

1. Introduction

This report is made on behalf of Riverside Dodge Chrysler Jeep and describes the actions taken by the Partnership during the financial year ending December 31, 2023 to evaluate, prevent, and reduce the risk that forced labour or child labour is used at any step in its operations and supply chains pursuant to the requirements of section 11 of the *Fighting Against Forced Labour and Child Labour in Supply Chains Act*. This Report constitutes the first report prepared by Riverside Dodge Chrysler Jeep under the Act.

2. Structure, Activities, and Supply Chains

Riverside Dodge Chrysler Jeep is a Partnership based in Prince Albert, Saskatchewan. The business operates at one location in Prince Albert, which spans across the properties of 160-200 38th street east. The Partnership operates a Dodge, Chrysler, Jeep, and Ram automotive dealership and specializes in the sale of new and used motor vehicles, automotive parts, and accessories, as well as comprehensive vehicle maintenance, service, and repairs.

As a dealer of new and used vehicles and parts and accessories, our supply chain is primarily based on the supply chain of automotive manufacturers. Specifically, as an authorized Dodge Chrysler Jeep Ram dealership, most of the Partnership's procurement spend is to FCA Canada Inc., which is a subsidiary of Stellantis. The website for FCA Canada Inc. is https://www.fcacanada.ca/en/contact_us.php?brand=mopar and the website for Stellantis is <https://www.stellantis.com/en>.

We also purchase goods from other third-party suppliers. Most of these goods are purchased for resale, but some are purchased for consumption by the business such as office and promotional supplies and includes services as well. In most cases, goods are purchased in Canadian Dollars from Canadian suppliers, and we are not considered the importer of the goods. In rare instances, we purchase parts for resale as well as promotional supplies for business use from suppliers located in the United States. In these cases, the parts or supplies are shipped from the United States to the dealership and billed to us in US Dollars, and we would be considered the importer in these instances. The total value of the purchases in which we would be considered the importer would be less than \$20,000.00 in 2023, which would represent less than one percent of the dealership's parts purchases for 2023.

3. Policies and Due Diligence Processes

We do not currently have policies or formal due diligence processes in place related to forced labour and/or child labour regarding parts and materials that we have imported. Due to the small amount of parts and supplies that were imported by the dealership in 2023 and because

these were imported from the United States, which we believe to be low risk for forced labour and child labour risks, we have not formally taken any steps to prevent and reduce the risk that forced labour or child labour is used at any step of the production of these goods imported into Canada. We have, however, made training available to employees in 2024.

4. Assessment of Force Labour and Child Labour Risks

Riverside Dodge Chrysler Jeep has not independently engaged in its own risk assessment with regards to forced labour or child labour in our supply chain. Although we have not implemented a process to identify risks in parts of our activities and supply chains that carry a risk of forced labour or child labour being used, we believe the risk is very low because we procure most of our parts from the original equipment manufacturer, FCA Canada Inc, and will rely on the assessment undertaken by FCA Canada Inc. and Stellantis. The remainder of the parts and materials purchased are procured from major parts distributors located within Canada and we only import a very small portion of our parts and supplies, which are purchased from parts and material retailers in the United States.

5. Remediation Measures

We have not identified forced labour or child labour risks in our activities and supply chains related to any sectors and industries and therefore have not taken any measures to remediate any forced labour or child labour in any activities or supply chains. We have therefore not identified any loss of income to vulnerable families resulting from measures taken to eliminate the use of forced labour or child labour in our activities and supply chains.

6. Training

We did not provide training to employees on forced labour and/or child labour in 2023, but this optional training has now been made available to all employees in May 2024.

8. Assessing Effectiveness

We do not currently have policies and procedures in place to assess our effectiveness in ensuring that forced labour and child labour are not used in our activities and supply chains.

9. Approval and Attestation

This report has been approved by the Partners of Riverside Dodge Chrysler Jeep in accordance with section 11(4)(a).

In accordance with the requirements of the Act, and in particular section 11 thereof, I attest that I have reviewed the information contained in the report for the entity listed above. Based on my knowledge, and having exercised reasonable diligence, I attest that the information in the report is true, accurate, and complete in all material respects for the purposes of the Act, for the reporting year listed above.

Full Name: Joey Weinrich

Full Name: Trenton Hargrave

Title: Partner

Title: Partner

Date: May 28, 2024

Date: May 28, 2024

Signature:  _____

Signature:  _____

Full Name: Tyrel Moe

Full Name: Cameron Bates

Title: Partner

Title: Partner

Date: May 28, 2024

Date: May 28, 2024

Signature:  _____

Signature:  _____

I (we) have the authority to bind Riverside Dodge Chrysler Jeep.