Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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June 2021

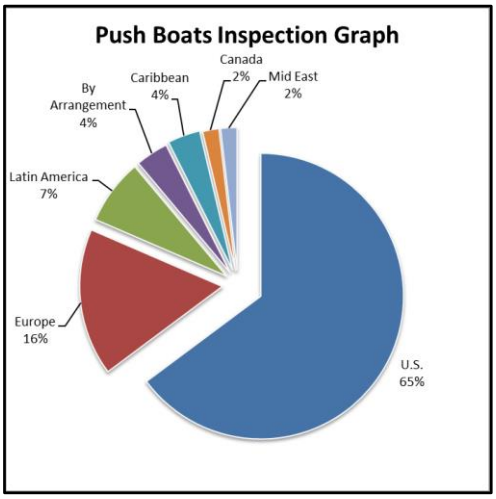
Inland Pushboat Market Report

Of the 13,599 vessels (excluding barges) Marcon currently tracks, 781 are inland river pushboats with 54 officially on the market for sale (36 U.S. flag and 18 foreign flag). Nine of the boats with age listed were built within the last ten years. 27 boats are forty-five years of age or older. The oldest listed was built in 1944, a 76', 1,110BHP vessel in the U.S. Northwest. This is counterbalanced by two 2019-built U.S. flag inland river pushboats, a 56', 1,500BHP located in the U.S. Midwest and a 78', 2,000BHP located in the U.S. Gulf Coast. Marcon also has 10 inland river pushboats listed for charter – six U.S. and four foreign.

Market Overview

The number of inland river push boats officially on the market for sale in total is 54, down 19, or 26.03%, from one year ago in May 2020 and down 12 or 18.18% from May 2016. Composition of horsepower range in the last year has changed with the biggest shifts being twelve fewer 1,000-2,000HP with an average age of 1972 (compared to 1975 one year ago) and nine fewer under 1,000HP (1990 vs. 1980) push boats offered. These decreases align with reports received of older, lower horsepower push boats being scrapped due to lack of work and buyers. Today, we do not have any push boats offered greater than 5,000HP, reflecting that higher horsepower units are working consistently despite the current events. For now, 16.67% of the push boats available are less than 10 years old, up from the 9.59% reported one year ago and from the 9.09% reported five years ago. In looking at overall fleet age and then by U.S.-flagged versus foreign flagged, over the past five years we can see an increase in overall age driven by a significant increase in average age of foreign-flagged push boats with a slight increase in age of U.S.-flagged vessels. Five years ago, the average age of all on the market through Marcon was 37 years, compared to 43 years one year ago and 40 years as of this report. That is driven mostly by older foreign-flagged vessels going on the market, aging from 24 years in 2016 to 40 years in 2020 then 41 years now. U.S.-flagged push boats went from 39 years old five years ago to 44 years old last year to 38 years old as of this report date.

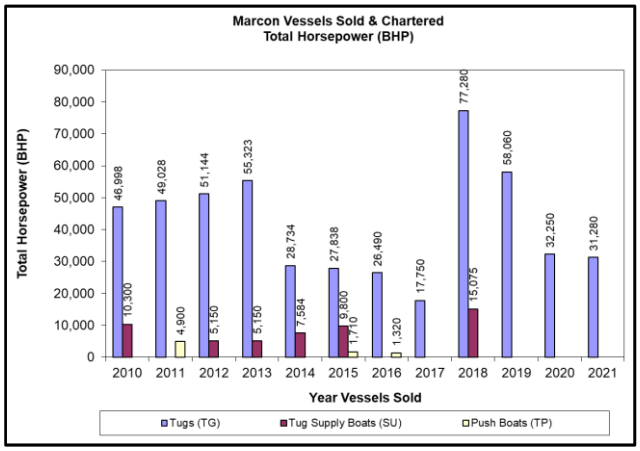
Of the vessels listed for sale, CAT engines are most popular with machinery in 18 vessels. These are followed by 11 with Cummins, six each with EMDs and John Deeres, four with other engine types comprised of one each Akasaka, Delfin, Fairbanks Morse and Mercedes, and three with Mitsubishi. Most of the inland river pushboats Marcon has listed for sale are located in the U.S. with 35 vessels or 65%; followed by nine or 16% in Europe, four in Latin America, two each in the Caribbean and with *"undisclosed"* location and one each in Canada and the Mid East. While our focus is on the U.S. market, there has been a decline of vessels offered in the U.S. as percentage of all available for sale, from 83% five years ago and 75% one year ago to 65% now. The offset are more push boats available in Europe (11% in 2016 to 16% now), in the Caribbean (0% in 2016 to 4% now) and in Latin America (2% in 2016 to 7% now).



Marcon has closed six sales and one charter so far in 2021 after ending 2020 with 22 sales and charters completed. Many of the 2020 deals were well in the works before the Covid-19 situation developed and oil prices crashed. Throughout most of 2020 and early 2021, the entire market was extremely slow. We are seeing an increase in inquiries as the world is slowly reopening and have multiple sales pending at this time. There is a long way to go. We still see a lot of uncertainty in the market and price reductions for many classes of vessels and barges have not been enough to overcome buyers' hesitancy.

Marcon International, Inc.
Inland Push Boat Market Report – June 2021

Marcon's Market Comments
While the market challenges of the latter half of 2020 continued into first quarter 2021, improvements were seen in second quarter 2021. These improvements seem to be linked to economies opening back up as more of the population is vaccinated. The USDA reports that barge movements as a whole were up in the second quarter. Kirby, the first company we follow to report its second quarter 2021 results, noted improvement in utilization rates in the inland market. Some improvement is also reported in the coastal market. Transportation channels are still backlogged as there is a significant shortage of workers in all areas, marine, rail and trucking. How quickly we stabilize at pre-pandemic levels is still anyone's guess, especially with the recent resurgence in COVID-19 cases which may impact the economic stability again. Sales of push boats continue to be few and far between. We currently have several inland river (and ocean) tank barges for sale. Many buyers, across multiple market segments, continue to be stymied by project delays, an uncertain economy and travel restrictions.

Marcon's Recent Sales


As noted above, Marcon has concluded six sales and one charter so far in 2021 – including 17,586dwt ocean deck barge and six tugs totaling 31,280BHP. This follows 20 sales and two charters concluded in 2020 – including a 300' x 100' x 20' 2010 built US flag and a 328' x 82' x 23.6' foreign flagged 1996 built ocean deck barges, five inland deck barges, two ocean tank barges and eight tugs totaling 32,250BHP. Since 1981, Marcon has sold or chartered 36 inland river pushboats totaling 80,780BHP, 375 tugs (1,222,277HP), 111 inland hopper barges (171,006dwt), 92 inland deck barges totaling 185,267dwt capacity and 64 inland tank barges with an aggregate capacity of 1,047,848 barrels, out of 1,523 vessels and barges sold or chartered worldwide.

Marcon International, Inc. is pleased to announce a private transaction involving a U.S. Flag Ocean Deck Barge. The barge is ABS classed, measuring 400' x 100' x 24' with DWT of 17,586 short tons at max draft. Marcon acted as sole broker in the transaction.

Featured Listings for Sale Direct from Owners
Marcon currently has 88 inland river pushboats, hopper barges and tank barges for sale worldwide, of which 33 are non-U.S. and 55 U.S. flag, plus numerous other vessels and barge not officially on the market which may develop on a private & confidential basis.

File: TP05032 Push Boat: 32.0' loa x 14.5' beam x 7.0' depth x 3.00' loaded draft. Built in 1988 by Clackamas, OR. Rebuilt: 1999. U.S. flag. GRT: 21. FO: 950g. Main Engines: 2 x John Deere 6081 AFM total 500BHP. Last Overhauled: 2005. 2 - FP props. All welded steel hull and house. Connected in 1999 to a push tug. Raised two deck pilot house. Flanking rudders. Vertical push knees. Complete fendering. Major refit mid-2005. Day boat only. **U.S. West Coast.**

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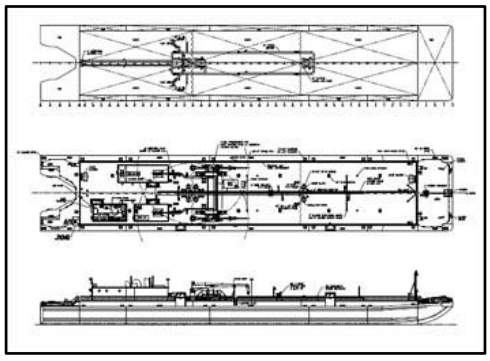
File: TP12073 Push Boat: 73.6' loa x 21.0' beam x 5.0' depth x 5.50' loaded draft. Built in 1954 by Higgins, Inc.; New Orleans, LA. Rebuilt: 2004. U.S. flag. GRT: 67. FO: 5,000g. FW: 2,000g. A-Frame Forward. Winch: 1 - Pullmaster H-50. Main Engines: 2 x Cummins M32QT01 total 1,320BHP. 2 - 49" Aquamaster 500/2000 props. Repowered 2008 with Tier II diesels. Z-Pellers are open wheel. Gensets: 1 - 40kW / Northern Lights; 1 - 28kW / John Deere 208vAC 60Hz. Galley. Converted LCM-8. Push knees forward. 25' height of eye. 27' x 14.8' well deck forward of house, with 25LT of deck capacity and bow ramp. Anchor-handling capabilities. Good marine construction support vessel. Available for inspection out of water. Z-pellers can be changed out by lifting up through the deck while vessel is in the water. **U.S. West Coast. Prompt.**

File: TP16070 Push Boat: 70.0' loa x 26.0' beam x 7.0' depth. Built in 1971 by Inland Marine Const.; Evansville. U.S. flag. GRT: 150. Main Engines: 2 x CAT 3508 total 1,600BHP. Repowered 2002. Inland river pushboat. Retractable wheelhouse. Needs repairs. **U.S. Midwest.**

File: HB19552 Double Hull Hopper Barge – Inland (Two Sisters Available): 195.1' loa x 52.6' beam x 11.00' loaded draft. Built in 2013 by Punta Alvear Yard - Ultrapetrol. Foreign flag. Class: RINA Class barge bulk cargo - inland waterways. Dwt: 2,500mt. Hold Capacity: 3,690m3. 1 hold. Steel built dry cargo barge rake type. Height of coaming 1.829mt; Height of double bottom 530mm; Space between frames 740mm; Hold dimensions 54.462m (178.6') x 14.00m (45.9') x 4.944m (16.2'). For more detail including price guidance, contact Marcon. **South America.**

File: TB10620 Water Barge - Inland: 195.0' loa x 40.0' beam x 10.0' depth. Built in 2001. U.S. flag. GRT: 655. NRT: 655. Rakes: Double. Bulkheads: 1 long'l / 5 transv. Watertight Compartments: 12. Capacity: 10,676bbl. Tanks: 8. FW: 448,400g. Pumps: Single pump / piping system. Single hull water barge. For sale direct from Owner strictly *"as is, where is"* out of competition. Small scale drawing and photograph on request. **U.S. Gulf Coast.**



File: TB28008 / TB28011 Double Hull Tank Barge – Inland (Two Sisters Available): 297.5' loa x 54.0' beam x 13.0' depth. Built in 2006 by Bollinger Marine Fabricators. U.S. flag. GRT: 1,754. NRT: 1,754. Class: ABS + A1 Oil Tank Barge, Rivers expired Aug 2018/May 2017, respectively. USCG COI Grade A and Lower expired Aug 2017/June 2021, respectively. Dwt: 4,500T. Rakes: Single. Capacity: 28,000bbl. Tanks: 6. Uncoiled. Pumps: 2 - Byron Jackson Deepwell 6,000BPH. Quarters: 2 persons. Double hull. Stern notch. Two cargo systems. Total of 4,239m3 maximum capacity. Bergen high level alarms. We can develop these barges for sale against serious named and non-competing interests. **U.S. Northeast.**

File: TB29954 Tank Barge - Inland: 295.0' loa x 54.0' beam x 11.8' depth x 11.00' loaded draft. Built in 1972 by Nashville shipyard; USA. Panama flag. GRT: 1,892. Class: Local Panama. Capacity: 29,900bbl. FO: 15,000g. Single Skin barge suitable for storage. Last product carried HFO. **Central America.**

File: TB37200 Double Hull Tank Barge - Inland: 356.0' loa x 54.0' beam x 13.0' depth. Built in 2007 by Trinity Marine, TN. U.S. flag. GRT/NRT: 2,099. Class: USCG COI A and Lower. Rakes: Single Fwd. Capacity: 37,200bbl. Tanks: 10. Coiled. FO: 13,000g. Pumps: 2 - Flowserve LS13 / John Deere 6125 / 7,000 BBL/h. Crane: 1 - North Pacific Crane MCT-1065. Winch: 4 - 40T Nabrico manual. Gensets: 1 - 99kW / John Deere 6068TF275. Double hull bunker barge. Volcanic liquid thermal heater 6.5mil BTU. Raised trunk. Closed Hermetic gauging. Visual high level alarms - magnetic coupled dip stick. 10" cargo headers (P&S). 2 - Segregations. About 15,678BBL and 27,506BBL each @ 95% capacity. Contact Marcon for price ideas and further details. **U.S. West Coast.**

USDA Grain Transportation Report: Grain Transportation Update

Major market indicators show grain transportation demand remained strong in second quarter 2021. Rail carloads were strong, but have decreased in recent weeks. For the most part, bids in the secondary shuttle market were low, and performance has improved. Barge movements reached record highs, and grain-loading activity in the U.S. Gulf has held steady over the last several weeks. Bulk grain ocean freight rates and diesel fuel prices have continued to increase. According to the June World Agricultural Supply and Demand Estimates (WASDE), total exports of the three major grains (corn, soybean, and wheat) are expected to reach 5.4 million bushels in marketing year (MY) 2021/22, down 11% from MY 2020/21.

Grain Carloads Fall in Recent Weeks, but Remain Strong for Railroads in 2021: Despite trending down over the last several weeks, grain carloads originated by U.S. Class I railroads were 14% above the year-to-date (YTD) average for the week ending June 19. Grain carloads are up 8% so far for the second quarter. Many traffic types have exceeded last year's lows, including chemicals (+3% YTD), coal (+10% YTD), metallic ores (+20% YTD), and intermodal units (+18% YTD).

Average bids in the secondary railcar auction market were generally low in April, May, and June.[1] Bids for delivery of railcars in May and June peaked around mid-April and fell as the delivery months neared. Similarly, bids for shuttle-service in July have generally fallen in the last 2 months and were about $300 (per car) below average for the week ending June 24. In the month ahead, trades for delivery of railcars in August have been about $240 (per car) below average, signaling an adequate supply of rail transportation relative to demand.

System train speeds have been flat since early March, averaging about 24 miles per hour, according to Surface Transportation Board rail service metrics. For the most part, unit train speeds for grain compared with 2019 levels—better than 2018, but worse than 2020. Origin dwell times for grain have improved in recent months following harsh winter weather—falling from an average high of 41 hours for the week ending February 24 to 18 hours by June 2. The number of grain cars not moved in over 48 hours has also declined over the last 3 months, falling from 1,100 cars per week in March to 640 cars in June.

Barge Movements Hit Record Highs, While Spot Freight Rates Trended Down: Severe winter weather conditions on the Upper Mississippi River significantly subsided by mid-March. Since then, downbound barged grain movements have mostly gone smoothly, apart from occasional unstable water conditions and a short-term traffic disruption in mid-May, with the closure of Hernando de Soto Bridge (on the highway I-40 in Memphis, TN). Total second-quarter volumes of downbound barged grain movements on the Mississippi River exceeded 2018's record, reaching a new historical high of 11.4 million tons, 19% higher than second quarter 2020 and 27% higher than the 4-year average.

These high volumes are mostly due to continuously high corn exports, especially to China. From first to second quarter 2021, corn increased from 66% to 82% of the total barged volumes—a record-high change for this period. On the other hand, soybeans continued to drop to 13.7% of total barged volumes, a historical second-quarter low.

Despite decreasing throughout the second quarter, weekly Illinois River barge spot rates also trended higher, for most of the period, than in 2020. The average April spot rate was $22 per ton, $7 higher than last year and $5 higher than the 4-year average.[2] However, despite strong movements of the old crops, spot rates continued to soften and dropped to $13 per ton in mid-June, about the same as last year and $5 lower than the 4-year average. This decrease stemmed mostly from a plentiful barge supply and fairly stable navigation conditions, which reduced shippers' need to purchase additional on-the-spot services. On the other hand, interest in forward barge services has risen, mostly

because of projected high demand for U.S. exports and unstable South American production of new crops. After staying relatively stable until late May/early June, Illinois River 3-month forward rates jumped to $22 per ton for most of June, almost $6 higher than the 4-year average.

Dry-Bulk Freight Rates Continued To Rise: Ocean freight rates for shipping bulk commodities, including grain, have risen sharply since January. As of June 24, the rate for shipping a metric ton (mt) of grain from the U.S. Gulf to Japan was $75.25—73% more than this year's first available rate (January 7), 91% more than the same period a year ago, and 84% more than the 4-year average. The rate from the Pacific Northwest to Japan was $43.00 per mt—76% more than the start of the year, 110% more than the same period last year, and 96% more than the 4-year average. Also, as of June 24, shipping a metric ton of grain from the U.S. Gulf to Europe cost $22.00—13% more than the beginning of the year, 26% more than the same period last year, and 28% more than the 4-year average.

In second quarter 2021, rates continued to rise in response to global optimism after various successful vaccines and loosening monetary policies of major economies, such as China. Also, in second quarter 2021, bulk trade activities rose as Brazilian iron ore and soybean supply improved. According to Drewry Maritime Research, Inc., Australia's strong grain harvest lifted its grain exports in the second quarter, boosting the demand for vessels, which raised rates. Meanwhile, grain vessels in the U.S. Gulf have remained steady over the past 8 weeks. From May 28 to June 24, an average of 33 oceangoing grain vessels were loaded per week in the U.S. Gulf, compared to 32 vessels per week over the previous 4 weeks, and 30 vessels per week for the same period last year.

Diesel Fuel Prices Continue Upward Climb: According to the Energy Information Administration, in second quarter 2021, West Texas Intermediate (WTI) crude oil and diesel prices rose above their pre-pandemic levels. Supporting these prices were a rising demand for domestic crude oil and distillates, tight supplies, and declining stock levels. YTD spot WTI prices reached their highest level since October 2018, climbing by 55% to $73.64 per barrel. EIA reported YTD national on-highway diesel fuel prices climbed by 25% (66 cents), to $3.30 a gallon. In the agriculture-rich Midwest region, prices climbed 25% (64 cents), to $3.23 per gallon. Regarding fuel for ocean shipping, Ship & Bunker reported YTD very low sulfur fuel oil (VLSFO) prices at Los Angeles and Long Beach increased by 34% to $571 per metric ton. Meanwhile, prices in Houston, TX, climbed by 35% to $537 per metric ton. Both prices are 12-month highs but remain below pre-pandemic levels. Ship & Bunker's YTD global 20 port average VLSFO bunker fuel price rose by 32% to a 12-month high of $557 per metric ton.

Table 1. Major grains: production and use, June 2021, million bushels

	Corn	Soybeans	Wheat	Total	Y/Y
		United States *2021/22* ***(Projected)***			
Production	14,990	4,405	1,898	21,293	**5.7%**
Exports	**2,450**	**2,075**	**900**	**5,425**	**-11.3%**
Domestic use	12,315	2,344	1,205	15,864	**1.9%**
Ending stocks	**1,357**	**155**	**770**		
Total use	14,765	4,420	2,105		
Stocks/use	**9.2%**	**3.5%**	**36.6%**		
		United States *2020/21* ***(Estimated)***			
Production	14,182	4,135	1,826	20,143	**5.4%**
Exports	**2,850**	**2,280**	**985**	**6,115**	**38.2%**
Domestic use	12,170	2,281	1,123	15,574	**0.0%**
Ending stocks	**1,107**	**135**	**852**		
Total use	15,020	4,560	2,108		
Stocks/use	**7.4%**	**3.0%**	**40.4%**		
		2019/20			
Production	13,620	3,552	1,932	19,104	
Exports	**1,778**	**1,682**	**965**	**4,425**	
Domestic use	12,185	2,270	1,123	15,578	
Ending stocks	**1,919**	**525**	**1,028**		
Total use	13,963	3,952	2,089		
Stocks/use	**13.7%**	**13.3%**	**49.2%**		

Source: USDA, World Agricultural Supply and Demand Estimates, June 2021

Outlook for MY 2021/22: According to USDA's June WASDE, total U.S. exports of the three major grains are expected to reach 5.4 million bushels in MY 2021/22, down 11% from MY 2020/21 (see table). From MY 2020/21, corn production is expected to increase by 6%, to 15 million bushels; soybean production is projected to increase by 7%, to 4.4 million bushels; and wheat production is expected to increase by 4%, to 1.9 million bushels.

China continues to drive U.S corn exports. YTD total U.S. export sales commitments of corn are 66% more than the same time last year, with China accounting for 34% of that demand. However—with increased competition from Argentina, Brazil, and Ukraine—MY 2021/22 U.S. exports are projected to decline by 14% to 62.3 million metric tons (mmt) from last year. Still, if realized, projected volumes for U.S. corn exports would be the third-largest on record.

China also continues to drive the export demand for U.S. soybeans. The decline in African Swine Fever outbreaks and rebounding pig numbers have increased Chinese demand for U.S. soybeans. Total soybean export commitments are 39% above last year, with China accounting for 58% of the total. In MY 2021/22, U.S. soybean exports are projected to fall by 9% to 56.5 mmt, because of tight stocks and strong domestic demand for soybean meal and oil. Soybean oil use is expected to rise because of growth in biodiesel use.

YTD total wheat commitments for MY 2021/22 are down 9% from MY 2020/21. Because of more competition from major exporting countries, U.S. wheat exports are projected to decline by 9% in MY 2021/22. Although still strong, Chinese demand for imported wheat is expected to decline with stronger domestic production. Total U.S. wheat-export commitments to China are 52% lower than at the same time last year. With record wheat crops and competitive prices, Russia is expected to remain the top wheat exporter in MY 2021/22, despite uncertainty caused by the country's floating tax policy. *(Article courtesy of: GTRContactUs@usda.gov)*

[1] The secondary market provides shippers a means to obtain guaranteed rail service. The prices trade at a premium or discount relative to the tariff rate.
[2] All the rates are adjusted by the Producer Price Index published by the Bureau of Labor Statistics, Producer Price Indexes databases.

Vessel News

With the festive christening of *"BN354 Muria"* at the yard in Stroobos, **Barkmeijer Shipyards** completed the construction of a series of three diesel-electric shallow draft pushers for client **Chemgas Shipping**. Sister ships *"BN349 Maderas"* and *"BN350 Merapi"* were already transferred to Chemgas in May. The three electrically powered push boats are especially suitable for sailing at (very) low water levels. As a result, the pushers fit in perfectly with Chemgas' ambitious fleet replacement program, in which, in addition to strengthening the fleet, part of the fleet is also made suitable for periods with low water levels. The electric propulsion system – the Eprop® system – is unique to the pusher series, which was developed in close collaboration with D&A Electric. In this case, the electric drive uses four small diesel generator sets for the energy supply. The smart Power Management System efficiently manages the energy supply on board and allows an optimal distribution of the generators on both the pusher and barge, ensuring optimum thrust with high performance stability and low fuel consumption. The use of the Eprop® propulsion also provides better sailing and maneuvering characteristics, which means that you can also sail effectively on fewer generators. The required energy is now supplied by four Caterpillar C18 generator sets, of which three are installed on board the pusher and one set on the push barge. For example, the push boat can also sail with only the generator set of the push barge. The Power Management System also ensures that later on it is also possible to sail on emission-free energy sources, such as batteries, fuel cells. These ships are therefore really ready for the future! Chemgas has specifically chosen the KP1250 pusher type because these diesel-electric vessels have a very shallow minimum draft of only 1.20 meters. Low water levels on rivers are increasingly common during dry periods. In order to be able to sail at all times, it is essential for shipowners to have vessels with a shallow draft at their disposal. The *"Maderas"*, *"Merapi"* and *"Muria"* are added to the inland shipping fleet of Chemgas, which operates with its ships from Vlissingen, Rotterdam, Antwerp to Basel. The Thecla Bodewes Shipyards yards have built no fewer than 15 ships for Chemgas in recent years. Chemgas is the market leader in the transport of pressurized liquefied gases by sea and inland vessels up to 3,500m3. With the recent deliveries of the *"Maderas"*, *"Merapi"* and *"Muria"*, three future-proof pushers have been added to the Chemgas fleet.

A new fleet of innovative diesel/battery electric pushboats for **Hidrovias do Brasil S.A.**, a leading South American logistics operator, have recently begun construction in **Belov Engenharia Shipyard**, in Salvador, Brazil, to a design from **Robert Allan Ltd.** of Vancouver, BC, Canada. The vessels will provide terminal assistance on the Amazon River system, with delivery of the first vessel in 2022. These pushboats are expected to be the world's first battery electric shallow draft pushboats when they begin operating in the Amazon River system. These interesting new vessels are of the RApide 2000-E design, fitted with a DC grid diesel-battery electric propulsion system, two diesel generators, two L-Drives and a large battery bank (600kWh initial installation, with capability to scale up to 1,800kWh). The pushboat is equipped with two L-Drive units, each with an input power of 350kW. The propulsion system is diesel-electric to improve efficiency when operating in lower power modes. The vessel is certified as an inland navigating vessel by DNV. The particulars of the RApide 2000-E are as follows: Length overall: 20.4m; Beam, moulded: 10.0m; Depth, moulded: 3.2m; Minimum operating draft: 2.2m; Normal operating draft: 2.5m.

KOTUG International B.V. (KOTUG) announces the establishment of an Inland Shipping division to provide electric powered pusher tugs and smart AI-driven dispatch and route planning applications for the inland water transportation industry. With these logistics solutions, KOTUG aims to support the worldwide energy transition and the modal shift from road transport to waterways while meeting the growing demand for electric-powered vessels. The set-up of the inland shipping activities results from developing a range of modular and scalable electric pusher tugs, the **E- Pusher™ Series**, powered by swappable energy containers. The E-Pusher™ Series currently has three models ranging from 5.5 to 22 meters in length and a maximum depth of 0.6 to 1.35 meters resulting in a draft that is 30% less than conventional pusher tug designs. Due to the modular approach and lean assembly method, KOTUG reduced the construction time by more than 25% compared to traditional vessels. Together with her partners, KOTUG developed various energy containers ranging from Stage V diesel, (Bio)gas and Hydrogen to battery solutions. For smart operations KOTUG will use OptiPort, its advanced dispatching, route and reporting tool. KOTUG OptiPort is an automated dispatching system based on historical and real-time information bridging port and terminal information with ship operations. The tool supports fleet owners in optimizing expected departure- and arrival times, routing and speed control, leading to reduced energy usage and just-in-time departure and arrival. The system is active since 2017 and is currently in use by vessel operators in Australia, Japan, the United States, Canada, Belgium and the Netherlands. With KOTUG CityBarge B.V., KOTUG recently started activities in the municipality of Leiden with a 5.5 meter E-Pusher™ providing a zero-emission alternative for heavy truck transport in inner-cities. KOTUG CityBarge BV. is a partnership of KOTUG with Circle Line Logistics B.V., aiming to make cities more livable by restoring existing inner-city waterways by using them to transport garbage, construction materials and retail products.

Conrad Shipyard hosted a Steel Cutting Ceremony for **Great Lakes Dredge & Dock Company** (GLDD) at its shipyard in Morgan City, Louisiana. The ceremony signifies the start of construction of two Damen designed Multi-Cat vessels, the first Multi-Cats to be built in the U.S. Deliveries are scheduled for Q3 and Q4 of 2022. The two identical vessels measure 98.92' in length and are powered by three Caterpillar C32 TTA engines capable of meeting speeds of 10.2 knots. Equipped with large winches and deck cranes, the vessels will have maximum bollard pull of 31.75 short tons. David Johanson, GLDD's Senior Vice President of Project and Area Operations for the Gulf of Mexico, said the new vessels eliminate the need for assorted floating support equipment such as derrick barges, towboats and anchor barges. *"The Multi-cats also significantly increase operational safety – enabling hose and pipe maintenance works to take place securely on deck reducing the risk of man-overboards compared to standard industry methods utilizing floating pontoons. This will improve our operational efficiency,"* he said. Brett Wolbrink, Conrad Executive Vice President and Chief Operating Officer, discussed the relationship between Conrad and GLDD: *"We are pleased to be constructing multiple vessels for GLDD and we value the continued confidence that GLDD has shown in Conrad and in our talented workforce—not only in new construction but also in repair. It is our pleasure to work with your team, and it is our honor to build these unique and versatile vessels for you,"* he said.

The M/V *"Gretchen V. Cooper"*, the nation's first linehaul towing vessel powered by Tier 4 Caterpillar high-speed engines with selective catalytic reduction, was built by **Blakeley BoatWorks** (BBW) and is now operated by **Cooper Marine and Timberlands** (CMT). BBW and CMT are both headquartered in the port of Mobile, Alabama and are wholly owned subsidiaries of **Cooper/T. Smith**. M/V *"Gretchen V. Cooper"* is fully compliant with the latest United States Coast Guard regulatory requirements. This 3,400-horsepower vessel is 110-feet long, 33-feet wide, and expands CMT's fleet to 20 vessels. Currently, Tier-4 diesel engine standards are the strictest U.S. Environmental Protection Agency emissions requirements for new engines found in inland marine vessels. Tier-4 compliant engines significantly reduce emissions of particulate matter, or black soot, and nitrogen oxides to near zero levels. These engines save fuel and reduce emissions by more than 86% for large applications like marine vessels. The towboat is powered by two Caterpillar C3512E 3,400HP Tier IV diesel marine engines operating at 1,800RPM and coupled to Twin Disc MGX5600 gears. Thompson Caterpillar also supplied electrical power with two Caterpillar C4.4 Tier III generators with RW Fernstrum, Inc. keel coolers throughout. A pair of Southeastern Propeller 88" x 74' x 9" four-blade stainless steel propellers provide thrust through two J & S Machine Works, Inc. 9" ABS Grade two propeller shafts with Cutlass shaft bearings, Thordon rudder bearings, and Kemel shaft seals. Gulf Coast Air and Hydraulics supplied the steering system for the two 9" main and four 8" flanking rudders. Hydra Force LLC provided a pair of Quincy reciprocating air compressors, with ventilation fans provided by Donovan Marine. Schuyler Maritime, LLC supplied varying sizes of rubber fendering around the perimeter of the vessel and push knees. Stone Construction provided a Mitsubishi mini-split HVAC system in all interior spaces with Blakeley BoatWorks providing all custom woodwork and interior finishes. Bozant supplied aluminum and rubber-framed windows and Donovan Marine supplied a pair of Patterson 40-ton deck winches. Blakeley BoatWorks installed all electronics, communications, and an alarm system. The towboat has a capacity of 44,200 gallons of fuel, 10,000 gallons of potable water, along with providing a maximum 8'-6" working draft. The vessel is outfitted with six crew staterooms housing eight crewmen, 4½ baths and a full galley arrangement.

Master Marine, Inc. (MMI) has delivered the 67' x 28' M/V *"Rock Solid"* to **Plimsoll Marine**. The *"Rock Solid"* is the third vessel that MMI is scheduled to deliver to Plimsoll Marine, one of the Lower Mississippi River's premier push boat operators. These four state-of-the-art vessels are designed by Entech Designs, LLC and are fully compliant with all United States Coast Guard regulatory requirements. The towboat is powered by two Laborde Products, Inc. Mitsubishi 803HP Tier III diesel marine engines operating at 1,400RPM and coupled to Twin Disc 5321 gears. Laborde Products also supplied electrical power with two Northern Lights 65KW Tier III electronic controlled generators with RW Fernstrum, Inc. keel coolers throughout. A pair of Sound Propeller Services, Inc. 70" x 48" x 7" four-blade stainless steel propellers provide thrust through two J & S Machine Works, Inc. 7" ABS Grade two propeller shafts with all Thordon Bearings, Thorplas bushings and shaft seals. RIO Controls and Hydraulic, Inc. supplied the steering system for the two 7" main and four 7" flanking rudders. Gulf Coast Air & Hydraulics, Inc. provided a pair of Quincy reciprocating air compressors and ventilation fans. Schuyler Maritime, LLC supplied all 18" x 12" rubber fendering around the perimeter of the vessel and push knees. R.S Price & Son provided a Carrier mini-split HVAC system in all interior spaces with Blakeney Marine providing all custom woodwork and interior finishes. Donavon Marine supplied the large Bomar aluminum windows and Dales Welding and Fabricators, LLC provided the aluminum exterior doors. Wintech International, LLC supplied a pair of 40-ton deck winches and New World, Inc. provided all electronics and communications, with an alarm system from Unlimited Control & Supply, Inc. Each of the four towboats have the capacity for 10,400 gallons of fuel, 4,359 gallons of potable water and 9,500 gallons of ballast water, along with providing a maximum 7'-9" working draft. Each vessel is outfitted with three crew staterooms housing six crewmen, 1½ baths and a full galley arrangement.

Maritime Partners proudly launches the M/V *"Ryan James"*. The vessel, an impressive 2,000HP Tier III towboat powered by a pair of Cummins QSK 38 diesel main engines with Reintjes WAF 572 7:1 reduction gears, was constructed in collaboration with **Intracoastal Iron Works** (IIW) of Bourg, LA and Naval Architects **Entech Designs**. At 78'x34'x 10', the M/V *"Ryan James"* will be the fifth identical vessel delivered from IIW with an additional 3 more vessels under construction and an anticipated Q4- 2021 delivery of the MV *"Emily Webber"*.

Belle Chasse, La., based **C&C Marine and Repair LLC** has delivered the M/V *"Ned Brooks"*, the fourth in a 15-boat series on order at the yard for Metairie, La., based **Maritime Partners LLC**. The 2,600HP, 84- by 34-foot towboat was designed by Kenner, La., based Entech Design LLC, with the 3D modeling and production drawings being carried out by C&C Marine and Repair's in-house engineering department. Main propulsion power is provided by two Cummins QSK38-M1 main engines, supplied by Cummins Mid-South, paired to two Reintjes WAF 665 reduction gears, provided by Karl Senner LLC. The vessel's steering system HPU and monitoring system were all provided by Rio Controls and Hydraulics. The vessel is equipped with a pair of Cummins QSB7-DM 99kW generators, also provided by Cummins Mid-South. The towboat offers a total of six beds. A soft-core joiner system, provided by Marine Interior Systems, is installed in the accommodation spaces for added comfort and fire safety. The navigation and communications package, provided by Wheelhouse Electronics, includes Furuno radar equipment, transducer, satellite compass, AIS system, loud hailer, as well as a Standard VHF radio, Alphatron swingmeter, Young weather sensor, and Intellian Satellite TV antenna. The vessel is equipped with two Carlisle and Finch 1,000-Watt searchlights, and a pair of Patterson 40-ton winches provided by Donovan Marine. The next boat in the series is scheduled for delivery to Maritime Partners in mid-June 2021, with each subsequent towboat being delivered every two months.

On June 15th, 2021, **Metal Shark**'s Bayou La Batre, Alabama shipyard delivered its third 120' x 35' river towboat for **Florida Marine Transporters, Inc.** (FMT) of Mandeville, Louisiana. The four-decked, welded-steel, USCG Subchapter *"M"*-compliant towboat *"Gianna Hull"* was designed by John W. Gilbert Associates, Inc. The vessel's twin Cat marine diesel engines deliver over 2,000HP each and turn 100" x 69" stainless steel propellers through Twin Disc reverse reduction gears with a 6.56:1 ratio. Sleeping accommodations and facilities have been provided for a nine-person crew. The new towboat is the third delivery in a three-vessel contract with FMT announced in late 2018, following Metal Shark's acquisition of the assets of Horizon Shipbuilding earlier that year. With the purchase, Metal Shark, best known as a builder of welded aluminum vessels, assumed ownership of a fully developed Alabama shipyard and began its expansion into steel shipbuilding, refit, and repair.

As of June 10, 2021, **Colton Co.** reports 19 push and towboats delivered by U.S. shipyards year-to-date in 2021, compared to 96 in 2020, 62 in 2019, 47 in 2018, 40 in 2017, 83 in 2016.

2021 Deliveries of Pushboats / Towboats Sorted by Owner/Operator

Name	*Builder*	*Owner/Operator*	*Type of Vessel*	*GT*	*Date*
Gretchen V. Cooper	Blakely BW	Cooper Marine	1,600-hp Tow boat	131	25-Feb-21
Mo Chiasson	Steiner SY	Florida Marine	2,400-hp Tow boat	322	24-Mar-21
Gianna Hull	FMT Shipyard	Florida Marine	4,000-hp Tow boat	469	26-May-21
Bow ling Green	C & C Marine	Hines Furlong Line	-hp Tow boat	1335	10-May-21
Ron Nokes	Steiner Const.	Kirby Inland Marine	4,000-hp Tow boat	733	27-Jan-21
Chris Miller	Eymard Marine	Maritime Partners	-hp Tow boat	222	06-May-21
Ned Brooks	C & C Marine	Maritime Partners	2,600-hp Tow boat	298	15-Apr-21
Stephen J. Leaman	Conrad SY	Norfolk Tug Co.	3,000-hp Tow boat	151	20-Jan-21
Olive Parker	C & C Marine	Parker Tow ing	-hp Tow boat	550	04-Feb-21
Houston Honor	Unknow n	Unknow n	-hp Tow boat	121	29-Jan-21
Ulysses	Unknow n	Unknow n	Pushboat	17	25-Feb-21
Miss Anna	Marine Inland Fab.	Unknow n	Pushboat	11	04-Mar-21
Seaw ard 12	Marine Inland Fab.	Unknow n	Pushboat	11	08-Mar-21
Marlee	Unknow n	Unknow n	-hp Tow boat	32	19-Mar-21
Seaw ard 9	Marine Inland Fab.	Unknow n	Pushboat	16	01-Apr-21
David B	Marine Inland Fab.	Unknow n	Pushboat	20	27-Apr-21
Chelsea	MM	Unknow n	Pushboat	16	18-May-21
Spot 3A	BNR	Unknow n	Pushboat	19	20-May-21
Spot 3B	BNR	Unknow n	Pushboat	19	20-May-21

Company News

Kirby Corporation of Houston, Texas' net earnings attributable to Kirby for the second quarter ended June 30, 2021 of $10.2 million, compared with net earnings of $25.0 million for the 2020 second quarter. Consolidated revenues for the 2021 second quarter were $559.6 million compared with $541.2 million reported for the 2020 second quarter. As of June 30, 2021, Kirby operated 1,046 inland tank barges, 260 inland river pushboats, 44 coastal tank barges, four offshore dry-bulk cargo barges and 46 tugboats.

David Grzebinski, Kirby's President and Chief Executive Officer, commented, *"Kirby's second quarter results reflected improved market dynamics and increased demand across most of the Company's end markets. With the U.S. economy continuing to recover, our refining and petrochemical customers ramped up production and inland barge availability tightened meaningfully…. In marine transportation, our inland business experienced a strong improvement in demand which resulted in second quarter average barge utilization increasing into the low to mid-80% range. This increase was primarily driven by improved economic conditions, higher refinery and chemical plant utilization, and increased demand for refined products and black oil. The Colonial Pipeline outage also provided significant temporary increases in barge demand during the second half of May. These favorable market dynamics helped to sequentially improve spot market pricing for the first time in over a year. Overall, inland revenues increased 13% sequentially and operating margins improved into the high single digits for the second quarter."*

Marine Transportation - Marine transportation revenues for the 2021 second quarter were $332.9 million compared with $381.0 million for the 2020 second quarter. Operating income for the 2021 second quarter was $18.5 million compared with $51.4 million for the 2020 second quarter. Operating margin for the 2021 second quarter was 5.6% compared with 13.5% for the 2020 second quarter. In the **inland market**, average barge utilization was in the low to mid-80% range during the quarter compared to the mid-70% range in the 2021 first quarter and the mid-80% range in the 2020 second quarter. Inland barge volumes increased sequentially as the U.S. economy continued to improve, and Gulf Coast refinery and chemical plant activity recovered from the effects of Winter Storm Uri. Barge demand was further increased by the Colonial Pipeline outage that occurred in May. Operating conditions were fair with improved weather conditions and reduced flooding across the waterway network. However, significant lock closures along the Gulf Intracoastal Waterway contributed to a 4% increase in delay days year-on-year. As a result of increased barge utilization, average spot market rates improved approximately 10% sequentially. However, when compared to the 2020 second quarter, spot market rates were down approximately 10 to 15%. Term contract pricing on the few expiring contracts that renewed in the second quarter declined in the mid-to high single digits on average compared to a year ago. Revenues in the inland market declined 16% compared to the 2020 second quarter due to the impact of lower pricing and barge utilization, partially offset by increased fuel rebills. Compared to the 2021 first quarter, revenues increased 13% due to higher barge utilization and improved spot market pricing. During the 2021 second quarter, the inland market represented 76% of segment revenues and had an operating margin in the high single digits. While inland operating margins improved sequentially, when compared to the year ago quarter, they were lower due to reduced barge utilization and pricing.

In the **coastal market**, weak demand for refined products and black oil transportation contributed to low spot market activity and barge utilization in the low to mid-70% range. Pricing on spot and term contracts was generally stable during the quarter. Revenues in the coastal market were modestly higher compared to the 2020 second quarter and represented 24% of segment revenues. The coastal business had a negative operating margin in the mid-single digits during the quarter.

Commenting on the 2021 full year outlook, Mr. Grzebinski said, *"The second quarter's financial results reflected improving momentum for both of Kirby's segments with strong sequential gains in revenue and earnings. As we look forward into the second half of the year, we expect further growth in both marine transportation and distribution and services as the U.S. and international economies reopen. While we remain very optimistic about increased business activity for the remainder of 2021, the recent spike in COVID-19 cases in pockets of the U.S. and around the world has created uncertainty which could impact the pace of the recovery. Increasing supply chain and labor constraints are also concerning, particularly in distribution and services, where delays in key components could defer some product sales and manufacturing deliveries in the second half of the year."*

*"In **inland marine**, Kirby's barge utilization, which is currently in the mid-80% range, is expected to gradually increase into the high 80% to 90% range during the second half of 2021. This increase in activity should yield further improvements in the spot market, which currently represents approximately 35% of inland revenue, and contribute favorably to revenues and operating margins. During the balance of 2021 and into 2022, term contracts that renewed lower during the last several quarters should gradually reset to reflect the improved market conditions. Overall, inland revenues are expected to increase in the second half of the year with inland operating margins in the low double digits for the third quarter and further operating margin improvement expected in the fourth quarter subject to seasonal weather disruptions and potential COVID-19 issues slowing the economic recovery."*

*"In **coastal**, market conditions are expected to remain challenging for the remainder of the year, but increasing demand for refined products is expected to contribute to modest improvement in spot market activity levels. As a result, Kirby expects coastal barge utilization to increase into the mid-70% range with third and fourth quarter revenues and operating margins modestly improved compared to the 2021 second quarter."*

Kirby expects 2021 capital spending to range between $125 to $145 million, with the midpoint representing a year-on-year reduction near 10%. Approximately $15 million is associated with the construction of new inland towboats, and approximately $95 to $110 million is associated with capital upgrades and improvements to existing inland and coastal marine equipment and facility improvements.

Arcosa, Inc announced that first quarter ended March 31, 2021 revenues decreased 10% over fourth quarter 2020 to $440.4 million, while net income was $15.9 million. Antonio Carrillo, President and Chief Executive Officer: *"…We have also dealt with rapid steel price inflation in a disciplined manner. We proactively implemented price increases across our businesses in the fourth quarter of 2020, which has helped mitigate the impact on margins. However, we expect our steel-related businesses to continue to experience the impact of inflationary pressures. In our barge business, high steel prices continue to impact conversion of inquiries to new orders. Given soft order activity, we announced the planned idling of one of our three barge manufacturing plants, in an effort to match our operating footprint to industry demand."*

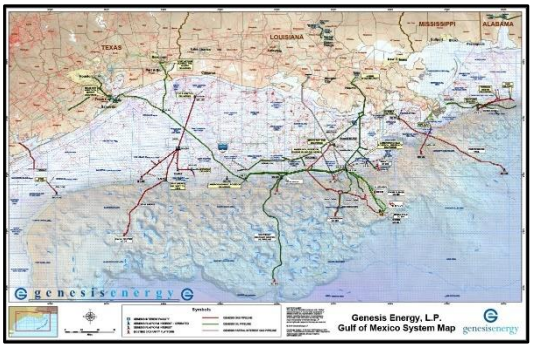
Transportation Products – First quarter revenues were $80.2 million, down 31% year-over-year. **Barge** revenues decreased 35% driven by lower hopper and tank barge deliveries. Steel components revenues declined 20% year-over-year but increased sequentially, as the new railcar market showed signs of a potential bottoming. Adjusted Segment EBITDA decreased 53% year-over-year to $8.7 million, representing a 10.8% margin compared to a 16.0% margin a year ago. Segment margins decreased due to declines in operational efficiencies from reduced capacity utilization. Dry barge inquiries continue to support a healthy level of replacement demand; however, persistently high steel prices continue to delay order conversion. The barge business received orders of approximately $16 million in the quarter, for a book-to-bill of 0.3. Backlog at the end of the first quarter decreased to $133.2 million from $175.5 million at the start of the year. During the quarter, Arcosa took further steps to reduce its costs and announced the planned idling of its Madisonville, Louisiana barge facility in the third quarter of 2021. It remains confident in the medium and long-term fundamentals for its Transportation Products businesses once short-term macroeconomic conditions improve.

Commenting on the outlook for 2021, Carrillo noted, *"Overall, our key growth businesses, Construction Products and Engineered Structures, are positioned well for the future, and we remain optimistic on a recovery in our barge and rail components businesses once steel prices moderate."*

Genesis Energy, L.P. reported its results for the first quarter ended March 31, 2021. Net Loss Attributable to Genesis Energy, L.P. of ($34.2) million for the first quarter of 2021, compared to Net Income Attributable to Genesis Energy, L.P. of $24.9 million for the same period in 2020. In addition to both on and offshore pipelines & refinery services, Genesis operates 82 *"brown water"* barges and 33 inland river pushboats with a total capacity of abt. 2.3m BBL. Offshore marine *"blue water"* operations include nine boats and nine coastwise barges (abt. 0.9m BBL capacity), plus the 330,000BBL capacity ocean-going tanker *"American Phoenix"*.

Grant Sims, CEO of Genesis Energy, said, *"The first quarter of 2021 demonstrated our market-leading businesses are in fact resilient and our financial results were consistent with, if not slightly ahead of, our internal expectations. As we look forward, we remain increasingly confident that improving macro-economic conditions provide us significant operating leverage to the upside.….Our* ***offshore pipeline transportation*** *segment performed in-line with our expectations and achieved a more normalized earnings run rate during the first quarter. We successfully re-established service on our CHOPS pipeline system on February 4th and all barrels that were previously diverted to our 64% owned Poseidon pipeline have returned to our CHOPS pipeline system. The second quarter is typically a heavy maintenance quarter for our producer customers in the Gulf of Mexico, and we would expect a certain level of planned downtime associated with these activities. Even with this expected downtime, we still anticipate to achieve a quarterly Segment Margin of around $80 million. Our* ***marine transportation*** *segment continues to be negatively impacted by lower refinery utilization which has pressured both rates and utilization. The first quarter also included a lower contract rate for the American Phoenix and multiple dry-docks in our blue water fleet which further lowered our fleet utilization. Despite these challenges, the severe weather in Texas and Louisiana in the first quarter provided a backdrop for increased utilization for our brown water fleet as refinery disruptions required the use of our type of marine equipment to move barrels in and out of certain refinery complexes. The equipment supply and demand dynamic that drove our financial performance in the first half of 2020 still exists in the market today and as refineries return to more normalized utilizations in the second half of 2021 and in to 2022 we would expect to experience improving fleet utilization, which is the pre-cursor to increasing rates and improving financial performance. The 'American Phoenix' also started her new 12-month contract with an investment grade refining company in April at rates higher than the first quarter of 2021."*

Marine transportation Segment Margin for the 2021 Quarter decreased $11.9 million, or 63%, from the 2020 Quarter. This decrease is primarily attributable to lower utilization and day rates in Genesis' inland business during the 2021 Quarter and lower rates in Genesis' offshore barge operation, including its M/T *"American Phoenix"* tanker. Genesis expects to see continued pressure on its utilization, and to an extent, the spot rates on Genesis' inland business as Midwest and Gulf Coast refineries have continued to run at lower utilization rates to better align with overall demand as a result of Covid-19 and the current operating environment. Genesis has continued to enter into short term contracts (less than a year) in both the inland and offshore markets because it believes the day rates currently being offered by the market have yet to fully recover from their cyclical lows. Genesis also recontracted its M/T *"American Phoenix"* tanker beginning in the second quarter of 2021 through the first quarter of 2022 at a higher rate than the 2021 Quarter.



Offshore pipeline transportation Segment Margin for the 2021 Quarter decreased $1.0 million, or 1%, from the 2020 Quarter, primarily due to lower overall volumes on Genesis' crude oil and natural gas pipeline systems. These lower volumes are primarily the result of Genesis' CHOPS pipeline being out of service through February 3, 2021 due to damage at a junction platform that the system goes up and over as a result of the 2020 hurricane season. On February 4, 2021, Genesis placed the CHOPS pipeline back into service upon the installation of a bypass that allows its pipeline to operate around the junction platform. The lower CHOPS pipeline volumes during the 2021 Quarter were partially offset by increased distributions from Genesis' equity method investments, primarily associated with its 64% owned Poseidon oil pipeline system, as Genesis was able to successfully divert CHOPS volumes to Poseidon during its out of service period. Additionally, Genesis had higher volumes on its 100% owned SEKCO pipeline as a result of higher volumes from the Buckskin production field, which is fully dedicated to SEKCO and further downstream, Poseidon.

Eastern Shipbuilding Group, Inc. (ESG) hosted the grand opening of its Port St. Joe Facility (PSJ) adding to the company's operational capabilities a 40-acre site that encompasses 1,000 feet of deepwater bulkhead with unrestricted access to the Gulf of Mexico test and trials grounds. The new facility is dedicated to final outfitting and testing of commercial new construction vessels as well as topside repairs. *"We are proud to commission our third facility with the strong support from the local community and our dedicated workforce,"* said Joey D'Isernia, President of Eastern Shipbuilding Group. *"This is an exciting chapter in our long history of quality shipbuilding as we add new capacity and capabilities to offer our customers and build a longstanding presence in Gulf County."* Hundreds gathered from across the Florida panhandle to celebrate the economic development event and see the new Ollis-class Staten Island Ferries constructed by ESG. The occasion was marked by remarks from Congressman Neal Dunn, local dignitaries, and a ribbon cutting. *"This is an exciting day for Gulf County and the rest of Florida's Second Congressional District. This town was ravaged by Hurricane Michael just three short years ago affecting the livelihoods of everyone in the area. This project will bring hundreds of jobs to the area and will give more Gulf County residents the chance to achieve the American Dream. Thank you to everyone who worked to make this opportunity possible!"* said U.S. Congressman Neal Dunn. ESG recently completed a $6 million infrastructure improvement project at the Port St. Joe Facility to allow for vessel outfitting to commence and has embarked on a $50 million 15,000 ton dry-dock project to provide full vessel sustainment services. This dry-dock has been specifically designed to be able to service both government and commercial ships and can haul large deep draft vessels. The PSJ Facility expands ESG's labor pool into a new region and will not be competing with ESG's other shipyards for skilled trades. With three facilities along the Gulf Coast on Florida's Panhandle, Eastern is one of the only shipbuilders in the United States that can perform commercial shipbuilding competitively while simultaneously managing a large government program. The 40-acre Nelson Street Facility and operational headquarters is dedicated to the U.S. Coast Guard Offshore Patrol Cutter project to ensure continuous and uninterrupted construction of those critical national security assets. ESG is well underway on a $45 million facility optimization project at the Nelson Street Facility that is fully permitted and funded. The 300-acre Allanton Facility where ESG operates the commercial side of the business has over 6,000 feet of water frontage leading into St. Andrew's Bay and the Gulf of Mexico. ESG is currently the largest private employer in Bay County and has approximately 1,300 employees and contract workers across its three main shipbuilding facilities.

Southern Towing Company (STC), an affiliate of **CC Industries** (CCI), announced February 2, 2021 that it acquired **Devall Towing** (Devall) from the Devall family. Founded in 1952, Devall is a towboat and barge operator for specialty chemicals along the Gulf Intracoastal Waterway and Lower Mississippi River. The acquisition expands STC's operations into specialty chemical products. The combination of Devall's long-standing customer relationships with STC's upriver capabilities allows Devall and STC to provide integrated marine transportation solutions across the Gulf Intracoastal and U.S. inland waterways. STC's CEO Ed Grimm stated, *"The acquisition significantly enhances Southern Towing's Gulf Coast capabilities. We look forward to growing our transportation capabilities, while continuing to provide superior service to the customers we are privileged to serve."* Devall is headquartered in Sulphur, Louisiana, and operates a fleet of 36 towboats and 125 liquid tank barges. Devall will continue to operate under its original brand as a new division of STC. The members of the management team will continue in their current roles. *"The Devall family and team are excited to partner with both Southern Towing and CCI. We believe that the cross-selling opportunities with Southern Towing are extremely compelling, and that CCI's extensive experience and resources positions Devall for future growth,"* added Kenny Devall, COO of Devall, who will continue to lead the Company. Bill Crown, President and Chief Executive Officer of CCI stated, *"Devall shares the same core values and vision that we have at STC and CCI. We look forward to building on those shared values to further invest in and grow Devall and STC."*