



autosports
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AUTOSPORTS GROUP LIMITED

Modern Slavery Statement

2025

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This Modern Slavery Statement (**Statement**) has been prepared by Autosports Group Limited ACN 614 505 261 (**Autosports Group**) on behalf of itself and each of its subsidiary reporting entities (**Subsidiary Reporting Entities**) set out on page 3 in accordance with the *Modern Slavery Act 2018* (Cth). It describes the steps Autosports Group and its controlled entities including the Subsidiary Reporting Entities took to identify, assess, mitigate and remediate modern slavery risks in its supply chain and operations for the reporting period ending 30 June 2025 (**Reporting Period**).

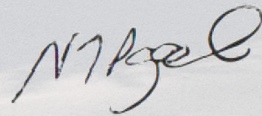
Autosports Group condemns all forms of modern slavery. Such practices are incompatible with our values and our ongoing commitment to human rights as set out in the *United Nations Guiding Principles on Business and Human Rights* and the *International Labour Organization Declaration on Fundamental Principles and Rights at Work*.

We recognise that risks of modern slavery can arise across our operations and supply chain, as well as more broadly within the automotive industry. We remain committed to strengthening our approach and continuously improving our policies, programs and responses to these issues.

This Modern Slavery Statement was approved by the Board Autosports Group Limited in their capacity as principal governing body of Autosports Group Limited on 19 August 2025.



Peter O'Connell
Chair



Nick Pagent
Chief Executive Officer



Our structure

Autosports Group Limited ACN 614 505 261 is an Australian public company listed on the Australian Securities Exchange. The registered address of Autosports Group is 555 Parramatta Road, Leichhardt, NSW, Australia.

The Subsidiary Reporting Entities of Autosports Group are:

Subsidiary Reporting Entities	
ASG Brisbane Pty Ltd ACN 614 297 684	Autosports Leichardt Pty Ltd ACN 161 160 765
ASG Melbourne Pty Ltd ACN 616 840 110	New Centenary Pty Ltd ACN 168 183 800
Autosports Castle Hill Pty Ltd ACN 163 974 481	Prestige Auto Traders Australia Pty Ltd ACN 105 105 771
ASG European Cars Pty Ltd ACN 007 382 005	

Consultation with entities

This joint Statement has been prepared by Autosports Group with each of its entities, including the Subsidiary Reporting Entities. Autosports Group operates under a centralised management structure, supported by an integrated operational and corporate governance framework.

Autosports Group and each of its controlled entities:

- operate under the same policies and procedures;
- work within the same sector;
- use many of the same suppliers; and
- report to a central executive team.

Directors of the reporting entities and the central executive team have been informed of actions taken throughout the reporting period. Consultation and oversight occurred via:

- the implementation of the 2025 Modern Slavery Plan, including consultation on actions throughout the year; and
- Board and Board Committee meetings.



Our operations

Autosports Group operates across Australia and New Zealand, specialising in the sale of new and used motor vehicles, aftermarket products and spare parts, motor vehicle servicing and collision repair services. We also distribute finance and insurance products on behalf of retail financiers and automotive insurers.

Additionally, we are the Australian distributor for Molinari Coffee.

In 2025 we employed approximately 2000 employees across our sites in Australia and New Zealand.

Autosports Group is privileged to enjoy many long-standing relationships with our suppliers, including some of the world's leading automotive brands with their own governance and ethical sourcing programs in place.

Our supply chains

Autosports Group's supply chains are diverse and reflect the broad range of goods and services required to support our operations, as well as the global nature of the automotive industry.

These supply chains fall into four key categories:

1. Automotive supply chains

We source vehicles and components from overseas manufacturers who operate across Asia, Europe, North America, South America and Africa. These complex supply chains extend upstream to the mining and refining of the minerals and raw materials used in vehicle parts and systems. Additionally, we purchase products from authorised distributors and retailers of car components, such as tyres and other essential vehicle parts.

At a site level, we engage suppliers for services such as vehicle washing, detailing, and other dealership-related support services.

2. Coffee supply chains

As the local distributor, we source finished coffee products from our supplier in Italy. This supply chain extends to the beans which are grown in Brazil, Indonesia and Papua New Guinea, roasted and processed in Italy and distributed through our dealership network, wholesale customers and direct customers.

3. Operational and site services

We rely on contractors for services across our dealership network, including cleaning, building maintenance, waste disposal services and other site-based support.

4. Corporate and non-trade procurement

To support our broader business operations, we procure a wide range of goods and services, such as IT software and hardware, marketing and printing services, office supplies and other goods and services.



Risks of modern slavery in our supply chain

Modern slavery risk analysis – our supply chain

Supply chain segment	Risk of modern slavery practices	Modern slavery risk factors	Risk that we cause or contribute to modern slavery	Risk that we may be directly linked to modern slavery
Tier 1 – Directly sourced vehicles, vehicle parts and components and coffee	Low	Third party labour hire	Very low	High due to reliance on high-risk inputs across our supply chain
Tier 2/3 – Processing and manufacturing of materials to create end products	High	Child labour, debt bondage, forced labour, deceptive recruitment	Very low	High due to higher risk commodities and raw materials
Tier 4 – Extraction of raw materials				

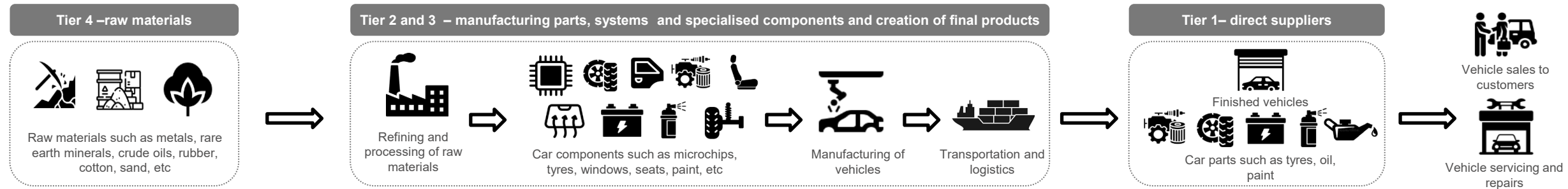
Autosports Group adopts a risk-based approach to identifying and addressing the potential for the business to cause, contribute or be directly linked to modern slavery practices across our operations and supply chains.

Our assessments focus primarily on our extended supply chains and take into account factors such as geographic location, the nature of products sourced, and the supply chain model involved, including the extraction and refinement of raw materials as shown in the table to the left.

These assessments have identified the highest risk lies further upstream (Tiers 2-4) where we have limited visibility and influence.

Our direct (Tier 1) suppliers are primarily large, established manufacturers and wholesalers. While many of these suppliers are expected to have their own due diligence processes in place, we recognise that visibility into their broader supply chains is limited.

Our supply chain (vehicles)



Our supply chain (coffee)



Risks of modern slavery in our operations

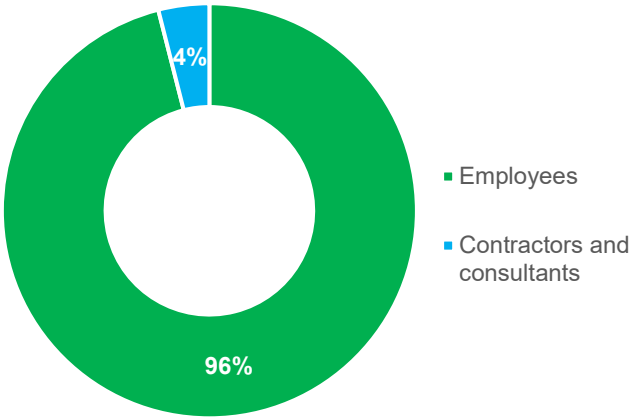
Autosports Group acknowledges that modern slavery risks are not limited to offshore supply chains and can be present locally, including within our Australian and New Zealand operations.

The majority of our workforce is employed directly by Autosports Group, as shown in the chart to the right. This employment model, supported with structured onboarding, regular reviews of wage and working conditions and strong HR oversight, reduces the risk that we may cause modern slavery within our operations.

We have assessed a higher risk of modern slavery in relation to indirect labour force, particularly in outsourced services, where it is possible we may contribute or be linked to modern slavery through lower visibility of subcontracting arrangements. This includes contracted cleaners, security personnel, car detailers, and other on-site service providers. While no instances of modern slavery have been identified to date, we acknowledge the elevated risk faced by these workers due to insecure employment, the use of subcontracted labour and limited oversight.

We continue to engage with our suppliers to better understand and manage these risks with a focus on higher-risk labour categories.

Breakdown of employment type



Modern slavery risk analysis - our operations

Supply chain segment	Description	Modern slavery risk factors	Risk that we cause or contribute to modern slavery	Risk that we may be directly linked to modern slavery
Preparation of vehicles	Cleaning, detailing and transportation of vehicles	Use of migrant or lower skilled labour, use of subcontractor and labour hire companies and debt bondage	Moderate	Moderate
Site operations	Site operations including cleaning, electricity, security, repairs and maintenance			
Waste	Collection and transportation of waste materials (oil, water, etc)			
Construction and site fit outs	Leasing of sites, fit out, construction and design			
Marketing	Advertising and marketing services and products (including printing)	Limited modern slavery risk factors identified	Low	Low
Corporate services	Professional services, consulting, head office support services			
IT Services	IT hardware and software used in dealerships and service centres, websites and in support teams			



Actions taken to address modern slavery risks

Our annual modern slavery program sets out how we address modern slavery risks in our operations and supply chain for that year.

No instances of modern slavery were identified in our supply chain or operations during the reporting period. However, we acknowledge that modern slavery risks may still exist and remain committed to ongoing monitoring and improvement of our risk management processes.

Governance and oversight

- Regular reporting to the Board of Directors on modern slavery matters, including modern slavery risk assessments, progress against the modern slavery plan and potential modern slavery issues

Risk management

- Completion of the 2025 Modern Slavery Plan
 - Mapped the production locations of our Tier 1 vehicle supply chain
- Assessed the potential risks of modern slavery within one of our Goods not for resale categories
- Performed a targeted risk review of modern slavery risk factors within our migrant workforce

Policies and procedures

- Update to [Supplier Code of Conduct](#)
- Update to [Whistleblower Policy](#)
- Modern slavery content was incorporated into the Code of Conduct training delivered to Head Office teams

Supplier engagement

- Updated Supplier Code of Conduct piloted with a key supplier to inform the broader implementation approach in the 2026 reporting period

If modern slavery is identified in our operations or supply chain, we have existing reporting and escalation channels, and investigation and response procedures in place to manage and respond to an instance of modern slavery. Our response will be guided by the nature and severity of the issue and may include engaging with the relevant supplier or partner and, where possible, support remediation of any harm caused.



Assessing the effectiveness of our actions

Assessing the effectiveness of our actions is essential to understanding whether our efforts are driving meaningful change. To that end, we have taken the following steps in the Reporting Period to evaluate and improve the impact of our actions.

Area	Activity	Measure
Governance	Audit and Risk Committee oversight	Modern slavery forms a part of ongoing risk management programs
	Annual Modern Slavery Statement	Completion of annual Modern Slavery Statement
	Policy review and implementation	Ongoing
	Annual Modern Slavery Plan	Reporting on Plan to Audit and Risk Committee
	Team member training	Training ongoing
		Information sheet developed for all migrant workers to inform them of modern slavery red flags and highlight grievance reporting mechanisms
Risk Management	Risk management	Regular Audit and Risk Committee agenda item
	Modern slavery risk assessment	Reporting on risk assessment to Audit and Risk Committee
	Risk Appetite	Modern Slavery forms part of Autosports Group Risk Appetite Statement and is reviewed annually
Grievance Mechanisms	Channels, including confidential, and mechanisms for grievances to be raised	Confidential reporting channels are available for employees and third parties to raise grievances, including concerns related to modern slavery
		Reporting to the Audit and Risk Committee on whistleblower reports

