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Adventure
Canada



Sustainability & Impact Report 2025

Journeys for the Curious

25

Indigenous Lands, Rights, and Reconciliation

Adventure Canada is owned by Cedar, Alana, and MJ Swan—siblings and first-generation Canadians. Our family immigrated from Scotland to Canada in the 1950s, and we share this to be clear about our place and responsibilities as we live, work, and travel on Indigenous homelands. We were fortunate to have early experiences with Indigenous peoples and access to Indigenous lands that shaped our values and our sense of responsibility.

We maintain an office in Mississauga, Ontario, within the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, and within the traditional territories of the Haudenosaunee Confederacy and the Huron-Wendat and Wyandot Nations. This area is part of a network of historic land agreements in what is now Peel Region, including the Ajetance Treaty (Treaty 19) and the Credit Treaties (Treaties 22 and 23).

Our Canadian expeditions travel through Inuit Nunangat, including Nunavut, Nunavik, and Nunatsiavut. We also journey often within Mi'kmaq, Innu, and Haida territories. Internationally, we travel in Kalaallit Nunaat (Greenland) and elsewhere where Indigenous rights, protocols, and colonial histories are place-specific and must be learned locally, with humility and care.

Acknowledgement alone is not enough. Canada's institutions and policies have caused profound, systematic harm to Indigenous peoples, including efforts to erase languages, governance systems, spiritual practices, and cultures. These legacies continue today through ongoing structures and biases. We recognize that our company operates and has been successful within these systems. We have always tried, and we continue to accept the responsibility, to raise awareness and to address these systemic inequities.

We are guided by the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Truth and Reconciliation Commission (TRC) of Canada's Call to Action 92, which calls upon the corporate sector to adopt UNDRIP as a reconciliation framework for how we travel, partner, and operate.

We aim to contribute back to host communities by listening first, partnering locally, and acting in ways that respect Indigenous rights and self-determination.

Thank you for reading. Nakurmiik. Qujannamiik. Miigwetch.Wela'lin. Háw'aa. Qujanaq.





A Message from Cedar Swan, CEO

Adventure Canada creates intimate, intentional journeys for the curious. Our expeditions don't just move people through places; they move people emotionally, intellectually, and ethically. We recognize the responsibility and privilege that come with operating in some of the most remote, remarkable, and rapidly changing places on Earth. Our commitment to sustainability is rooted not just in policy, but in a deep personal belief: travel can and should create positive change.

This work demands honesty about the impacts of our industry. It demands transparency about our actions and humility about what we have yet to accomplish. We welcome the hard conversations. We face the paradoxes of expedition travel head-on, knowing that the path to meaningful change begins with self-awareness and accountability.

In this report, we share our progress with clarity and care. We outline not only the steps we've taken to reduce our footprint and enhance our positive impact—but also where we must do more. Together with our partners, our guests, and the communities we visit, we continue our journey toward a more sustainable and regenerative way of travelling, connecting, and caring.



Cedar Swan
Chief Executive Officer
Adventure Canada



A Message from Sebastian Charge, Operations Manager

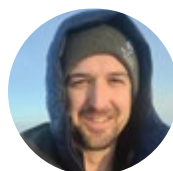
Sustainability is an ambitious dream, one that seeks to balance prosperity with a healthy, thriving planet and a world where all people are treated fairly and given equal opportunities. And, like all worthy dreams, it's hard work. It demands balancing competing priorities, navigating complex supply chains, and driving meaningful change across diverse operations.

Saying “we want to be sustainable” is simple. Building the governance, relationships, and operational discipline to deliver on that commitment is not. This report reflects work already underway and the standards we hold ourselves to as a small, independent, family-owned Canadian educational travel provider: measurable progress, transparent accountability, and results that earn trust over time.

For Adventure Canada, strong governance and credible sustainability practices are not abstract ideals. These are prerequisites for success. Our ability to operate in the Arctic and North Atlantic regions depends on trust-based relationships with Indigenous governments and communities, regulators, local authorities, and research partners. Demonstrated accountability directly affects our access to permits and regions, community invitations, research collaboration, and regulatory flexibility. Sustainability governance, therefore, is not peripheral to our operations; it is central to our ability to show up responsibly, repeatedly, and by invitation.

That's what this report is about: holding ourselves accountable to our community partners, our guests, our employees, and you. We welcome your scrutiny and your shared commitment to meaningful progress.

We are proud of what we've already achieved, but we're transparently humble about the distance we have yet to voyage on this path to sustainability.



Sebastian Charge
Operations Manager
Adventure Canada

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2025 Highlights

Sustainability means “meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

– United Nations Brundtland Commission (1987)

To do what we do—expedition travel that connects guests to places, people, experiences, challenges, and opportunities in some of the world’s most rapidly changing and vulnerable places—we are faced every day with challenging trade-offs. Expedition travel to educate and open hearts and minds, even while the travel itself can have negative impacts. We won’t shy away from that reality. We will meet it with self-honesty, transparency, and action.

We won’t avoid these conversations because it’s not in our DNA, and because it would be a disservice to our

expedition guests and our communities. Facing these challenges, understanding our connection to them, and being inspired to address them is part of travelling with Adventure Canada.

And that’s why this sustainability and impact report is so important to us: It makes real our commitment to travel honestly, sensitively, proudly, and humbly. We share all of this so that you—traveller, partner, team member, stakeholder—will join us on this voyage to sustainability and will encourage us with your support as we make gradual progress toward that goal.



Since 2024, a **19% decrease in greenhouse gas (GHG) emissions** per guest—the lowest since we began measuring our full GHG inventory.

A **49% decrease in high-carbon foods** such as beef, lamb, veal, and pork, producing a 40% reduction in food-related GHG emissions since we began measuring.

Our first ever **all women on-board leadership team**.

Exactly **50/50 gender diversity** on expedition teams.

100% of sailings carried Indigenous expedition team members, and on one voyage more than 1/3 of expedition team members were Inuit.

Over 70% of guests in 2025 chose to join on-board educational programming.

65%-83% of those guests were either “more clear” or “much more clear” as a result of that education.

74% of those guests were either more or much more hopeful about Indigenous reconciliation because of that same education.

Our Foundations

Adventure Canada’s approach to sustainability is built on these foundational ideas:

- 1** Harsh and self-honest assessment of impacts, critically evaluating all aspects of our operations in light of the 17 **United Nations Sustainable Development Goals (SDGs)** and with input from a broad cross-section of stakeholders. This ensures that our local action and progress are directly connected to and reflective of global priorities.
- 2** Rigorous priority-setting by assessing our potential effects in terms of the magnitude of each impact and of our ability to influence that impact, and then by focusing resources where we can make the most meaningful change.
- 3** Accountability, through annual reporting and third party accountability through both the **United Nations Global Compact** and the **Glasgow Declaration on Climate Action in Tourism**, where we are participating members.
- 4** Third-party certifiers and programs, like the **Green Marine** program, so that we leverage existing expertise, proven standards, and external accountability while keeping our internal processes efficient and “light touch.”
- 5** Fundamentally, recognizing that we have the potential for both positive and negative impact—summarized in this report—and that however much good we do, it’s critical that we simultaneously minimize harm and mitigate risk.



United Nations
Global Compact



Operational Integrity

Adventure Canada operates in some of the most highly regulated marine, environmental, and cultural jurisdictions in the world. Our ability to operate depends on consistent compliance with a complex and evolving framework of international, national, territorial, and community-level requirements. In practice, these relationships determine where and how we are able to operate. Community trust, consent, and ongoing dialogue directly shape itinerary design, landing opportunities, and the depth of engagement we can offer our guests.

Governance at Adventure Canada is designed to ensure that regulatory compliance is embedded into day-to-day operations rather than treated as a periodic or reactive exercise. Compliance requirements are tracked centrally and operational decisions are routinely reviewed against permitting, safety, environmental, and community obligations.

Across our operations, this governance framework supports a strong record of regulatory compliance, including maritime safety, environmental protection,

wildlife permitting, Indigenous land access, customs and border requirements, and labour standards. Where regulations intersect or conflict across jurisdictions, we engage proactively with regulators and partners to seek practical, compliant solutions.

In Inuit Nunangat, this is particularly true. In Nunavut we require more than thirty permits depending on activity and location. Each season we work with regulatory and planning officials from Nunavut, Nunavik, Nunatsiavut, community officials and councils, local co-management committees, Hunter's Trappers Associations, and other partners to ensure we have the permission, licence, and invitation to operate.

This disciplined approach to governance underpins our reputation as a trusted operator among Inuit and First Nations partners, regulators, local authorities, research institutions, and community stakeholders. It is foundational to our ability to operate responsibly, adapt to regulatory change, and maintain long-term partnerships within the regions in which we travel.



(Left to right) Robert Comeau, Martha Flaherty, Jennifer Kilabuk, and Anguti Johnston

© Michelle Valberg

Climate

2030 Goal: Continual year-over-year improvements in carbon intensity.

Recent Progress: **2024:** 18% reduction in overall carbon emissions, 23% reduction in emissions per nautical mile, and introduction of the *Voyage to Neutral* offsetting program.
2025: 9.9% increase in absolute carbon emissions due to a longer sailing itinerary BUT a further 19% reduction in emissions per guest.

2026: 10% improvement in carbon intensity.

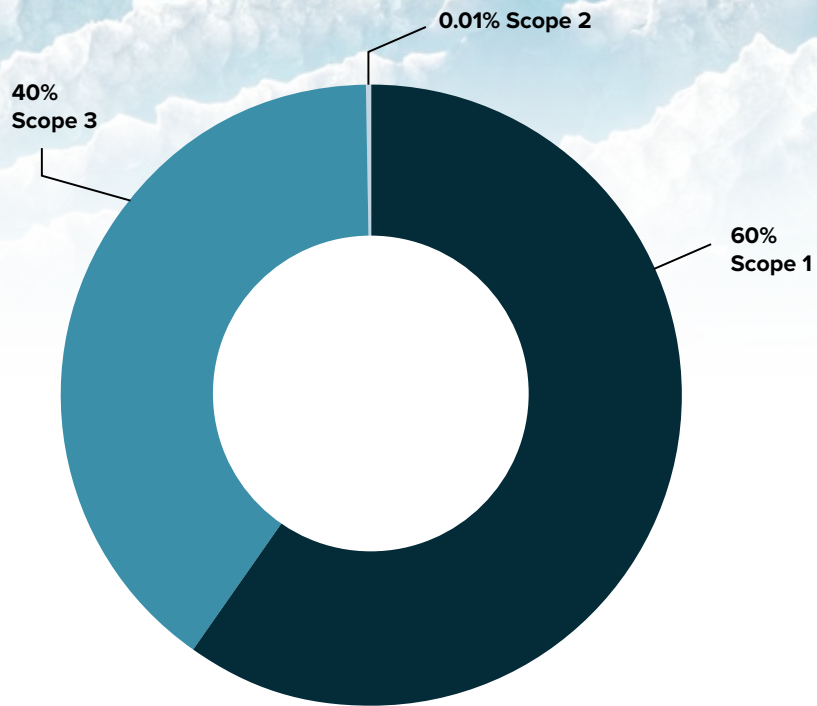
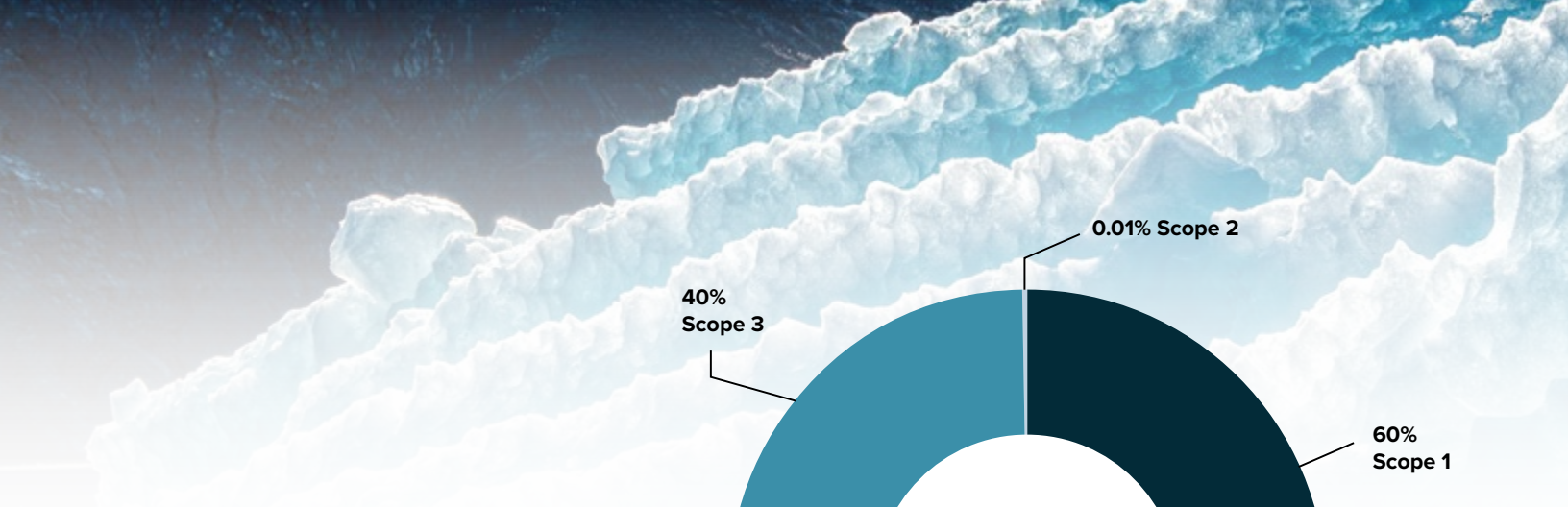
Global climate continues to warm due to human activity and the greenhouse gases (GHGs) that result. The Intergovernmental Panel on Climate Change projects that the world will cross the critical 1.5°C warming threshold by 2030. Polar regions are warming at some two to three times the global average.

Our operations are carbon intensive. We burn a lot of fuel to move our ships, and those fuels emit GHGs when they

are burned in our engines. In fact, for every tonne of fuel more than three tonnes of GHG emissions are produced (because the emissions reflect the entire supply chain “from well to wake”).

Having standardized our GHG measurement protocols in fiscal year (FY) 2024 by including emissions for all of Scopes 1, 2, and 3, we can now see this year-over-year progress:

	2023	2024		2025	
	Indicator	Indicator	Change	Indicator	Change
Total emissions (tCO ₂ e)	12,525	10,234	-18%	11,271	+9.9%
Intensity: tCO ₂ e per nautical mile (nm)	0.70/nm	0.55/nm	-21%	0.62/nm	+12.7%



In 2025, our total carbon emissions increased due to a longer sailing itinerary, but our intensity (emissions per nautical mile and/or per guest) continued to fall. In 2024 and 2025, we also:

- Broadened our GHG measurement protocols to include emissions from all of Scopes 1, 2, and 3 and standardized that protocol for year-over-year comparability.

60%		
Scope 1	tCO ₂ e	% of total
Natural gas	20.1	0.18%
Gasoline	18.6	0.17%
Refrigerants	14.3	0.13%
Marine fuel	6,718	59.7%
Other fuel	0.45	<0.0%
Total	6,771	60%

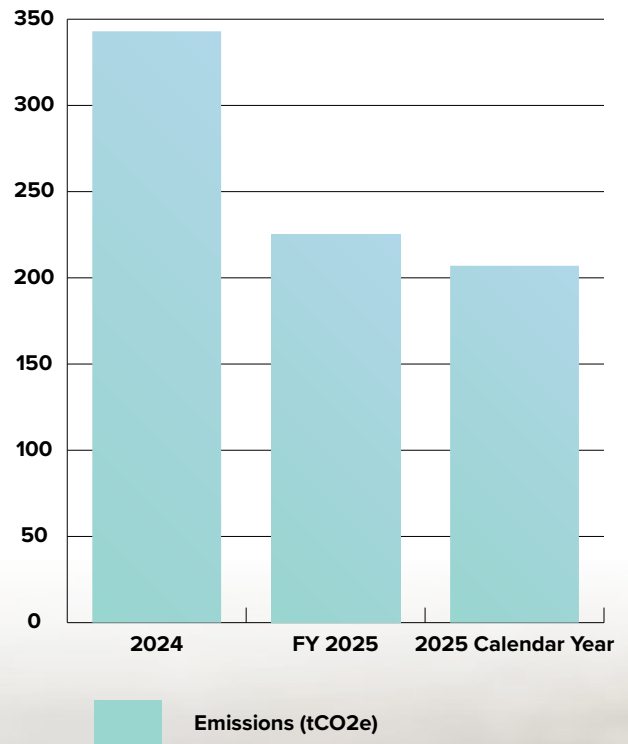
40%		
Scope 3	tCO ₂ e	% of total
Purchased food	207	1.8%
Purchased goods	25.9	0.23%
Fuel and energy activities (WTT and T&D)	1,554v	13.8%
Waste (landfill, recycling, compost)	13.0	0.12%
Shipping	6.15	0.05%
Business travel (flights, accommodation)	177	1.6%
Staff commuting	20.6	0.18%
Guest travel & accomodation	1,227	10.9%
Charter flights	1,266	11.3%
Total	4,497	40%

0.01%		
Scope 2	tCO ₂ e	% of total
Purchased Electricity	2.61	<0.0%
Total	2.61	<0.0%

- Introduced the guest-facing (voluntary) *Voyage to Neutral* carbon offsetting program, which mitigated our emissions by a further 17% in 2024, and supported the **Great Bear Forest Carbon Project**.
- Reduced our provisioning of high-carbon proteins (red meats, essentially) by 51% in 2024, thereby reducing our food-related carbon emissions by 34%. That progress continued in 2025 bringing our total food-related emissions reductions to 40% since 2024 despite an increase in overall food consumption.
- Integrated climate education offerings into every trip experience, with the goal of leaving our guests both better informed about climate change, but also more empowered and motivated to take positive action.

The full GHG quantification report for 2025 is included as an **Appendix** here.

Food Related Annual GHG Emission



What's Next?

1. **New ships.** In 2026 we will move our core operations to two new and more efficient ships. We know this will further reduce our emissions and intensity. It will be important that we establish a new baseline and look for additional efficiencies beyond the reduced fuel consumption.
2. **Regulatory changes.** In both the European Union and the United Kingdom, newly introduced emission

trading schemes will increase the costs of climate-related compliance. It will be important that we monitor these liabilities and adjust our overall climate strategy accordingly.

3. **Offsetting strategy.** The *Voyage to Neutral* offsetting program is under-delivering against our hopes.



Nature



2030 Goal:

All of our primary expedition vessels are on a path of continual improvement based on the Green Marine standards for ships.

Recent Progress:

Green Marine criteria were a principal tool in selecting and negotiating with our new fleet of ship owners and operators.

Significant reductions in on-board waste production.

2026:

Finalize Green Marine certification and/or conformity of the *Ocean Nova* and the *Ocean Victory*.

Climate is not the only environmental impact of our travel. To name just two examples, oceans face unprecedented challenges that range from microplastic pollution—found in 94% of ocean water samples—to invasive species introduced through ballast water and hull fouling. These are material impacts from our operations and minimizing them is important to us.

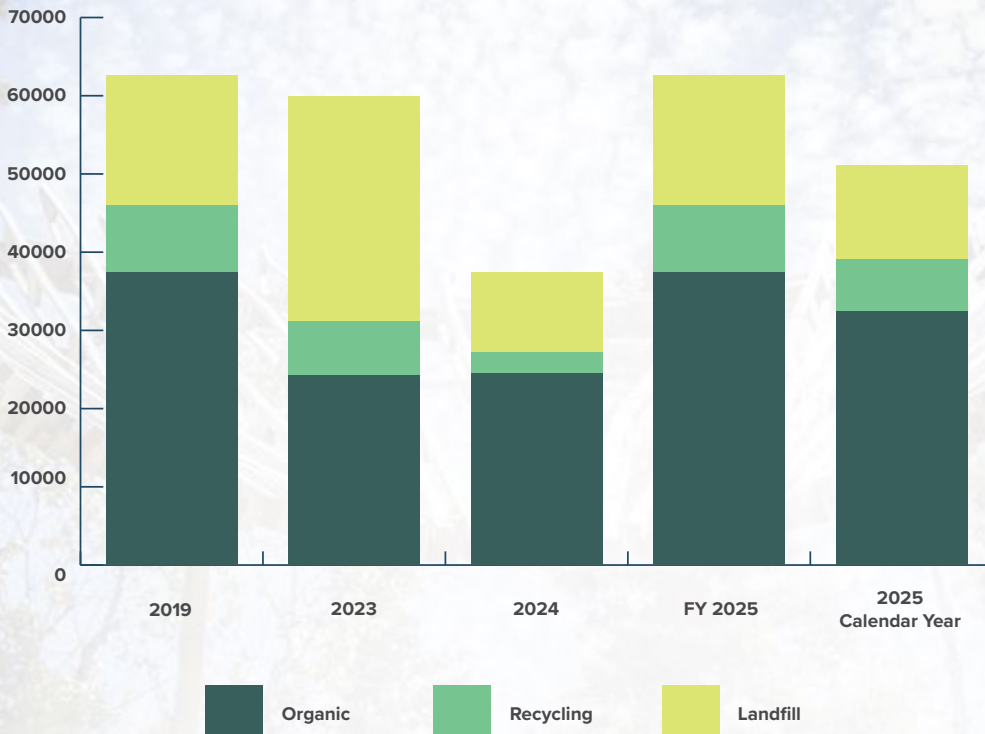
In 2024 and 2025, we adopted the third-party Green Marine standard as our guide for action in these areas. With criteria that range from invasive species and chemical

pollutants to underwater noise, these will be the criteria that guide our progress to reduce our impact on the natural world.

In 2025 we:

- Employed the Green Marine standards to screen, prioritize, and negotiate agreements with the new ships we will charter in 2026;
- Engaged our ship-owning partners on a path of continual improvement—since Green Marine employs a tiered structure of five different

Annual Waste Production



performance levels, it allows us to agree to an objective and third party-verified program of continual improvement in our shipboard operations.

- Reduced on-board waste generation by 18% compared to FY 2025.
- Ensured that 100% of our seafood aboard was certified to either the Marine Stewardship Council standard (for wild-caught) or the Aquaculture Stewardship Council standard (for farmed).
- Eliminated the “Always Available” option on the restaurant menu, since this caused a significant amount of food waste. (This also created a reduction of 3 tCO₂e (tonnes of carbon dioxides equivalent greenhouse gases), or 23%, in our waste-related GHG emissions).
- Provided financial and in-kind support to these nature-focused organizations:
 - › [Bruce Trail Conservancy](#)
 - › [Royal Society for the Protection of Birds](#)
 - › [Abbey Gardens](#)
 - › [Fair Isle Bird Observatory](#)
 - › Husavik Forestry Association
 - › [Wings Over the Rockies](#)
 - › [Royal Canadian Geographical Society](#)

- › [Pelee Island Bird Observatory](#)
- › [The Explorers Club](#)
- › [Friends of Sable Island](#)
- › [Nunatsiavut Research Centre](#)

What’s Next?

In 2026 and beyond, we will work with our ship partners towards:

1. Implementing Green Marine criteria as our framework for continual environmental improvement.
2. Specifying three-year goals and metrics for:
 - Nitrogen Oxides (NOx)
 - Sulphur Oxides (SOx)
 - Particulate Matter (PM)
 - Aquatic invasive species
 - Oily discharges
 - Underwater noise
 - Waste
3. Adopting third party environmental standards for hotel and food/beverage operations.

People, Communities, and Economies



People are at the centre of who we are. Maria Merkuratsuk and Charlotte Edmunds tending to the Kullik (Qulliq) in Nunatsiavut.

© Dennis Minty

As the United Nations Sustainable Development Goals remind us, sustainable environmental and social progress can only be achieved together. Poverty and social inequity force unsustainable choices, while environmental damage perpetuates social harms. So, sustainability isn't just about protecting the planet—it's about people, too. For the communities we visit, it's about building trust, fostering

mutual respect, and doing our best to ensure that every community thrives long after we've set sail.

When it comes to social sustainability, we are working on these immediate material priorities:

- Indigenous rights and reconciliation
- Diversity, equity, and inclusion

Indigenous Rights & Reconciliation

2030 Goal:

Codification of our Indigenous relations practices into policy, training, and procedures to ensure their longevity and scalability.

Recent Progress:

All office team members completed the University of Alberta Indigenous Canada course. Now built into our onboarding program for all new employees.

Support of the Nalunaiqsijit graduates through employment and on-the-job training.

2026 Objectives:

Complete a gap assessment of Adventure Canada's policies and practices against UNDRIP, and develop a prioritized action plan.

Commit to the Indigenous Tourism Destination Fund.



Adventure Canada is proud to support Call to Action 92 of the TRC through required staff and management education on Indigenous histories and contemporary realities. Completion

of the University of Alberta's Indigenous Canada course is a requirement for all team members.

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Because of where we sail, and because of the unique responsibility of Canadian companies, Indigenous rights and reconciliation have always been deeply held values for Adventure Canada. It has, unfortunately, too often been true that the travel industry has excluded Indigenous voices from decision-making, perpetuated cultural appropriation in tourism marketing, and allowed only limited meaningful economic participation of Indigenous communities.

The 92nd Call to Action of Canada's TRC calls for private sector companies to take three actions, which we distill and apply like this:

1. **Collaborative and mutually beneficial partnerships,** which seek to go beyond what the TRC calls "free, prior, and informed consent."

Our relationships with Indigenous communities and territories we visit are the most important partnerships in our business. We invest deeply in

these relationships; some have spanned decades. We never visit a community unless we are welcomed and have established a mutually beneficial partnership.

2. **Equitable access and long-term benefits** mean building paid pathways into our work and supporting long-term outcomes defined with our partners. Local hiring and Indigenous representation have been part of Adventure Canada's operating approach since the early 1990s. We have strengthened our already robust Indigenous hiring practices through our support of the **Nalunaiqsijit Cruise Training Program**, an Inuit-led, Inuit-serving initiative designed to reduce barriers to Inuit participation in the expedition cruise industry. Since 2019, we have partnered with the program to provide paid on-board experience and employment pathways for graduates from each cohort, including roles as cultural educators, expedition team members, and expedition leadership positions. We align placements with program objectives and incorporate feedback from program partners to support meaningful, long-term outcomes.
3. **Management and staff education & training** on the history of Indigenous peoples. In 2024, every member of our staff completed the Indigenous Canada course from the University of Alberta. In 2025, successful course completion was standardized in our onboarding process for new employees.

Beyond those direct responses to the TRC calls to action:

- Our approach to community visits focuses on lasting partnerships that prioritize cultural integrity and reciprocal benefit. Sustainable visitation practices and local economic support are woven into every itinerary. Guests are invited to travel with empathy, humility, and a spirit of co-learning.
- Our purchasing policy explicitly requires preferential treatment of Indigenous suppliers.
- On-board education and engagement programs are steeped in Indigenous perspectives, led and offered by Indigenous team members.
- We prioritize charitable support for many Indigenous organizations. Throughout 2024 and 2025, those partners included the **Legacy of Hope Foundation**, the **Kitikmeot Heritage Society**, the **Miawpukek First Nation**, the community of Mittimatilik, **Lennox Island First Nation**, the **Inuit Art Foundation**, **Takuakautik**, **Wabano Indigenous Health**, and the **Ayalik Fund**.

Sharing stories with Lena Onalik, archaeologist and Inuit cultural educator at Torngat Mountains National Park, in Nunatsiavut.

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Diversity, Equity & Inclusion (DEI)

2030 Goal:	Codify DEI into a company-wide governance framework, with equity embedded in core people and business policies so decisions are consistent, transparent, and accountable over time.
Recent Progress:	Launch of baseline DEI survey(s). Office-wide Equity as a Technical Skill Training.
2026 Objectives:	Develop a guiding DEI framework and impact metrics to inform the development, review, and redesign of company policies and procedure.

Healthy diversity makes everything better—better decision-making, better motivation, better talent, and better esprit de corps.

Adventure Canada’s attention to DEI prioritizes these two different groups:

- **Our expedition team**, where our industry has traditionally had a very male-dominant (roughly 70:30) demographic cross section. Addressing that imbalance has been a priority for us, and over the past two years, women have made up at least 50% of our team. In 2025, for the first time, one of our expedition leadership teams was composed

entirely of women. There’s a short video about this all-women squad at [this link](#).

- **Our office staff**. In 2024, our “All Aboard” DEI committee completed our first DEI survey to understand our baseline, and to establish goals and future priorities. That work revealed generally positive findings across all three scales—D, E, and I—and pointed us in the direction of even better performance in the future. In 2025, we continued the work of the committee, updated the annual survey results, and provided all-staff training in Equity as a technical skill.

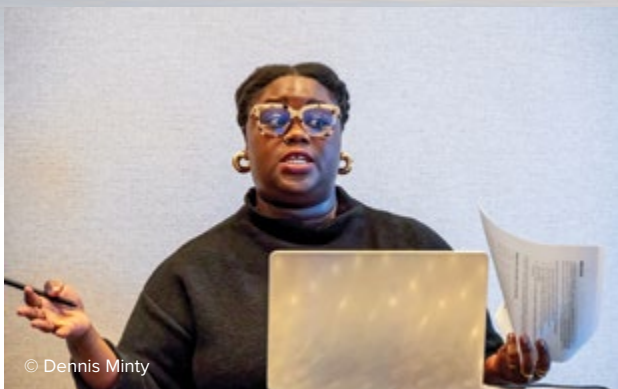
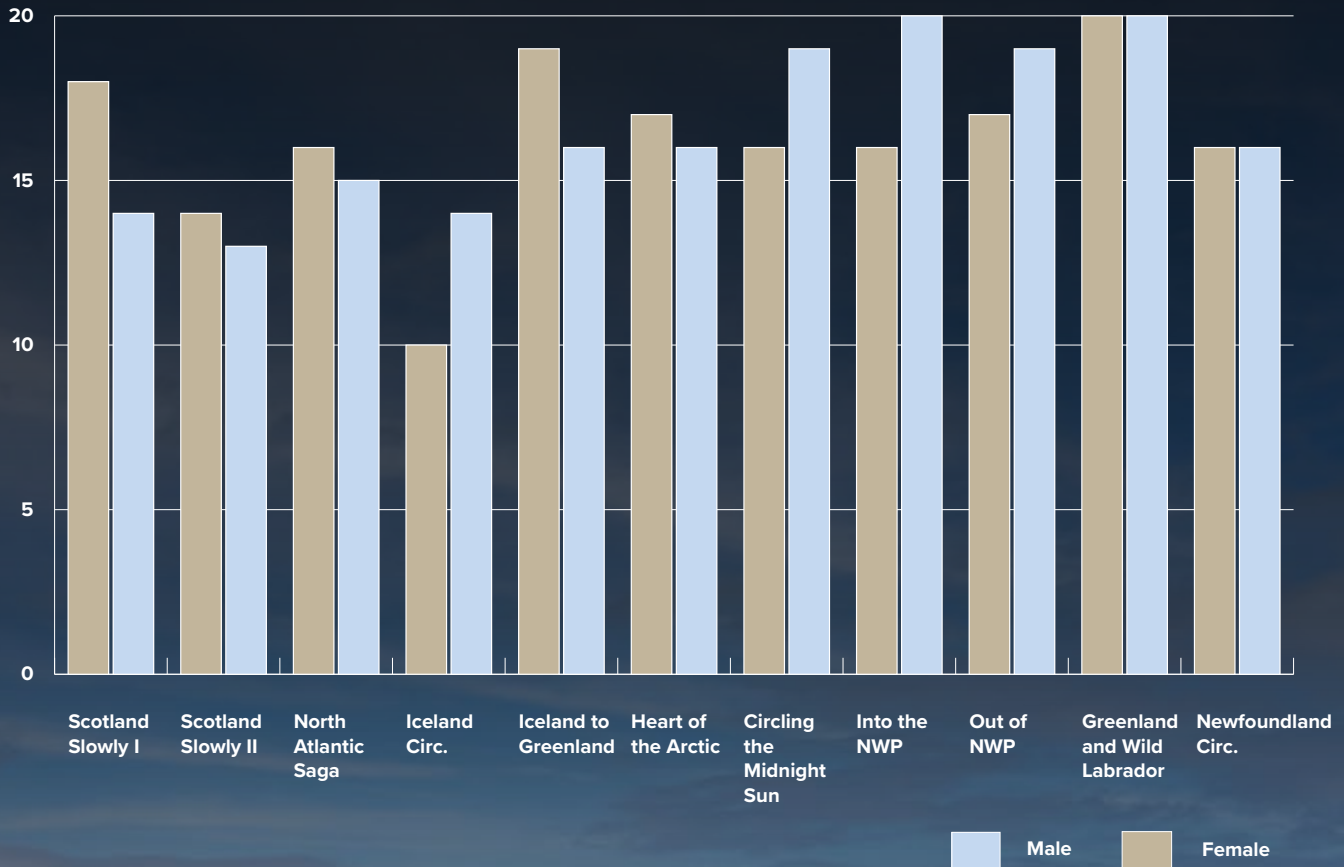


(From left to right) Wendy Potts, Marissa Dolotallas, Julie Bernier, Lizanne Henderson, Kaleigh Collinson, and Steph Robertson.

© Liz Carlson

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2025 Expedition Team Gender Distribution



What's Next?

Social sustainability priorities in 2026 will include:

1. Refreshing our Indigenous policies and practices with a specific review against the expectations of UNDRIP.
2. Codifying Indigenous rights and reconciliation practices and programming in formal policies and procedures, to ensure their longevity and scalability.
3. Similarly, codifying DEI policies and practices so that we continue to build on the baselines established in 2024 and 2025.

Educational sessions with Sharon Nyangweso from [QuakeLab](#) on Equity as a technical skill focused on inclusion, communication, and collaboration.

Giving and Impact



If sustainability is about minimizing harm and mitigating risk, impact is about maximizing good. For us, impact reflects both what we give and what we are trusted to carry, share, and respond to.

Impact is a cross-cutting outcome that runs through and supports our first three sustainability pillars. It is relational rather than transactional. It cannot always be fully captured or quantified, and it is often felt over time, beyond the voyage itself. For us, that is not a limitation. It is part of what makes impact meaningful, and it is central to who we are and why we do what we do. In practice, our impact shows up through education on board and ashore, research access and logistics, community partnership and local economic benefit, and targeted giving.

Over thirty-eight years, we have cultivated a community of organizations and individuals who share a deep care for the places where we operate. The depth and reach of this community allow us to punch above our weight in the

2025 Highlights



Students on Ice Foundation (SOI)

Adventure Canada and the Students on

Ice Foundation have maintained a long-standing partnership since 2011, focused on polar education and youth empowerment. Most recently in 2025, SOI joined two Adventure Canada expeditions, bringing forty youth participants and educators aboard through subsidized vessel space.

This sustained collaboration has enabled a delegation model that now includes returning and older youth travelling alongside mentors. Designed to support participants demonstrating strong commitment and potential, the model provides additional guidance and exposure as they pursue future educational and career goals. Adventure Canada also supports Inuit youth participation through direct fundraising to reduce barriers to access.

positive influence we can have, beyond what a small team could achieve alone.

We are proud of programming that brings complex issues to the forefront while centring local perspectives. We are equally proud to foster a community of travellers who want to be informed, thoughtful, and constructive in the world. We aim to be a trusted partner within this wider network of care.

We know the experiences we offer can have a profound and lasting impact on guests, often expressed through stories and reflections shared well after a voyage has ended. These accounts help shape how we think about responsibility, learning, and the wider impact of travel.

We are grateful for the opportunity to work alongside and support a wide range of organizations, and equally grateful for the trust those organizations place in us. Whether we are supporting science and research, offering placement opportunities for youth, lending a hand to a community in need, or being recommended as a collaborative partner for communities considering tourism, we are honoured to be seen as a credible and respectful contributor. We also see an impact in how we contribute to shared standards and responsible decision-making across the expedition travel sector. This includes ongoing collaboration with regional Indigenous governments and organizations, regulators, researchers, and community partners to support travel that is informed, respectful, and accountable.

Guests also play an important role in sustaining these networks, including through on-board fundraising and auctions, continued involvement with organizations encountered through travel, and by bringing empathy, awareness, and action back to their home communities.

Over the years, it has also been a privilege to host authors, thinkers, artists, and musicians.



The Hamlet of Pond Inlet (Mittimatalik)

For many years, Adventure Canada has visited Mittimatalik and provided support in ways identified by the community as most meaningful.

In 2025, in response to community-identified needs, we coordinated the delivery of new winter clothing and cold-weather gear that had been fundraised by guests the previous season. In 2024, we delivered children's Christmas gifts.

Items were distributed through Hamlet staff, with priority given to men's and women's shelters and the school, where many pieces supported children.

In northern communities where essential goods are costly to access, annual deliveries during our visits help ensure that support reaches those identified locally.

On-Board Research Program

Adventure Canada provided in-kind berth space for eleven Young Explorers and mentors, and thirty five Researchers-in-Residence across the 2024 and 2025 seasons. In 2025 alone, the Young Explorers undertook projects ranging from testing spacesuit materials to developing a puppetry performance exploring the meaning of water.

Researchers-in-Residence conducted seabird surveys, microplastics sampling, and community-based research that establish baseline data in understudied regions undergoing rapid environmental change. By providing logistical access to remote Arctic and North Atlantic areas, these collaborations advance scientific understanding while supporting youth leadership, creative inquiry, and long-term capacity across the regions in which we operate.



The Legacy of Hope Foundation (LHF)

Adventure Canada is honoured to work with Indigenous-led organizations to advance

When people who shape stories and culture spend time in the places we visit, they often carry what they've learned much further than a single voyage. These ripple effects matter, especially when they help keep the places and communities we care about at the centre of public imagination and real-world action.

Our giving is guided by relevance and relationship: support that is connected to where we operate, what communities identify as meaningful, and where we can contribute in ways that last. In 2025, we donated or provided in-kind services equivalent to 5.75% of gross profit. We are proud to have had the opportunity to support this work, and we remain committed to doing so with intention, humility, and accountability.

education and awareness aligned with the Truth and Reconciliation Commission's Calls to Action.

In 2024, we supported the LHF through orange "Every Child Matters" shirt sales, an on-board fundraising auction, and a dedicated educational display. In 2025, we deepened this collaboration by introducing an "Allyship Corner" on voyages visiting Indigenous regions and strengthening Truth and Reconciliation materials within our program.

Proceeds from shirt sales and targeted fundraising continued to support LHF's national education initiatives.

Newfoundland Wildfire Recovery Initiative

The widespread wildfires that affected communities in Newfoundland in the summer of 2025 were both unexpected and deeply impactful. In response, Adventure Canada facilitated on-board fundraising during the season to support local recovery efforts. Through guest contributions and auction initiatives, funds were directed to organizations assisting individuals and families affected by the fires.

As a company that travels regularly in Atlantic Canada, we recognize the importance of supporting communities during moments of disruption. Incorporating recovery fundraising into our voyages allowed guests to contribute meaningfully to regions they had come to know.



This is how adventure tourism should be done. With positive community impact, extraordinary team leadership and passenger engagement, and concern for environmental stewardship, Adventure Canada provides a model for the future of the industry. For the more intrepid traveller, who chooses to embrace positive impact adventure tourism, this is the way to go. (2025 Guest Comment)



Adventure
Canada

Sustainability is a work in progress and a collective effort. We're proud of our accomplishments, humble about the distance we have left to travel, and grateful for your support. And, we would love to hear from you with your interests, concerns, and suggestions. You can find us here at impact@adventurecanada.com



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Appendix

synergy

Annual GHG Inventory Adventure Canada

January 1st, 2025 – December 31st, 2025



**Adventure
Canada**

What is a GHG Inventory?

The purpose of this greenhouse gas (GHG) inventory report is to measure Adventure Canada's impact on climate change by measuring GHG emissions produced in company operations. Frequent measurement is essential for identifying key areas where emissions increase or decrease over time, making it possible to develop targeted strategies to curb those emissions. This GHG emissions report details the emissions generated by Adventure Canada throughout the reporting period. Preparing the report involves four key steps:

- **Scoping:** Determining the relevant emission sources that must be measured.
- **Data Collection:** Gathering all the necessary activity data.
- **Calculation and Report Writing:** Converting the activity data into GHG emission figures and compiling the final report.
- **Review:** Discussing the report and validating all assumptions.

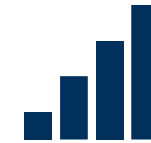
Project Steps



Scoping



Data Collection

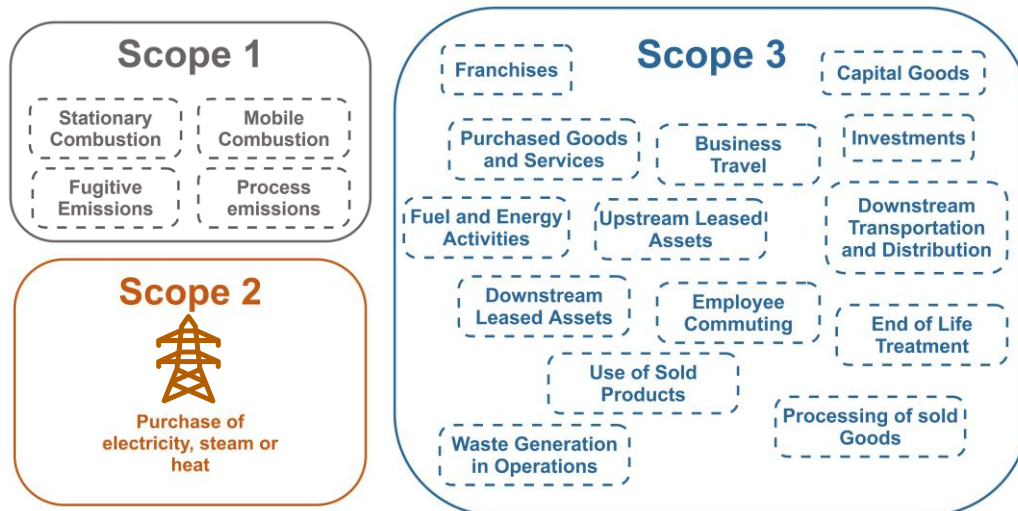


Calculate & Report



Review

GHG Protocol Scope Examples



In this report emissions are categorized into three scopes, Scope 1, 2, and 3, to reflect the company's level of control.

- **Scope 1** covers direct GHG emissions from sources Adventure Canada owns or controls, such as fuel combustion in its vehicles.
- **Scope 2** covers indirect GHG emissions from purchased electricity or steam.
- **Scope 3** includes all other indirect emissions resulting from Adventure Canada operations but not from company-owned assets, such as employee commuting or business travel.

While Adventure Canada has the most direct control over Scope 1 emissions and the least over Scope 3, it can still have significant influence over Scope 3 emissions by, for example, lobbying key suppliers to reduce their emissions intensity.

An aerial photograph of a beach with waves crashing onto the shore. The water is a mix of light and dark blue, with white foam from the waves. The sand is a light tan color. The text "2025 GHG Inventory Results" is overlaid in the center in a dark blue font.

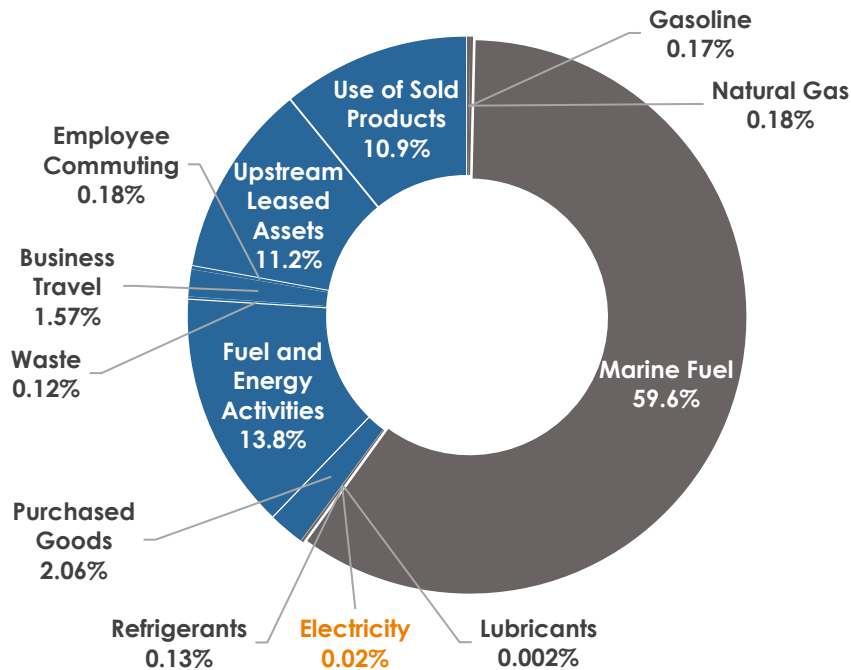
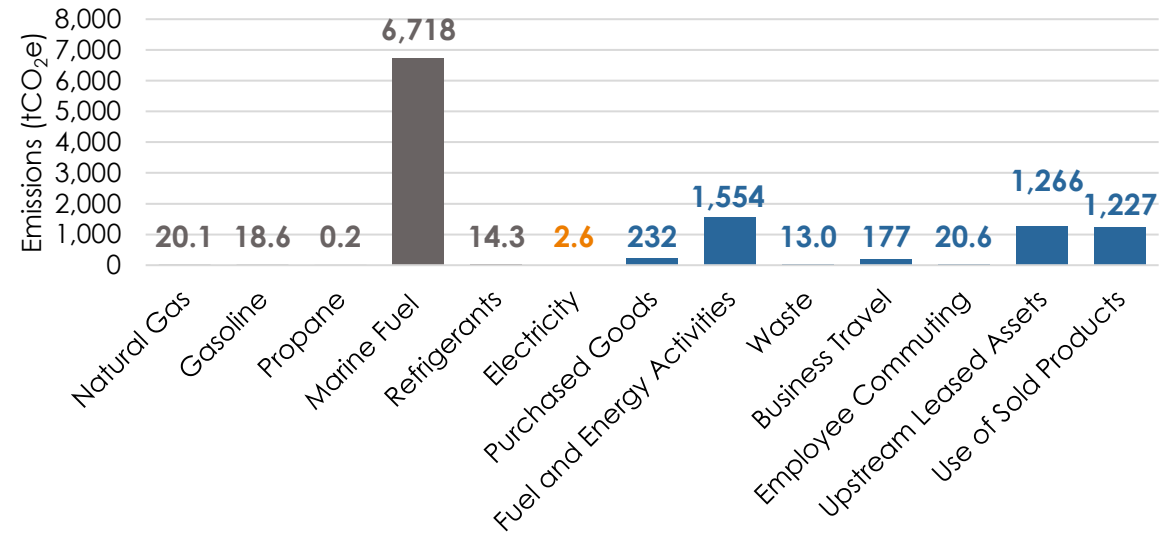
2025 GHG Inventory Results

Executive Summary

Scope 1: **60%**
 Scope 3: **40%**
 Scope 2: **<1%**
 Biogenic: **<1%**

Adventure Canada (AC) is an expedition cruise company based in Mississauga, Ontario. AC charters the Ocean Endeavour cruise ship and its 20 zodiacs from June to October every year. The Ocean Endeavour is owned and maintained by third parties, but expedition activities are under the operation of Adventure Canada. Emissions generated by the ship's operations and the AC office space are included in the GHG inventory boundary.

Emissions by Activity



The 2025 calendar year is the fifth year that Adventure Canada has measured and reported its emissions. This report includes scope 1, 2, and 3 emissions, as well as biogenic carbon. The largest emissions source is MGO accounting for 59.6% of the total footprint, followed by fuel and energy activities (13.8%) then upstream leased assets (11.2%).

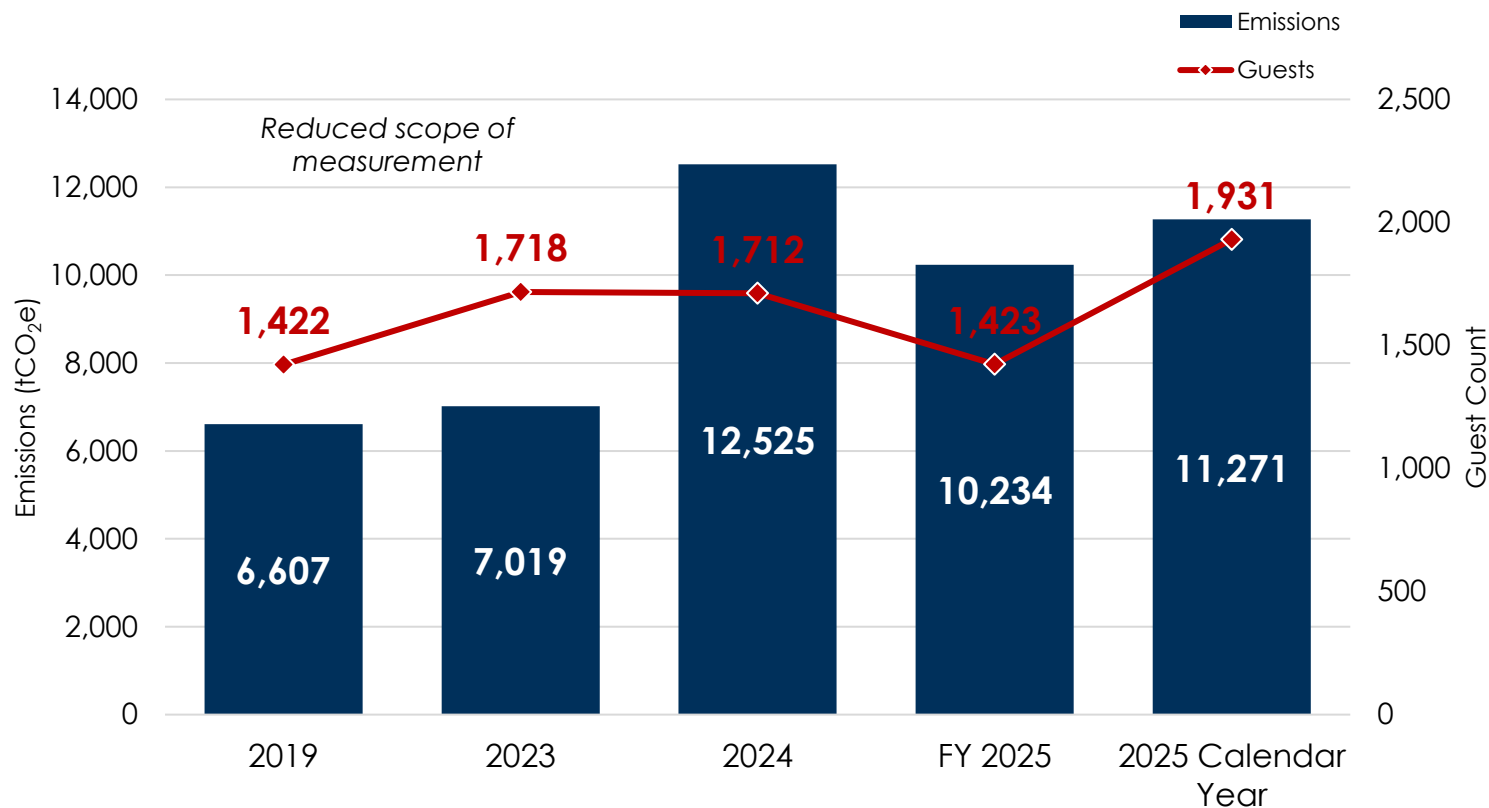
Absolute
11,271
 Total tCO₂e

Intensity
10.1%
 % increase from previous year

5.84 tCO ₂ e/guest	19% % decrease from previous year
0.62 tCO ₂ e/NM	25% % increase from previous year

Year Over Year Analysis

Total emissions have increased by 9.92% since FY 2025, primarily due to higher usage of MGO and associated fuel and energy emissions. Guest flights & accommodation was the only other category to see a notable rise; all remaining categories decreased. Emission trends across reporting years are not comparable due to varied operational activity each year. The 2019-2023 inventory had a reduced scope, as Adventure Canada expanded the inventory boundary in 2024 to include key categories like fuel and energy. 2024 saw increased fuel consumption due to a ship accident and FY 2025 involved fewer trips compared to the 2025 calendar year.

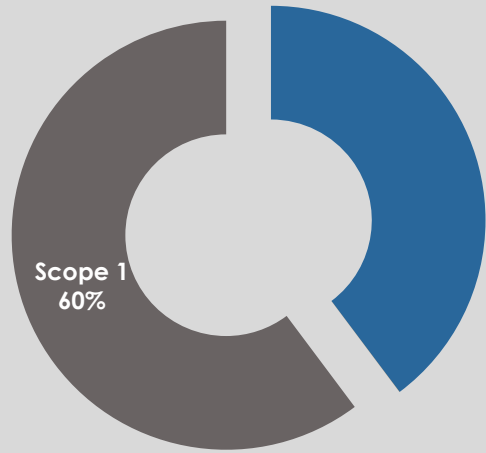


7.19
FY2025
tCO₂e/guest

5.84
Cal. Year 2025
tCO₂e/guest

The 2025 calendar year has the lowest emissions per pax since a comprehensive inventory scope was measured, resulting in emissions per pax 19% less than FY 2025. This improvement in per guest intensity metric is largely due to servicing 35.7% more guests compared to FY 2025.

Note: The current reporting period reflects the Calendar Year instead of fiscal period, this is a change implemented to align with internal reporting. This shift does not affect year over year comparability, as each year continues to measure one complete season of trips.



Scope 1: Direct Emissions

Scope 1 includes direct emissions from combustion, process and fugitive emissions owned or controlled by the company. This includes emission sources such as natural gas, company vehicles, and refrigerants.

Scope 1: MGO

6,718

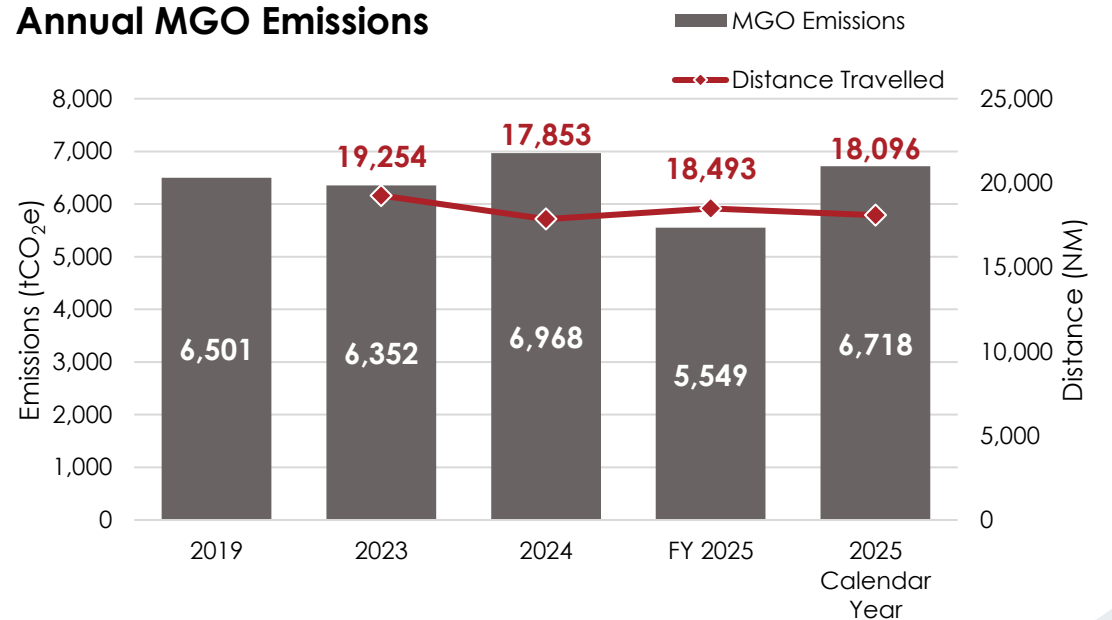
Total tCO₂e

60%

% of Total

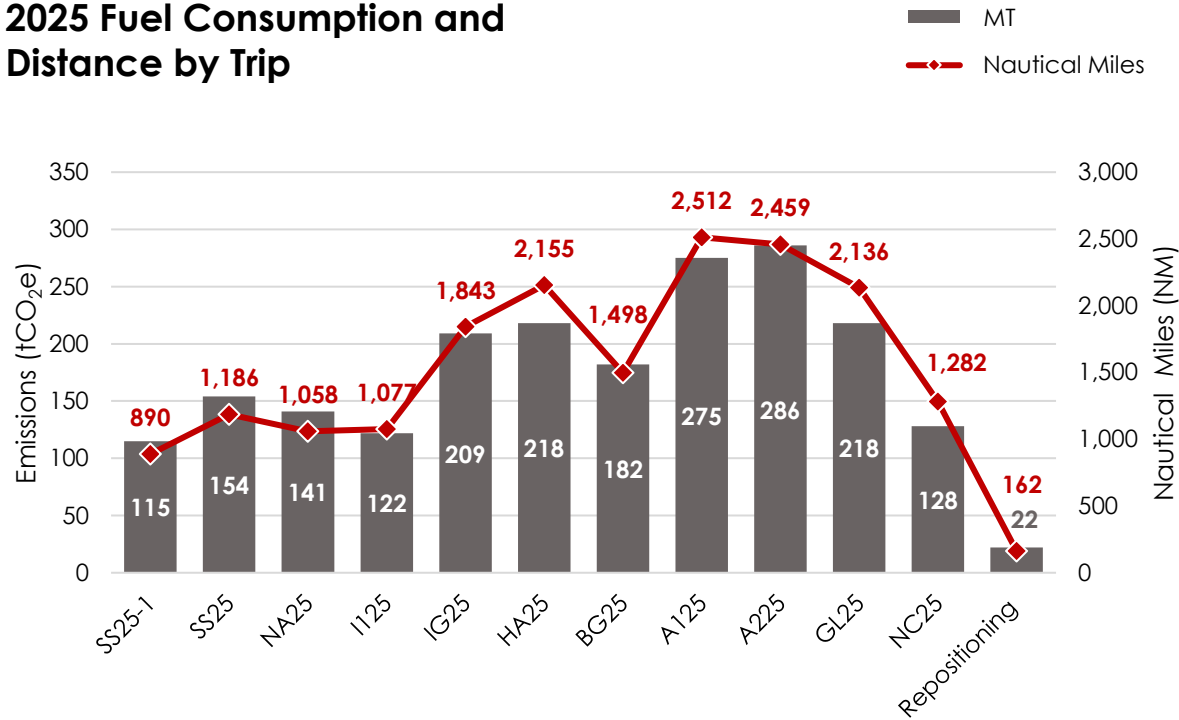
Marine Gas Oil (MGO) is AC's largest emissions source. Year-over-year comparisons should include the following considerations: a FY2025 trip cancellation caused reduced fuel usage, and a 2024 accident increased fuel usage for the respective years. Consequently, 2025 calendar year MGO emissions are 21.1% higher than FY25 but 3.59% lower than FY24. Overall, the calendar 2025 season has the second highest fuel consumption of the last five years of measurement.

Annual MGO Emissions



Scope 1: Marine Gas Oil

2025 Fuel Consumption and Distance by Trip



During the 2025 calendar year, 11 trips were run with an overall average fuel consumption of 0.115 MT/NM. Trip NA25 (Aberdeen to Reykjavik) had the highest fuel consumption per nautical mile. The most efficient trip, NC25 (a round trip from St. John's), had a fuel consumption per NM 25.1% more efficient than NA25. This variability in efficiency is largely attributable to weather and ocean conditions.

	MT/NM	tCO ₂ e	tCO ₂ e/NM	% of Total
Repositioning	0.136	71	0.44	1.1%
NA25	0.133	458	0.43	6.8%
SS25	0.130	500	0.42	7.4%
SS25-1	0.129	373	0.42	5.6%
BG25	0.121	591	0.39	9%
A225	0.116	928	0.38	13.8%
IG25	0.113	678	0.37	10%
I125	0.113	396	0.37	6%
A125	0.109	892	0.36	13.3%
GL25	0.102	707	0.33	10.5%
HA25	0.101	707	0.33	11%
NC25	0.100	415	0.32	6.2%

Sine FY 2025 the emissions generated per nautical mile (NM) increased by 23.2%, and average emissions per trip increased by 9.30%. Despite operating two more trips, the total NM travelled in Calendar Year 2025 decreased by 2.1%. However, total fuel consumption increased by 21.1% resulting in the rise of the intensity metric (tCO₂e/NM).

559
FY 2025
tCO₂e per trip

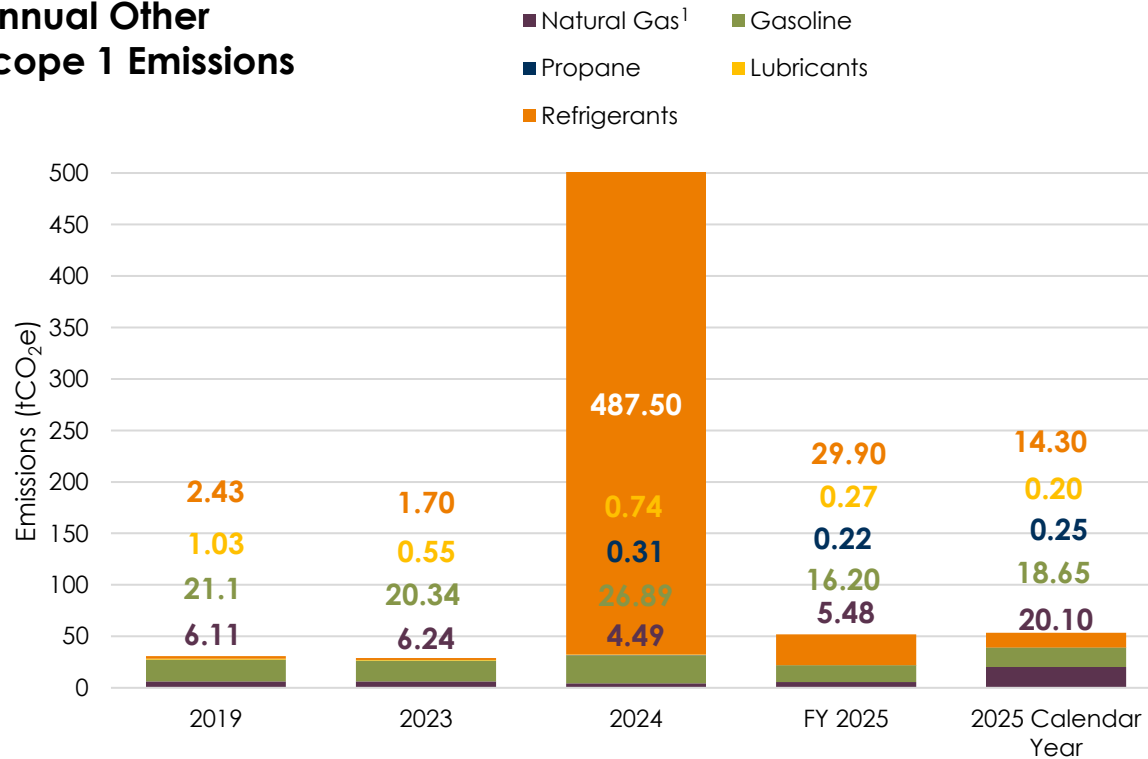
0.272
FY 2025
tCO₂e per NM

611
Cal. Year 2025
tCO₂e per trip

0.380
Cal. Year 2025
tCO₂e per NM

Scope 1: Other Scope 1

Annual Other Scope 1 Emissions



Other Scope 1 emissions (natural gas, gasoline, propane, lubricants, and refrigerants) collectively make up less than 0.5% of the total footprint.

Fluctuations among these sources were small, mainly comprising increased natural gas consumption and decreased refrigerant consumption. Note that the 2024 year is an anomaly, showing a significant emissions influx caused by a large refrigerant system leak that year.

53.5
Total tCO₂e

0.47%
% of Total

0.028
tCO₂e/Guest

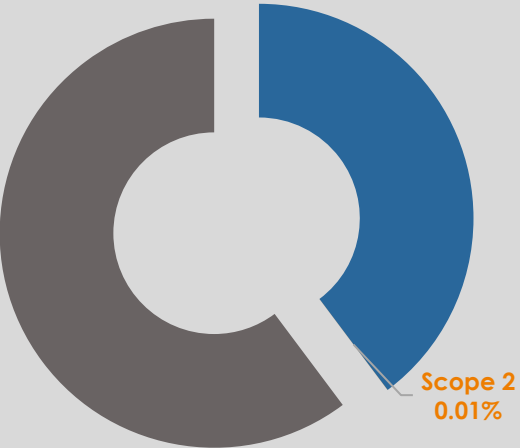
Scope 2: Electricity

2.61

Total tCO₂e

0.02%

% of Total

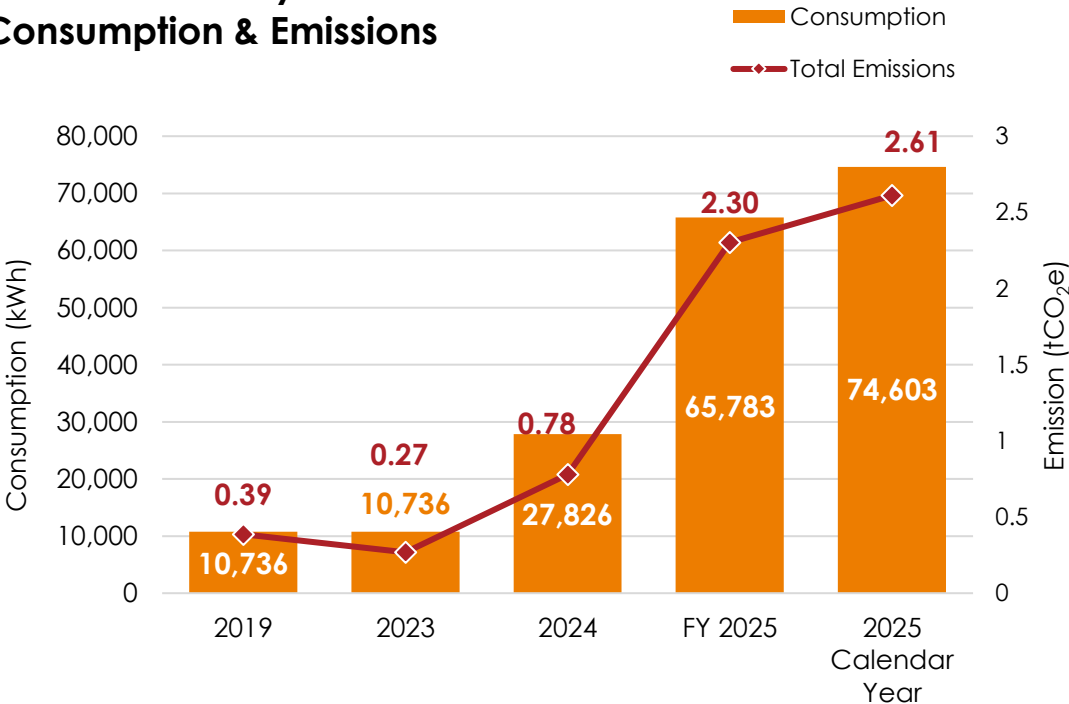


Scope 2: Indirect Emissions

Scope 2 includes indirect emissions from the generation of purchased electricity, steam, or heat at sources not owned or controlled by the reporting company.

Electricity emissions² are the smallest emissions source for AC. Consumption and emissions increased due to working in a new and larger office space for the entire reporting period.

Annual Electricity Consumption & Emissions



Scope 3: Fuel & Energy Activities

1,554

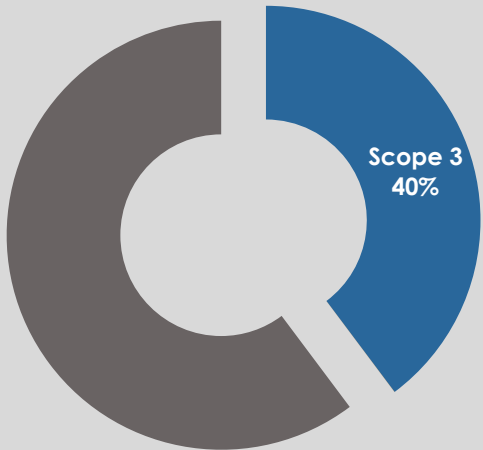
Total tCO₂e

14%

% of Total

0.805

tCO₂e/Guest

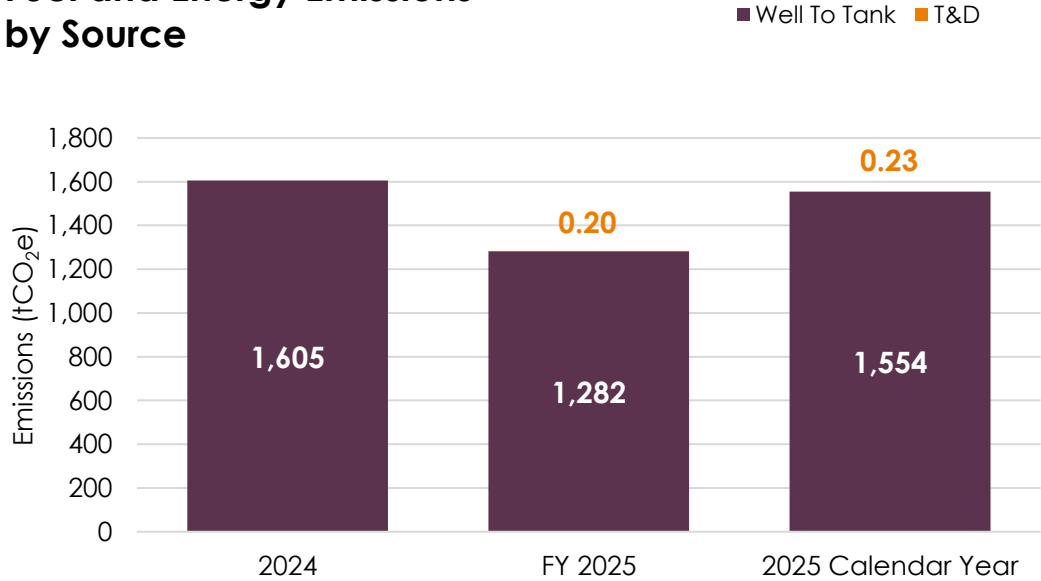


Scope 3: Indirect Emissions

Scope 3 includes all remaining indirect emissions generated through business operations. This includes emission sources such as business travel, commuting, and purchased goods & services.

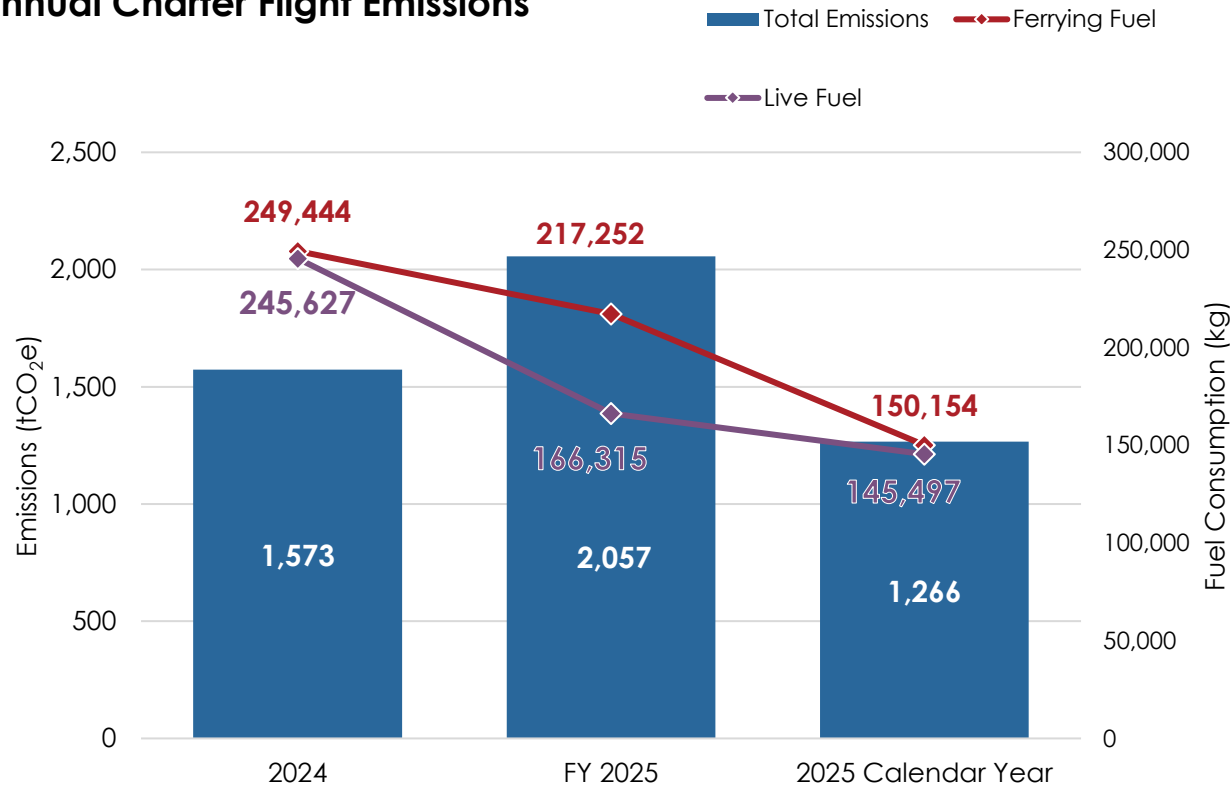
Fuel and energy activities are scope 3 emissions from the extraction, processing and transportation of fuel used by AC. Emissions in this category are inextricably linked to fuel consumption, meaning they increase and decrease proportionally with fuel consumption. The rise in MGO consumption led to a corresponding increase in fuel and energy activity emissions.

Fuel and Energy Emissions by Source



Scope 3: Upstream Leased Assets

Annual Charter Flight Emissions



Charter flight emissions were the root of the largest emissions reduction in this GHG inventory from FY2025. Emissions reduced 38% (791 tCO₂e) for a few reasons.

First, there were fewer charter flight trips, 8 instead of the 9 from FY 2025. But most importantly, the ferrying activity reduced by 30.9%, significantly reducing the amount of fuel consumption used to move aircrafts.

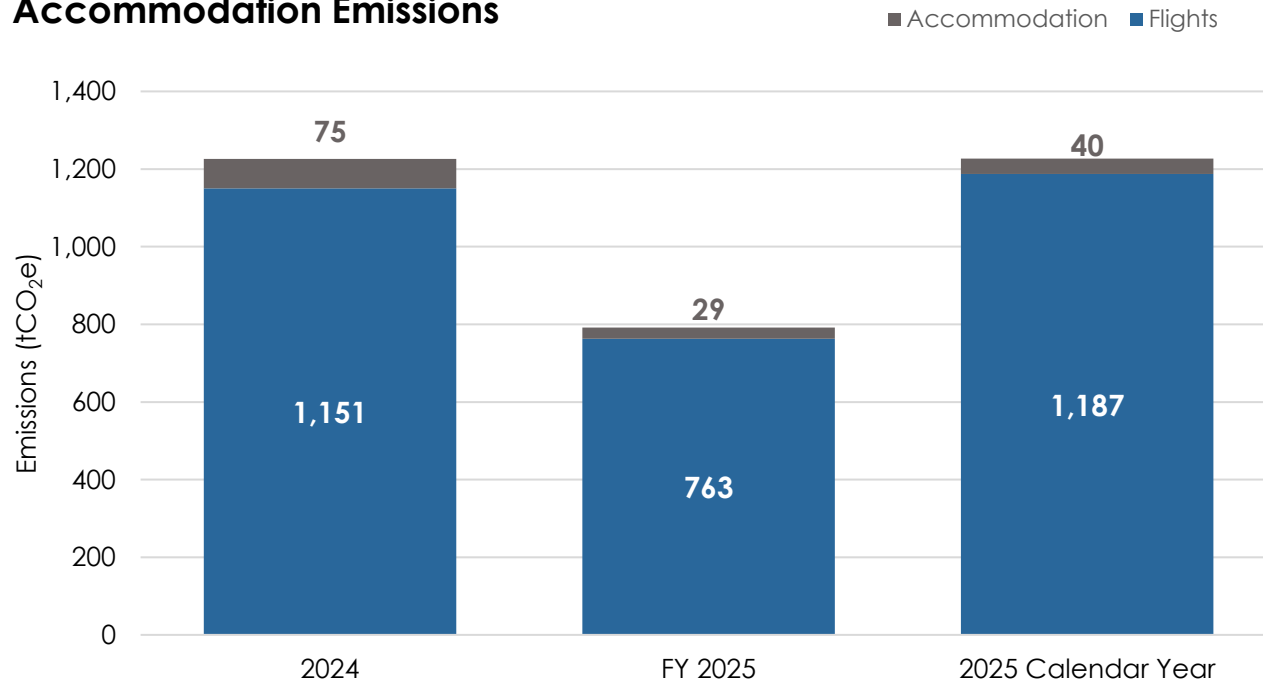
1,266
Total tCO₂e

11%
% of Total

1.23
tCO₂e/guest
taking a
charter flight

Scope 3: Use of Sold Products

Annual Guest Flights & Accommodation Emissions



Total emissions for guest flight & accommodation³ have increased by 54.9% since FY 2025. This is primarily driven by a 35.7% increase in volume of guests. The secondary factor includes the fact that guests are travelling from a larger radius than previously. All guest travel is calculated by measuring the distance from home address to the start location of each trip. 33.1% of guests attended from outside of Canada in 2025 Calendar year whereas in FY 2025 it was only 24.2%.

With overall more guests and a higher percentage of guests travelling from further distances, the emissions from guest travel have increased.

1,227

Total tCO₂e

11%

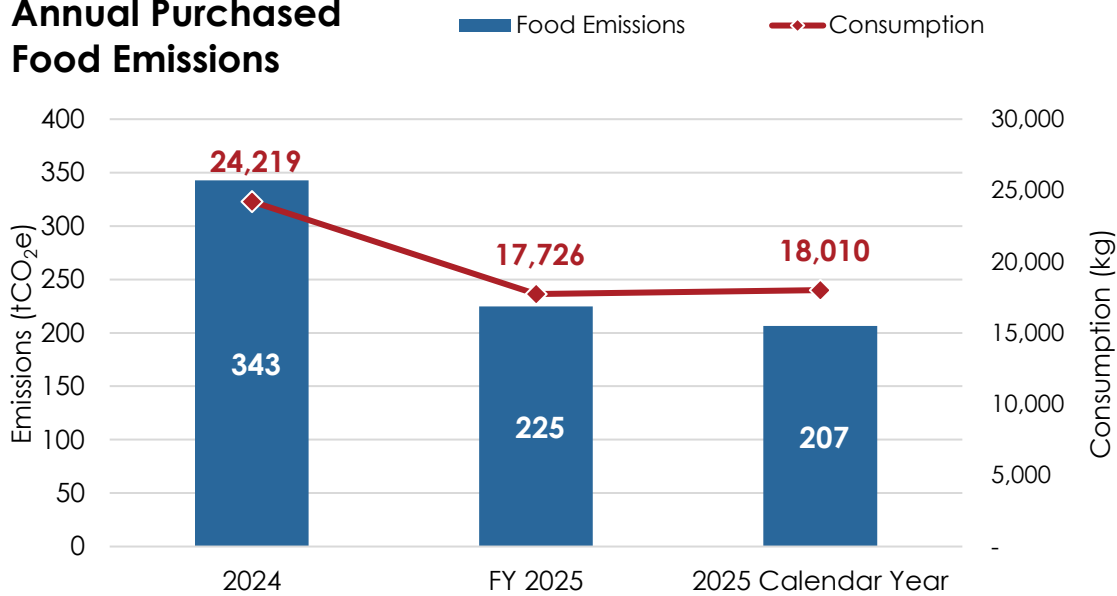
% of Total

0.635

tCO₂e/guest

Scope 3: Purchased Goods

Annual Purchased Food Emissions



Total food emissions decreased even with a rise in total food purchased. This success is driven by an 49% decrease in high-emission protein purchases (such as beef, lamb and veal). Furthermore, absolute emissions reductions combined with an increased guest count resulted in a significant decrease in emissions per guest, confirming the success of the low-emission meal strategy.

AC also purchased jackets and water bottles to give out to guests ('swag'), which contributed 25 tCO₂e to this category.

232
Total tCO₂e

1.8%
% of Total

0.107
tCO₂e/guest

Scope 3: Waste

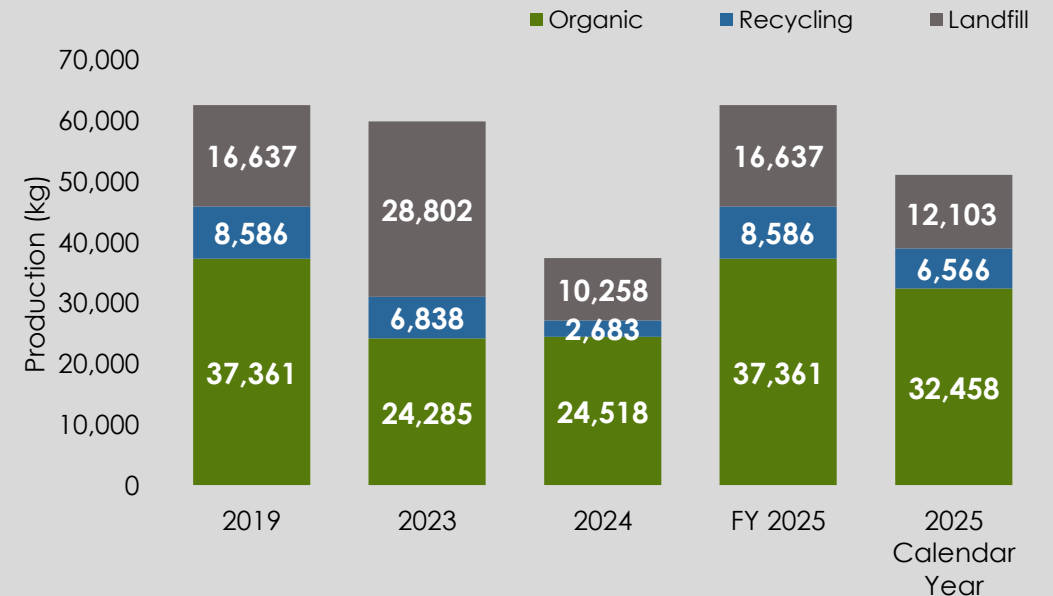
13.0
Total tCO₂e

0.12%
% of Total

0.003
tCO₂e/guest

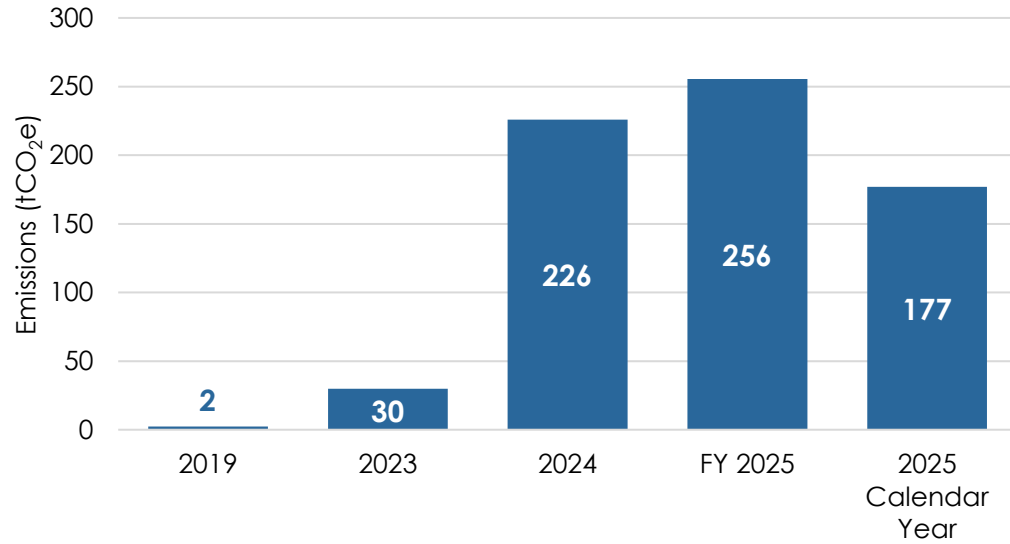
Overall waste production has decreased across all streams with the largest reduction of 27% in landfill waste. Landfill waste is made up of mostly operational waste, but also some cooking oil, pallets and scrap metal. This overall reduction in landfill waste in contrast to increased number of passengers shows the success of the waste reduction efforts that have been put in place.

Annual Waste Production



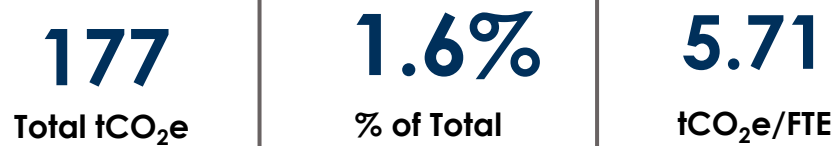
Scope 3: Business Travel

Annual Travel Emissions

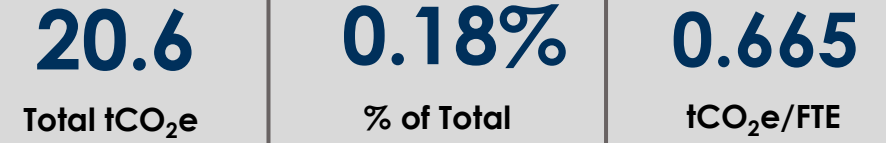


Business travel (flights and accommodation for Expedition, Sales, and Corporate teams) contributed 177 tCO₂e, or 1.6% of the total footprint. This is a 30.8% reduction from FY 2025.

The Expedition team is responsible for the majority of business travel, which includes internal team members and external consultants arranged by AC logistics.



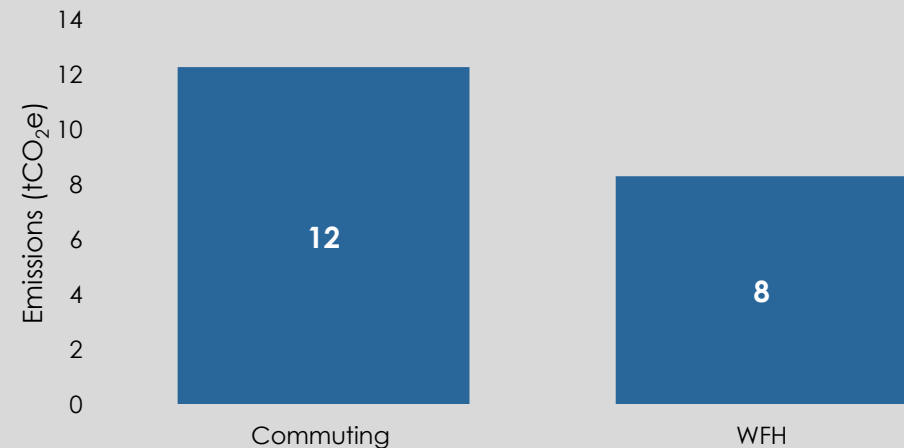
Scope 3: Employee Commuting



AC has 31 FTEs, of which 28 responded to the commuting survey, resulting in a 90% response rate. The most common commuting method was personal vehicles by 61% of respondents, followed by transit (19%).

Commuting and work from home emissions contribute to 0.18% of the total GHG inventory.

2025 Staff Commuting & Work from Home Emissions

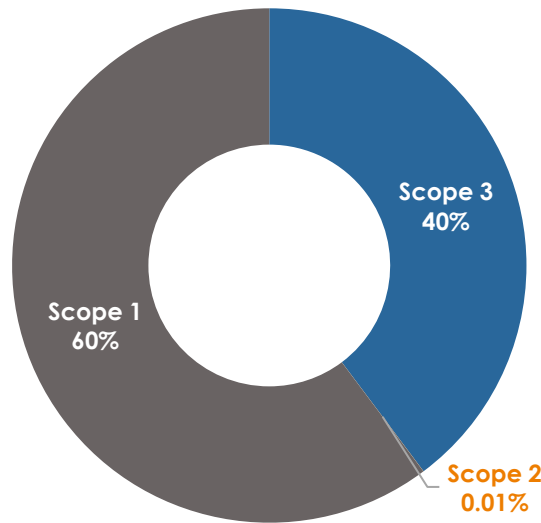


Conclusion

Total 2025 calendar year emissions came to 11,271 tCO₂e, marking a 10.0% increase from the previous reporting period. While marine gas oil combustion remains the largest source (60%), future inventories will benefit from the 2026 transition to two new, high-efficiency vessels, replacing the Ocean Endeavor. There were notable swings in high priority emissions sources for this GHG inventory, including the increase in MGO consumption alongside decreases in charter flight and food emissions.

Key Takeaways:

- 23.2% increase in MGO emissions per nautical mile
- Reduction in ferrying emissions for charter flights
- Reduction in high emissions protein purchases



Priority Areas for Decarbonization:

- Keeping Charter Flight Ferrying low
- Optimizing efficiency of the new vessels next season

11,271

Total tCO₂e

10.1%

% increase from previous year

5.83

tCO₂e/PAX

An aerial photograph of a beach with waves crashing onto the shore. The water is a mix of light and dark blue, with white foam from the waves. The sand is a light tan color. The text 'Appendices' is overlaid on the left side of the image.

Appendices

Inventory Information

Company Name: Adventure Canada

Contact: Scott McDougall ,
scott@adventurecanada.com

Company Description: One office space, one 137 metre (450 ft.) cruise ship and 20 zodiacs

Reporting Period: January 1 2025 to December 31 2025

Scope 2 Approach: Location based Emissions Calculations

Consolidation approach: Operational Control: Accounting for 100% of emissions from operations over which the company has operational control

Primary Measurement: Greenhouse gas emissions measured in Carbon Dioxide Equivalent (CO₂e)

Reporting Guidelines: Aligned with those defined in *The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard, Revised Edition* (The GHG Protocol, www.ghgprotocol.org).

60%

Scope 1	tCO ₂ e	% of total
Natural Gas	20.1	0.18%
Gasoline	18.6	0.17%
Refrigerants	14.3	0.13%
Marine Fuel	6,718	59.7%
Other Fuel	0.45	<0.0%
TOTAL:	6,771	60%

0.01%

Scope 2	tCO ₂ e	% of total
Purchased Electricity	2.61	<0.0%
TOTAL:	2.61	<0.0%

40%

Scope 3	tCO ₂ e	% of total
Purchased Food	207	1.8%
Purchased Goods	25.9	0.23%
Fuel and Energy Activities (WTT and T&D)	1,554	13.8%
Waste (Landfill, recycling, compost)	13.0	0.12%
Shipping	6.15	0.05%
Business Travel (flights, accommodation)	177	1.6%
Staff Commuting	20.6	0.18%
Guest Travel & Accommodation	1,227	10.9%
Charter Flights	1,266	11.3%
TOTAL:	4,497	40%

Measurement Methodology

This report was put together as a collaborative effort by Synergy Enterprises and Adventure Canada. Synergy Enterprises is responsible for managing the project, conducting a thorough scoping assessment of Adventure Canada's emission sources, supporting data collection by flagging any issues or risks, calculating emissions and producing a GHG inventory report in accordance with the GHG protocol. Adventure Canada is responsible for providing comprehensive understanding of the company's activity and providing accurate data on activity within the reporting period. As a collaboration it is the responsibility of both parties to set the inventory boundaries, scope the GHG inventory and validate the final report.

Greenhouse gas (GHG) emissions are measured in carbon dioxide equivalent (CO₂e), which represents the amount of carbon dioxide (CO₂) that would produce a similar level of global warming as other GHGs. This is calculated using Global Warming Potentials (GWPs) from the Intergovernmental Panel on Climate Change (IPCC) to convert emissions of non-CO₂ GHGs, such as methane (CH₄) and nitrous oxide (N₂O), into a CO₂ equivalent. The inventory uses the latest 100-year GWPs from the IPCC's Sixth Assessment Report.

As recommended by the Protocol, companies should use the most accurate method available to them for reporting emissions. For Adventure Canada, activity data is the most readily available data. As such, emissions factors support the measurement of all GHG emissions calculated in the report. Provided below are example calculations for the fuel emissions from the consumption of gasoline.



**Adventure Canada 2025
Emissions by Gas:**

11,182

Total tCO₂

26.1

Total N₂O

52.4

Total CH₄

Greenhouse gas global warming potentials (GWP)

Scientific Name	Molecular Formula	Global Warming Potential
Carbon Dioxide	CO ₂	1
Methane	CH ₄	27.9
Nitrous Oxide	N ₂ O	273

This inventory uses publicly available emissions factors (EFs) to calculate GHG emissions. EFs convert activity data (e.g., fuel consumption, electricity usage) into a corresponding mass of CO₂e emissions. All EFs are sourced from reputable, up-to-date publications. If an EF is not in CO₂e, it is converted using Global Warming Potentials. A unit conversion may also be necessary to ensure the activity data and EF units are consistent.

Policy for Base Year Recalculation: Base year emissions, and other previous emissions, shall be retroactively recalculated if a change in organizational structure or data quality is expected to exceed a significance threshold of 10% of base year emissions. These changes may arise from structural changes such as mergers, acquisitions, divestments, outsourcing or insourcing, changes in calculation methodology and improvements in accuracy, or discovery of significant errors.

Data Quality Assessment

Synergy assesses data risk based on three key categories. The data received for each emissions source measured is assessed and systematically allocated a risk category based on how it scores in each of the three variables.

Data Quality: Using the suggested structure from the GHG protocol we assess the quality of data based on technology, timeliness, geography, and reliability. Each of these categories are rated from poor to very good, the combination of these all result in the data quality ranking.

Data Uncertainty: This category measures the percentage of estimated emissions in the emissions category. This metric is reported independently to increase transparency, while other uncertainty factors such as data collection methods, reporting inconsistencies, sampling bias, and seasonal variation are assessed under the Data Quality category.

Percentage of Footprint: The percentage of this emissions category of the entire footprint is represented to show the scale of impact that the data quality ranking has on the emissions as a whole.

Low Risk: Data received is good and does not need to be improved in future years. This data type does not pose a notable risk to the accuracy of the total GHG emissions.

Medium Risk: Data received is adequate, it poses a likelihood of inaccuracy in the final GHG value of this category and could be improved in future years.

High Risk: Data received has flaws and poses a high likelihood of inaccuracy in the total GHG inventory presented. In future years, there should be a focus on improving this data.

Emissions Source	% of Footprint	% Estimated	Risk Level
MGO	60.0%	0%	Medium-Low
Natural Gas	0.3%	100%	Medium
Other Scope 1 (Refrigerants, Lubricants, Gasoline, Solvent, Propane)	0.3%	0%	Low
Electricity	0.3%	100%	Medium
Charter Flight Fuel	11.3%	0%	Low
Guest Travel	10.9%	11%	Low
Purchased Food & Swag	2.0%	0%	Low
Waste	0.1%	0%	Low
Business Travel	1.6%	0%	Medium
Staff Commuting & Work from Home	2.0%	32%	Low
Shipping	0.0%	0%	Medium

Inventory Uncertainty

This section details data gaps and estimates made that could affect the quality of the data and overall footprint. It is important to consider these notes when assessing the total footprint, as low data quality and estimates can change the outcome of the emissions totals. Each footnote is referenced by number in the emissions source it affects.

Footnotes

#	Note
1	Office natural gas emissions are estimated based on square footage due to no access to consumption data
2	Office electricity emissions are estimated based on square footage due to no access to consumption data
3	Guest travel emissions are estimated using guest postal codes and start locations of each respective trip. We assume each guest is flying from their home to the trip start.

Emission Factor References & Glossary

1. 2022 B.C. Best Practices Methodology for Quantifying Greenhouse Gas Emissions

https://www2.gov.bc.ca/assets/gov/environment/climate-change/cng/methodology/2021-best-practices-methodology_for_archive.pdf

2. Environment Canada's National Inventory Report (1990-2021); Part 2 & 3.

https://publications.gc.ca/collections/collection_2023/eccc/En81-4-2021-2-eng.pdf

https://publications.gc.ca/collections/collection_2023/eccc/En81-4-2021-3-eng.pdf

3. Department for Environment, Food & Rural Affairs (UK) Carbon Factors 2023

<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2023>

4. Intergovernmental Panel on Climate Change (Global Warming Potentials)

https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Chapter07.pdf

5. UK WRAP Emissions Factor Database V1 .2 (2023)

<https://www.wrap.ngo/resources/guide/scope-3-ghg-measurement-and-reporting-protocols-food-and-drink>

6. Supply Chain GHG Emission Factors for US Commodities and Industries v1.1

<https://catalog.data.gov/dataset/supply-chain-ghg-emission-factors-for-us-commodities-and-industries-v1-1>

Term	Description
Biogenic	Carbon emissions generated from sources naturally occurring in the carbon cycle (i.e. organic matter), rather than the result of fossil fuel combustion.
Emissions Factor	The volume of emissions created by an emissions producing activity (i.e. fuel combustion), calculated based on the amount of the activity (volume, distance, etc.).
GHG	Greenhouse Gas (emissions): Atmospheric gasses contributing to the greenhouse effect, including Carbon Dioxide (CO ₂), Methane (CH ₄), Nitrous Oxide (N ₂ O), etc.
GJ	Gigajoule: Unit of natural gas equal to 26.137 m ³ or 0.947 MMBtu
kWh	Kilowatt-Hour: Common unit for measuring electrical consumption
WTT	Well to Tank: Upstream emissions from extraction, processing and transport of fuel.
PCR%	Post-Consumer Recycled Content (as a percentage)
psg-km	Passenger-Kilometer: Unit separating total emissions between passengers per km
tCO ₂ e	Tonnes of Carbon Dioxide Equivalent: a combined term capturing the emissions from various GHGs.
t-km	Tonne-kilometer: A unit of measurement used in shipping



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