and service providers.

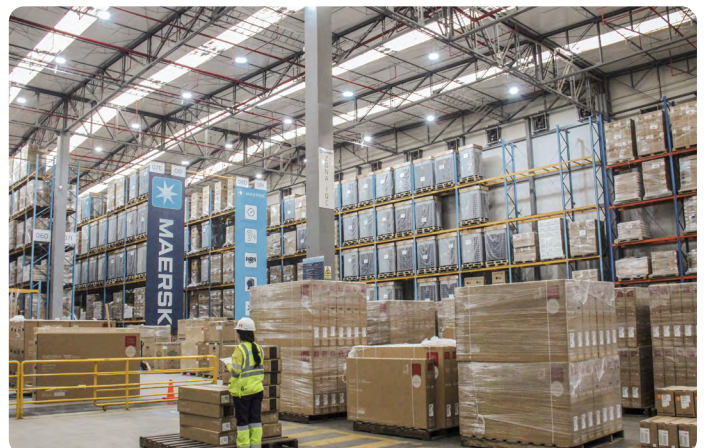
As at the reporting period, the Australian warehousing footprint comprised facilities in:

- Sydney, NSW – Marsden Park, Moorebank and Kemps Creek
- Melbourne, VIC – Derrimut, Truganina, Tullamarine and Ravenhall
- Brisbane, QLD – Inala

Collectively, these facilities represent approximately 170,000 square metres of warehouse space.

These sites support labour-intensive warehousing and fulfilment activities, including picking, packing and distribution, and are operated through a combination of Maersk direct and indirect employees and workers engaged through third-party labour hire agencies, supported by material handling equipment and warehouse management systems.

In addition, warehousing and distribution services are subcontracted through third-party providers in Perth, Adelaide and Brisbane, forming part of the Company's extended supply chains.





Warehousing operational footprint

The operational footprint for Maersk L&S Australia supports the delivery of integrated logistics services and informs the assessment of modern slavery risks across operations and supply chains.

Operations are supported by a network of Australian ports and global shipping routes operated by third-party providers and by Maersk A/S through its global shipping network, as part of the integrated logistics offering.

- Head office: Sydney
- Corporate office: Melbourne
- 734 direct employees
- ~413 contingent workers (weekly average)
- National warehousing network (SYD | MEL | BNE)
- Co-operated warehouse services (PER | ADL | BNE)



Supply chain management and logistics solutions

Maersk L&S Australia delivers integrated supply chain management solutions, including the coordination of end-to-end logistics services across transport, warehousing and international freight movements. These solutions involve engagement with multiple service providers across the supply chains and enable customers to manage the movement of goods across domestic and international networks.

Our supply chains

Maersk L&S Australia's supply chains reflect an asset-light operating model, with a significant proportion of services delivered through third-party providers.

The supply chains comprise a diverse network of service providers supporting warehousing, transportation and logistics activities. Key supplier categories include transport providers, labour hire agencies, warehousing operators, port and intermodal service providers, and other supporting logistics services.

The supplier base includes a mix of large national and multinational providers alongside a broader base of smaller suppliers and subcontractors. This structure reflects common industry operating models, where services are delivered through multi-tier arrangements and subcontracting.

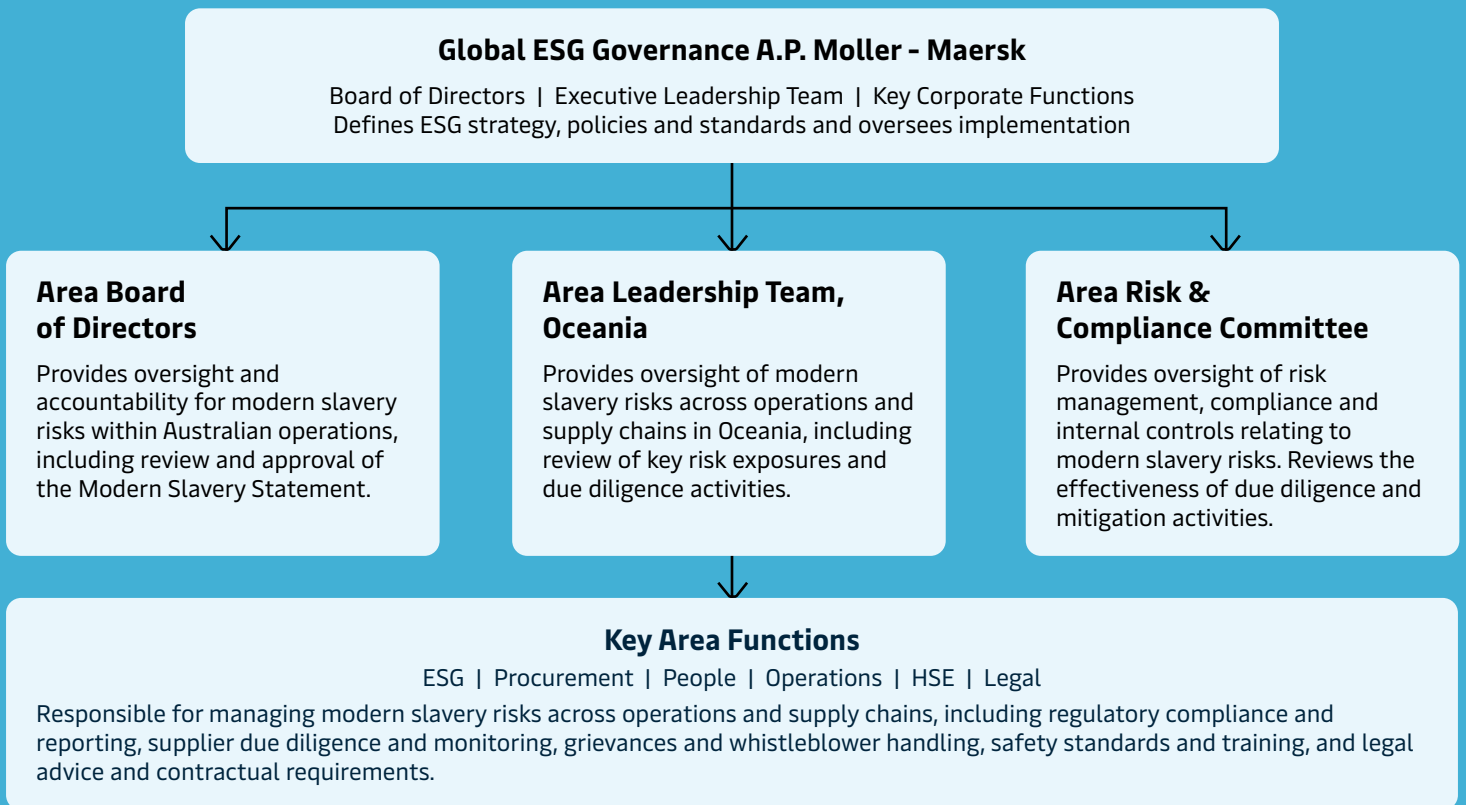
The majority of suppliers are located within Australia, supporting domestic operations, with additional suppliers supporting international freight movements and upstream supply chains, including ocean transport and equipment sourcing.

These structural characteristics, including supplier fragmentation, reliance on labour-intensive service models and the use of subcontracting, influence visibility over labour practices and inform the Company's approach to supplier segmentation, risk identification and prioritisation.

04

Governance and oversight

Modern Slavery Governance in Maersk Oceania 2025



Oversight of modern slavery risks within Maersk L&S Australia is supported by governance arrangements operating at both group and local levels.

At the global level, A.P. Moller – Maersk A/S establishes the Group's human rights commitments, ESG strategy and policy framework. Within Oceania, accountability for oversight sits with the local Board of Directors and the Area Leadership Team (ALT), supported by the Area Risk and Compliance

Committee (ARCC), which provides oversight of risk management, compliance and internal control processes.

Within these governance forums, modern slavery risks are considered as part of broader risk and compliance discussions and are periodically reviewed, with escalation of material risks and monitoring of actions where required.



Management and accountability

Day-to-day management of modern slavery risks is implemented through defined functional responsibilities, reflecting the operational and supply chain nature of these risks.

Key functions include:

- **ESG Reporting** – oversight of modern slavery reporting and regulatory alignment, and contribution to the development of due diligence approaches
- **Procurement** – implementation of supplier due diligence processes, including onboarding, risk screening and supplier engagement
- **Operations** – oversight of service delivery and engagement with suppliers, supporting visibility over working conditions within operational environments
- **HSE** – oversight of safe working conditions within operations and alignment with local HSE frameworks
- **People** – management of workplace grievances and local handling of whistleblower matters, including investigation and response
- **Legal** – provision of regulatory advice, governance support and review of the annual Modern Slavery Statement

This functional model embeds responsibility for modern slavery risk management within core business activities.



Application of group policies and standards

Maersk L&S Australia applies group-level policies and standards that establish minimum expectations for responsible business conduct and respect for human rights across operations and supply chains.

These include the [Human Rights Policy](#), [Code of Conduct](#), [Supplier Code of Conduct](#) and Global Standards on Third-Party Labour, which are aligned with internationally recognised frameworks such as the UN Guiding Principles on Business and Human Rights and relevant International Labour Organization conventions.

These policies are supported by Maersk's internal Commit framework, which comprises a set of governance rules that provide detailed requirements and guidance across key risk areas. The framework includes rules relevant to business ethics, governance and authority, and defines responsibilities and internal controls to support implementation of group policies, including in areas such as labour practices and sustainable procurement.

Grievance mechanisms and remediation

Maersk L&S Australia provides access to group-wide grievance and whistleblower mechanisms, enabling employees, contractors and third parties to raise concerns relating to human rights, labour practices and potential indicators of modern slavery.

Reports can be made through multiple channels, including a confidential whistleblower system and internal reporting pathways. Maersk prohibits retaliation against individuals who raise concerns in good faith.

Reported matters are assessed and, where appropriate, investigated in accordance with established processes. Where adverse impacts are identified, actions may include supplier engagement, corrective action plans and escalation through governance channels as required.



05

Identifying modern slavery risks

Maersk L&S Australia identifies and assesses modern slavery risks through a combination of group-level human rights assessments and local analysis of its operations and supply chains.

At the global level, A.P. Moller - Maersk A/S conducts periodic Corporate Human Rights Assessments (HRA), aligned with the methodology of the UN Guiding Principles on Business and Human Rights, to identify and prioritise salient human rights risks across its operations and value chains.

At a local level, Maersk L&S Australia considers how these risks manifest within the Australian operating environment, considering its reliance on third-party providers and the structure of its supply chains.



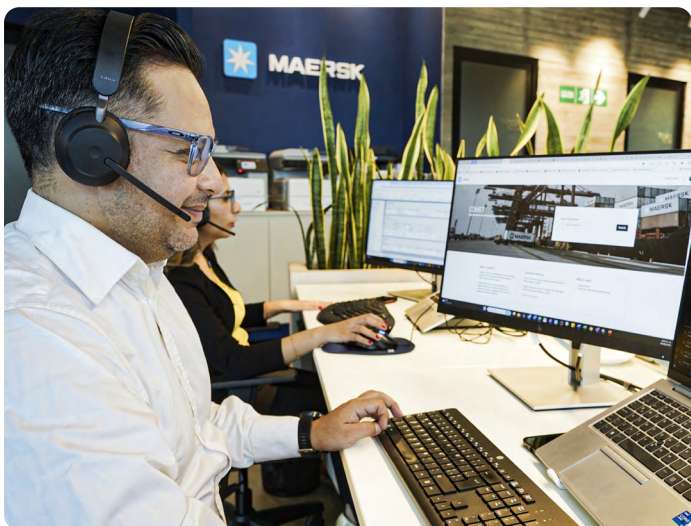


Local risk identification processes

In addition to group-level human rights assessments, Maersk L&S Australia applies local risk identification processes embedded within supplier onboarding activities. This includes modern slavery questionnaires incorporated within HSE prequalification processes for third-party transport and logistics providers.

In 2025, the global ESG risk screening approach within the Source-to-Contract (S2C) procurement process was enhanced, expanding from a previously targeted focus on higher-risk categories to broader application across the supplier base. Under this process, suppliers are assessed against country and industry risks, as well as performance across key ESG topics, with supplier criticality considered to prioritise higher-risk suppliers for further engagement.

Where suppliers are identified as higher risk, additional due diligence may be conducted prior to engagement, including targeted questionnaires assessing indicators such as recruitment practices, working conditions and the use of subcontracted labour.



Supplier due diligence extends beyond onboarding across the supplier lifecycle and is complemented by ongoing monitoring activities, which may include audits, site visits (Gemba walks), adverse media screening, and incident and whistleblower case management, where appropriate to the level of risk.

Risk profile across operations and supply chains

Maersk L&S Australia operates through a combination of leased facilities and outsourced service providers, resulting in diverse and extended supply chains.

Consistent with global findings, the risk of modern slavery within direct operations in Australia is assessed as low, reflecting a regulated labour environment, established workplace protections and internal policies aligned with group standards.

However, exposure to modern slavery risks is higher within supply chains, particularly where labour and operational delivery are undertaken by third-party providers.

In addition to these supply chain exposures, Maersk L&S Australia is connected to broader global value chains within the Maersk Group, including upstream suppliers and ocean transport activities. These relationships extend beyond direct operational control and influence the overall modern slavery risk profile.

Key risk drivers

Across the Australian context and broader value chain, modern slavery risks are influenced by structural features of the operating model.

Key drivers include:

- subcontracting and multi-tier supply chains, which can reduce visibility beyond direct suppliers
- labour hire and contingent workforce models across transport and warehousing
- vulnerable worker cohorts or limited awareness of workplace rights
- commercial and operational pressures, including delivery timeframes and cost constraints
- fragmentation of the supplier base, including a long tail of smaller providers
- limited leverage in certain parts of the value chain, including outsourced and upstream activities



Areas of heightened exposure

Modern slavery risks are most likely to arise in areas of the business and value chains where these structural drivers are present. Within Maersk L&S Australia, this includes parts of the transport and warehousing supply chains, particularly where:

- subcontracting and multi-tier service delivery are prevalent
- labour hire and contingent workforce models are used
- visibility over employment conditions and recruitment practices is limited
- workers are engaged through indirect or extended supply chain relationships

Additional exposure may arise in parts of the broader value chain, including ocean transport activities, upstream supply chains and offshore operational arrangements.

Ocean transport

Ocean transport represents a material component of Maersk's global value chain and forms part of the logistics services coordinated by Maersk L&S Australia.

Ocean operations are delivered through a combination of:

- i. vessels owned and directly operated by Maersk,
- ii. time-chartered vessels operated by third-party vessel owners, and
- iii. services provided by third-party carriers.

These arrangements are subject to international maritime regulations and contractual requirements. Differences in operating models between Maersk-controlled and third-party vessels influence the nature and extent of direct operational oversight, particularly in relation to crew management and labour practices, with Maersk-operated vessels subject to greater direct oversight and control, and third-party arrangements involving comparatively reduced visibility.



Upstream supply chains

Modern slavery risks may also arise in upstream supply chains, including the sourcing of equipment, material handling systems and other operational inputs.

These risks are typically associated with manufacturing and raw material supply chains outside Australia, where visibility and direct engagement may be limited.

Offshore operational arrangements

Maersk L&S Australia coordinates end-to-end logistics services that include warehousing and distribution activities undertaken outside Australia. These activities are delivered by Maersk Group entities within the global contract logistics network.



These operations are managed by local Maersk operating entities and are subject to group-level policies, standards and oversight processes, including risk-based audit programmes. Responsibility for day-to-day operations and workforce management sits with local site teams, with group standards establishing a consistent baseline for labour practices.

Risk profile summary

Overall, modern slavery risks for Maersk L&S Australia are:

- low within direct operations, reflecting Australia's regulatory environment, established workplace protections and internal controls aligned with Maersk Group standards
- elevated within supply chains, particularly where labour is outsourced through subcontracting, labour hire arrangements and other third-party service providers, which can reduce visibility over

- labour practices. Within this, higher exposure is associated with landside transportation and warehousing activities in Australia, where labour-intensive operating models and reliance on third-party providers are most pronounced
- present within broader value chains, including ocean transport services, upstream suppliers and other logistics activities. Within this, ocean transport represents an inherently higher-risk segment globally, due to factors such as complex international operating environments, vessel flag regimes, and reliance on seafarer labour. Risk exposure may vary across operating models, including the use of chartered vessels and external carriers, where crew employment and labour practices are not directly managed

These risks are structural in nature and arise from the Company's operating model, particularly where subcontracting, labour hire and multi-tier supply chains intersect, and where visibility and oversight over working conditions may be limited.



06

Managing and mitigating modern slavery risks



Maersk L&S Australia takes a risk-based approach to managing modern slavery risks across its operations and supply chains, supported by global policies, standards and governance frameworks.

Actions to assess and address these risks are implemented through procurement processes, supplier engagement, contractual controls and operational oversight, with a focus on areas identified as higher risk.

This includes higher-risk areas within Maersk L&S Australia's operations and supply chains, particularly transport and warehousing activities.

In addition, Maersk L&S Australia is connected to broader value chain activities across the Maersk Group, including ocean transport and offshore operations. While these activities are managed through global operating models and subject to group-level standards and oversight, they also inform the Company's overall modern slavery risk profile.



Supply chain due diligence and supplier management

Maersk L&S Australia undertakes supplier due diligence through HSE pre-qualification and procurement processes, supported by global sustainable procurement requirements and locally implemented controls.

For suppliers identified through these processes, additional actions may be undertaken commensurate with the level of risk, including information requests, documentation review, and engagement on corrective actions where relevant. These processes are progressively being strengthened across the supplier network.

Application of supplier standards and contractual controls

Maersk L&S Australia establishes minimum expectations for labour standards and working conditions through the application of group-level policies, including the Supplier Code of Conduct and Global Standards on Third-Party Labour.

These standards are implemented through procurement processes and contractual arrangements with suppliers. All in-scope suppliers are required to commit to these requirements through the Supplier Code of Conduct. These requirements extend to subcontractors through contractual flow-down provisions, reinforcing consistent expectations across the supply chains.

These frameworks address key modern slavery risk areas, including:

- forced labour and freely chosen employment
- child labour and minimum age requirements
- working hours, wages and benefits
- freedom of association and fair treatment
- recruitment practices and use of subcontracted labour

These requirements establish a baseline for responsible business conduct across Maersk L&S Australia's supply chains.

Targeted risk areas and operational oversight

Maersk L&S Australia applies additional oversight in higher-risk areas of its operations and supply chains, particularly where services are delivered through outsourced or labour-intensive models.

This includes areas such as transport and logistics services, labour hire within warehousing operations, and cleaning and security services. In these areas, controls are supported through supplier standards, contractual arrangements and operational engagement.

Operational teams maintain regular interaction with service providers within Maersk-managed environments, supporting visibility over service delivery and working conditions. These measures provide a level of oversight, while recognising the limitations in visibility over subcontracted and extended supply chain arrangements.

Ocean transport and offshore operations

In relation to ocean transport and offshore operations, risk management is primarily supported through global Maersk standards, international regulatory frameworks, and contractual arrangements with third-party providers.

These mechanisms establish baseline expectations and oversight at a group level. Risk exposure varies across operating models, with differences in direct operational oversight, particularly in time-chartered arrangements where visibility over labour practices is more limited. In contrast, Maersk-owned vessels operate under established group standards, providing greater visibility and control over labour conditions. Maersk L&S Australia engages with relevant group functions to support visibility and alignment in these areas.



Maersk L&S Australia's role is primarily focused on coordination within customer supply chains, with reliance placed on global governance frameworks for oversight and risk management.

Training and awareness

Maersk L&S Australia supports awareness of modern slavery risks through employee training aligned with group requirements on human rights, business ethics and responsible conduct.

During the reporting period, employees completed a range of trainings relevant to modern slavery risk awareness, including Code of Conduct training, human rights and ethical business practices, and broader legal and compliance topics.

These training activities are delivered through online learning platforms and form part of mandatory and role-specific training requirements across the organisation.



In the reporting period:

- 329 employees completed Code of Conduct training, representing approximately 604 hours of training, with multiple modules completed per employee across Code of Conduct topics
- 401 employees completed ethics and human rights-related training, representing approximately 2,292 hours of training
- 18 employees completed sustainable procurement training, supporting awareness of ESG frameworks and supplier risk management
- Additional legal and compliance training was also completed, supporting awareness of broader regulatory and ethical obligations

In total, this equates to approximately 2,900 hours of training completed across Code of Conduct, ethics and compliance topics during the reporting period.

These programmes support employee understanding of key risks relevant to modern slavery, including ethical conduct, responsible business practices, and appropriate escalation of concerns, as well as strengthening capability in managing supply chain-related risks.

Grievance mechanisms and remediation

Maersk L&S Australia provides access to group-wide grievance and whistleblower mechanisms, available to employees, contractors and third parties, including individuals within the supply chains.

These mechanisms enable the reporting of concerns relating to human rights, labour practices and potential indicators of modern slavery. Reports can be made through confidential whistleblower systems and internal reporting channels.

Reported matters are assessed and, where appropriate, investigated in accordance with established processes. Where adverse impacts are identified, actions may include supplier engagement, corrective action plans and escalation through governance channels as required.





07

Assessing effectiveness

Maersk L&S Australia assesses the effectiveness of its actions to address modern slavery risks through a combination of group-level performance metrics and entity-level indicators, supported by internal monitoring and review processes.



Group-level effectiveness indicators

At a group level, Maersk tracks performance across its sustainable procurement programme, including supplier onboarding, ESG risk assessment and procurement capability building.

In 2025:

- 100% of in-scope suppliers were committed to the Supplier Code of Conduct, an increase from 87% in 2024
- 86% of higher-risk suppliers underwent ESG assessment, exceeding the 85% target and significantly improving from 47% in 2024
- 83% of improvement plans for higher-risk suppliers were successfully closed, meeting the 80% target
- 99% of procurement staff completed sustainable procurement training

These metrics reflect the continued embedding of the Group's sustainable procurement programme across the supplier lifecycle, supported by risk-based ESG assessments, targeted supplier engagement and procurement capability building initiatives.

Maersk L&S Australia applies these group-level indicators within the Australian context and is progressively strengthening its local monitoring approach, including the development of additional metrics to enhance visibility and oversight of modern slavery risks.

Grievance mechanisms and remediation

The Company monitors the use and effectiveness of its grievance mechanisms, including the whistleblower system, as an indicator of accessibility, trust and responsiveness.

During the reporting period:

- 15 whistleblower cases were raised across the Maersk L&S Australia
- 87% of cases were resolved within the allocated timeframe, with an average resolution time of 84 days
- All substantiated cases resulted in practical remedial action, including training, counselling and disciplinary measures

These outcomes indicate that where issues are identified, they are investigated and addressed, with corrective actions implemented.

The relatively low number of reported cases, when considered in the context of the Company's workforce and broader supply chains, highlights the importance of ensuring that grievance mechanisms are accessible, trusted and consistently used across all worker groups, including those in more vulnerable roles.

These observations inform the Company's ongoing evaluation of the accessibility and effectiveness of its grievance mechanisms, including in relation to third-party and supply chains workers.

Training and awareness

Employee training and participation rates are used as an indicator of organisational capability to identify and respond to modern slavery risks. Completion rates and training coverage are monitored to assess awareness across the workforce.

Training completed across Code of Conduct, human rights and compliance topics supports employee understanding of key risks and appropriate escalation pathways.

Maersk L&S Australia recognises that assessing effectiveness, particularly in relation to supply chain impacts, requires ongoing development. These insights inform continued efforts to strengthen measurement approaches and enhance visibility of modern slavery risks across operations and supply chains.



08

Consultation and collaboration

In preparing this Statement, Maersk L&S Australia consulted with a wide range of internal stakeholders across functions responsible for managing modern slavery risks, both at a global and local level.

This included engagement with local representatives from Procurement, ESG, Operations, People, HSE and Legal, including global functions from Corporate Sustainability, Sustainable Procurement and ESG reporting teams, who contributed to the understanding of modern slavery risks and risk management approaches described in this Statement.

In addition, the Company considered insights from an external review of its modern slavery approach undertaken during the reporting period, which informed the strengthening of the reporting processes.

This Statement reflects group-level policies, frameworks and risk assessments established by A.P. Moller – Maersk, which inform the Company's approach to identifying and managing modern slavery risks.

09

Looking ahead

Maersk L&S is strengthening the local implementation of its modern slavery risk management approach, including increased local input into risk identification and due diligence.

In 2026, an external review of the Company's modern slavery approach identified opportunities to enhance local implementation and support a more evidence-based approach to risk management and reporting.

The following areas represent key priorities for the next 12–24 months, subject to ongoing refinement in line with regulatory expectations and Group frameworks:

Reporting: Further development of a standalone Australian Modern Slavery Statement with increased local input into risk identification, due diligence and reporting.

Procurement: Expansion of ESG risk screening within the Source-to-Contract (S2C) process and exploration of enhanced screening tools to support more targeted local identification of modern slavery risks.

Labour hire: Increased oversight through development and integration of risk indicators into governance processes, including business reviews, strengthened contractual expectations including requirements for social sustainability audits.

Transport: Strengthened prequalification processes to include modern slavery considerations and use of existing audit frameworks to inform labour risk indicators.

Capability: Improved cross-functional alignment and use of supplier data to support targeted risk assessment.

Grievance: Improved awareness and accessibility of reporting channels and protections for contractors and third-party workers.

Maersk L&S Australia will continue to align with group-level frameworks while strengthening local implementation to reflect Australian regulatory requirements and operating context. As integration of the Martin Bencher business progresses, focus will be placed on aligning modern slavery risk management processes.



10

Statement approval and sign-off

The Directors of Maersk L&S Australia reviewed and approved this Statement in their capacity as the principal governing body of the reporting entity. Director approvals were provided on 26 June 2026.


Date: 29/06/2026

Kylie Fraser
Director, Maersk Logistics & Services Australia Pty Ltd
Managing Director, Maersk - Oceania


Date: 29/06/2026

Julien Arnoux
Director, Maersk Logistics & Services Australia Pty Ltd
Head of Finance, Maersk - Oceania

