Supply Chains Act Report

May 31, 2026

PART 1 – SUBMISSION INFORMATION

This report is for a government institution.

Legal name of the government institution

VIA HFR – VIA TGF INC. (the “Corporation”)

Reporting year

May 31, 2026

Financial year covered by the report

April 1, 2025 to March 31, 2026

This is not a revised report.

This is a report for a wholly-owned subsidiary of a parent federal Crown corporation.

The Corporation is a wholly-owned subsidiary of VIA Rail Canada Inc. (VIA Rail), a federal Crown corporation, but acts as a parent Crown corporation under the *Financial Administration Act*, with some exceptions, pursuant to Order in Council P.C. 2022-0260.

The Corporation operates in the following sectors or industries:

- Professional, scientific and technical services
- Transport and warehousing
    - Rail transportation

The Corporation is headquartered in the province of Québec.

PART 2 – ANNUAL REPORT

Information on the government institution's structure

The Corporation was incorporated on November 29, 2022 under the *Canada Business Corporations Act* as a wholly-owned subsidiary of VIA Rail, and acts as a parent Crown corporation under the *Financial Administration Act*, with some exceptions, pursuant to Order in Council P.C. 2022-0260. It operates at arm's length from VIA Rail, is overseen by an independent Board of Directors, is funded through Government appropriations and is accountable to Parliament through the Minister of Transport.

Information on the government institution's activities and supply chains

Created in November 2022, the Corporation has a mandate to develop and implement the High-Speed Rail project, including the design, construction, financing, operation, and maintenance of passenger rail services in Ontario and Quebec through one or more agreements with the private sector, in cooperation with the Minister of Transport.

It became operational on July 1, 2023, when it formally integrated a small technical team hosted under the Canada Infrastructure Bank and all its associated professional services contracts.

Throughout 2024, the Corporation provided advisory services for the technical and commercial aspects of the project and supported the Government of Canada in the procurement process to select a private sector developer partner for the project.

On February 19, 2025, the identity of the partner selected to design the Toronto-Québec City High-Speed Rail Network with the Corporation was announced and funding was confirmed for the development phase. On March 19, 2025, Alto and this partner, Cadence, entered into a contract, officially marking the beginning of the design and development phase of the project.

During the reporting period from April 1, 2025 to March 31, 2026, the Corporation purchased mostly services, in Canada and outside Canada, more specifically advisory services.

The Corporation also purchased a minimal quantity of goods in Canada, mainly office furniture, office supplies, and IT hardware, all of which are intended for administrative support of the activities listed above.

Information on the steps taken by the government institution in its previous financial year to prevent and reduce the risk that forced labour or child labour is used at any step of the production of goods produced, purchased or distributed by the government institution
Given its risk profile (based on its main activities) and the low aggregate value of goods purchased by the Corporation in its most recently completed fiscal year, no specific measures were taken to prevent and reduce the risk that forced labour or child labour is used at any step of the production of goods purchased by the Corporation. Since goods were purchased in Canada, the production or import of those same goods could be the subject of a separate report submitted by the entity responsible for such production or import.
Information on the policies and/or due diligence processes in place related to forced labour and/or child labour
Policies and due diligence processes specifically related to forced labour and/or child labour have not been implemented yet.
Information on the parts of the government institution's activities and supply chains that carry a risk of forced labour or child labour being used
The Corporation has not identified parts of its activities and supply chains that could potentially cause, contribute to or be linked to forced labour or child labour in its supply chains.
Information on sector or industry-specific forced labour or child labour risks in the government institution's activities and supply chains
The Corporation has not identified sector or industry-specific forced labour or child labour risks in its activities and supply chains.
Information on measures taken by the government institution to remediate any forced labour or child labour in its activities and supply chains
The Corporation has not taken any remediation measures since it did not identify any forced labour or child labour in its activities and supply chains.

Information on measures taken by the government institution to remediate the loss of income to the most vulnerable individuals and families that results from any measure taken to eliminate the use of forced labour or child labour in its activities and supply chains
The Corporation has not identified any loss of income to vulnerable individuals or families since it did not take specific measures to eliminate the use of forced labour or child labour in its activities and supply chains.
Information on the training provided to employees on forced labour and/or child labour
The Corporation does not currently provide training to employees on forced labour and/or child labour.
Information on policies and procedures in place to assess effectiveness in ensuring that forced labour and child labour are not being used in the government institution's activities and supply chains
The Corporation does not currently have policies and procedures in place to assess its effectiveness in ensuring that forced labour and child labour are not being used in its activities and supply chains.