Marcon International, Inc.

Vessels and Barges for Sale or Charter Worldwide

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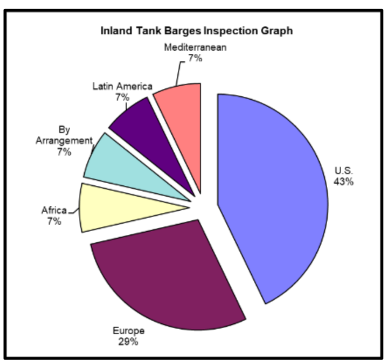
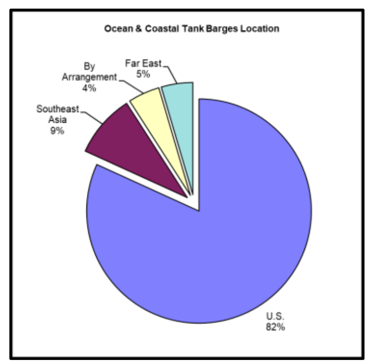
Tank Barge Market Report

Of the 3,739 barges and 13,438 vessels we currently track, 673 are tank barges with 14 inland and 22 ocean or coastal barges officially on the market for sale. The 14 inland tank barges were built between 1943 and 2016, with 10 or 71.4% 25 years of age or over. The oldest inland tank barge listed today is a 78 year old, 9,000BBL tank barge previously used for transporting #2 oil in the U.S. Great Lakes. This old lady is counterbalanced by a foreign-flagged 2016-built 11,070BBL capacity tank barge located the U.S. Midwest. One year ago, 19 inland barges were available with an average age of 29 years and five years ago, 56 inland barges were available with an average age of 28 years. The inland barges currently available for sale average 31 years old. Excess barges continue to sit on the market, with the continuation of scraping or selling for conversion to deck service, which was the case for our most recent tank barge sale.

Of the 22 ocean/coastal barges, only two are less than 10 years old. Five or 22.7% of the ocean & coastal barges are at least 25 years old with the oldest one, a U.S. flagged, double-hull, 41,000BBL barge, built in 1955 and rebuilt in 1978. This is countered by a 2016 built foreign flagged 38,000BBL double hull barge. In November 2017, 46.2% of the 26 ocean and coastal barges listed for sale were 25 years of age or older. Today, four fewer ocean/coastal barges are officially available for sale compared to five years ago and three less than one year ago. Average age of all ocean/coastal barges for sale today is 22 years old (2000), compared to 21 years last year (2000) and 28 years five years ago (1989). The decline in average age suggests that while older barges have been disposed of, relatively younger units are coming onto the market for sale.

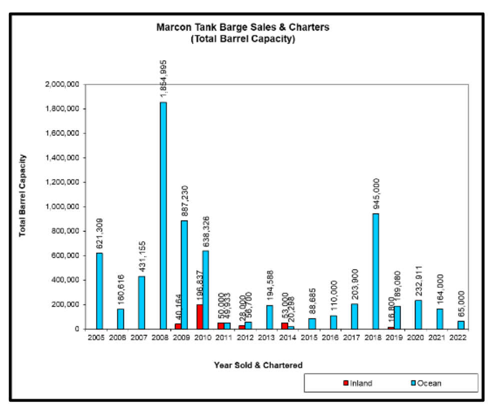


Six inland tank barges which Marcon had listed for sale on the report date are located in the U.S., followed by four in Europe and one each in Africa, Latin America, the Mediterranean and location unknown. Eighteen ocean / coastwise barges listed for sale are in the U.S., followed by two in Southeast Asia and one each in the Far East and with undisclosed location. Thirty-one of the 36 tank barges listed for sale worldwide are double hull. Twenty-two of these are U.S. flag of which 16 are 11 – 23 years old, five are 27 - 67 years of age and the remainder is six years old. The foreign double-hull barges range from six years old in the Far East up to 64 years old in the Mediterranean.



Marcon's Recent Sales and Charters

To-date in 2022, Marcon has sold or chartered a 70,000bbl ocean tank barge, two ocean deck barge totaling 9,652dwt, three inland deck barges totaling 14,350dwt, five tugs totaling 11,085BHP, a 3,900BHP anchor handling tug supply vessel, two platform supply vessels, a landing craft and two crew boats. In 2021, Marcon completed 11 sales and charters, including nine tugs totaling 45,690BHP, a 164,000BBL ocean tank barge and a 17,586dwt ocean deck barge. Since 1981, Marcon International has closely followed the tug, barge and offshore petroleum markets with over 1,544 vessels and barges sold or chartered worldwide. Sales include 106 ocean tank barges totaling 8.642 million BBL capacity (abt. 1,167,821dwt), 64 inland tank barge total 1.048 million BBL capacity (abt. 141,574dwt), 383 tugs (1,247,772BHP), 253 ocean & inland ocean deck barges (1,186,901dwt), 127 hopper barges, four tankers (7,794dwt) and one 2,995dwt LNG/LPG carrier.



Marcon's Market Comments

The tank barge market remains strong on a continued uptrend fueled by higher commodity demand and prices. The inland market is strong with high utilization and rising rates. Utilization in the 90 percent range, coupled with low levels of new construction of barges, is driving rates higher. The coastal market is steady, but still suffering from an overhang of excess capacity. The same inflationary pressures driving higher commodity prices also present a challenge for operating costs. The remainder of 2022 and into 2023 look to remain strong, but operators will face headwinds from continued inflation in wages, fuel and higher interest rates. The war in Ukraine and uncertainty around China's economy look certain to keep volatility high. Altered supply chains and the renewed focus on domestic production provide a positive back drop for the industry. Marcon currently has several 35,000 to 80,000 barrel ocean barges available for sale. Further details and price guidance are available upon request.

Highlighted Tank Barges & ATB Tugs Direct from Owners

Marcon currently has a total of 148 tankers and tank barges for sale worldwide of which 100 are double hull. 122 are non-U.S. and 26 U.S. flag. We also currently have nine ATB tugs for sale worldwide, two foreign and seven U.S. flag.

File: TB28129 Double Hull Tank Barge - Inland: 297.5' loa x 59.0' beam x 15.4' depth x 11.60' loaded draft. Built in 1979 by US Shipyard. **Rebuilt: 2011**. Foreign flag. GRT: 1,538. NRT: 1,461. Class: RINA C + barge-oil product; inland waterways 2. **Dwt: 4,420mt**. **Capacity: 27,625bbl**. Tanks: 8. Double Hull retrofit in July 2011. Cargo capacity 5,054m3 at 100%. Suitable for the transport of petroleum distillates with a flash point lower than 60 degrees C. **South America East Coast.**

File: TB34301 Double Hull Tank Barge - Ocean: 300.0' loa x 282.0' lbp x 60.0' beam x 24.0' depth x 19.50' loaded draft. Built in 2006 by Conrad Industries. U.S. flag. GRT/NRT: 2,792. Class: ABS + A1 Oil Tank Barge expired 07 Feb 2021. Laid-up. **Dwt: 6,114T**. Rakes: Double. **Capacity: 34,000bbl**. Tanks: 10. **Coiled**. FO: 124.8m3. FW: 6.3m3. Pumps: 2 - 2,500BPH. Anchors. Windlass. Crane: 2 - 3.25mt cargo base EBI/Techcrane F7-50. Gensets: 2 - 150kW, 1 - 65kW. Double hull. Asphalt/ 6 Oil. 34,000bbl capacity at loadline draft. BCM 182'. 1 - 10 million BTU heater. No tank coatings. 1 cargo system. ABS Class DD and SS overdue February 2021. Owner will entertain sale only out of US Registry. **U.S. East Coast.**

File: TB40335 Double Hull Tank Barge - Coastal: 335.0' loa x 320.0' lbp x 54.0' beam x 26.5' depth x 3.50' light draft x 16.80' loaded draft. Built in 1955 by Ingalls Shipbuilding; Pascagoula, MS. Rebuilt: 1978. U.S. flag. GRT/NRT: 3,793. Class: ABS Great Lakes Loadline exp May 2021, USCG Grade "E" COI exp. Apr 2025. **Dwt: 5,700T**. Rakes: Double. **Capacity: 41,000bbl**. Tanks: 5. Coiled. Pumps: 2 - 2,500gpm Layne Centrifugal deep well cargo / GM8-71 diesel powered. 1 - 3,500lb stockless anchors. Wire/Chain: 600' 2". Windlass: Electro Hyd (Skipper hyd). Gensets: 2 - 99kW / GM6-71 480vAC, 3PH, 60Hz. Heated asphalt barge. Raised trunk. 5 cylindrical cargo tanks. Double hull. Double chine bow, raked stern fitted with skegs & notch for tug. 8.0 million BTU/h vapor-liquid phase heater. Outlet temperature 385deg F. Barge has worked in fresh water since 1990. Unmanned barge. Approved for Grade E combustible materials in molten form. Contact Marcon for price ideas and further details. **U.S. Great Lakes.**

File: TB80007 Double Hull Tank Barge - Ocean: 336.0' loa x 322.2' lbp x 74.0' beam x 25.0' depth. Built in 2008 by Bollinger Shipyards, Inc.; Amelia, LA. U.S. flag. GRT/NRT: 4,228. Class: ABS +A1, Oil or Chemical Tank Barge, Unrestricted exp. October 28, 2023. **Dwt: 11,794mt**. Rakes: Ship bow. Bulkheads: 6 transv. **Capacity: 80,000bbl**. Tanks: 10. Pumps: 2 - BJ 12LS 16 GH 3-stage / DD Series 60. BW: 2 - BJ LS 16GH 1 stage. 6,000lb. Stockless anchors. Windlass: Coastal Marine. Crane: 2 - 1.1T Techcrane F10-50 hose. Winch: 2 Coastal Marine aft mooring, 2 fender hoist, 2 stern capstans. Gensets: 1 - 30kW / John Deere 4045DFM70B. Double hull barge for ATB operation. Notched stern with JAK 400K coupler. Raised trunk. Cargo gauging overfill protection. Stewart & Stevenson hydraulic drive & pump system. Vapor Recovery system. Yokohama fender slides port fore & aft. Emergency tow wire. Panama chocks. Dry docked, painted & all certificates freshly renewed late 2018, including second five year Special Survey, etc. ITC Tonnage: 5,813G / 3,914N. Compatible tug side of JAK system from former tug may be made available for installation on new tug. Owner will entertain offers. **U.S. Gulf Coast.**

File: TB81833 Double Hull Tank Barge - Ocean: 332.0' loa x 316.4' lbp x 74.0' beam x 25.0' depth x 4.50' light draft x 22.10' loaded draft. Built in 2002 by Friede Goldman Halter; Moss Point, MS. U.S. flag. GRT: 5,790. NRT: 3,846. Class: ABS+A1, Oil Tank Barge Unrestricted. USCG COI Grade "A" and Lower. SS due Aug 2022. **Dwt: 11,964lt**. Lt Displ: 1,860lt. Rakes: Double. Bulkheads: 6 transv / 1 long'l. **Capacity: 81,751bbl**. Tanks: 10. Pumps: 2 - 4500bph, Byron Jackson LS-12, 4 Stage. 1 - 5,000Ib anchors. Windlass: 1 - Hatlapa 100 hydraulic. Crane: 2 - EBI C-10-B (4,000Ib). Gensets: 2 - CAT3406 (cargo pump); 1 - 45kW John Deere. Double hull, all welded steel construction. All tanks are coated. (National NC-600). 2" cargo stripping system. Bergen tank radar gauging system / high level and overfill alarm system. Raised trunk. TPI at Loadline = 57.58LT. **U.S. Northwest.**

File: TB89839 Double Hull Tank Barge - Ocean: 399.8' loa x 382.1' lbp x 74.0' beam x 30.7' depth x 24.11' loaded draft. Built in 1996 by Gulf Coast Fabrication. U.S. flag. GRT: 6,840. NRT: 4,224. Class: ABS +A1, Oil and Chemical Tank Barge. Unrestricted. Expired 30 May 2021. Laid-up. **Dwt: 17,690T**. Lt Displ: 2,684lt. **Capacity: 89,891bbl**. Tanks: 14. Pumps: 2-Byron Jackson deepwell pumps / GM12V71; discharge 4,300BPH. Double hull. Seven tanks both port and stbd. Vapor recovery system. About 14,279m3 liquid capacity. Oil - F.P. 60 deg C or less and chemicals. **U.S. East Coast.**

File: TB99051 Double Hull Tank Barge - Ocean: 425.0' loa x 407.0' lbp x 72.6' beam x 41.0' depth x 30.00' loaded draft. Built in 2003 by Alabama Shipyard; Mobile, AL. U.S. flag. GRT/NRT: 7,320. Class: ABS + A1 Oil Tank Barge expired 28 Jan. USCG COI expired 01 Mar 2018. Laid-up. **Dwt: 18,000T. Capacity: 115,000bbl**. Tanks: 12. Coiled. Pumps: Cargo: 3-Byron Jackson Deepwell 5000BPH, 2-Byron Jackson Ballast. Crane: 2 - 2.7MT cargo booms with 20' outreach. 115,000bbl capacity at loadline draft (about 20,506m3 @ 98% MCR). BCM 207'. Black oil service. 1 - 10 million BTU heater. OPA'90 double hull. No cargo tank coatings. Ballast tanks are epoxy coated. 1 cargo system. ITC - 9,424 G / 5,993 N. Keen Sellers / Inviting serious cash offers after inspection. **U.S. East Coast.**

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File: TB99052 Double Hull Tank Barge - Ocean: 425.0' loa x 407.0' lbp x 72.6' beam x 41.0' depth x 30.00' loaded draft. Built in 2002 by Alabama Shipyard; Mobile, AL. U.S. flag. GRT/NRT: 7,320. Class: ABS + A1 Oil Tank Barge expired 22 Nov 2017. USCG COI expired 01 Nov 2017. Laid-up. **Dwt: 18,000T. Capacity: 115,000bbl**. Tanks: 12. Coiled. Pumps: Cargo: 3-Byron Jackson Deepwell 5000BPH, 2-Byron Jackson Ballast. Crane: 2 - 2.7MT cargo booms with 20' outreach. 115,000bbl capacity at loadline draft (about 20,506m3 @ 98% MCR). BCM 207'. Black oil service. 1 - 10million BTU heater. OPA'90 double hull. No cargo tank coatings. Ballast tanks are epoxy coated. 1 cargo system. ITC - 9,424 G / 5,993 N. **U.S. East Coast.**

File: TG22131 Tug - ATB - Twin Screw: 110.5' loa x 34.1' beam x 13.1' depth x 12.80' loaded draft. Built in 1976 by Allied Shipbuilders; Vancouver, BC. Canada flag. GRT: 395. Transport Canada Near Coastal Class 2. Annual Safety Inspection due Mar 2023; Drydock due Jan 2023. Dwt: 250T. 46.5m2 clear deck. FO: 221m3. FW: 16.9m3. Winch: Burrard HF-D double drum. Line Pull: 24.7T. Wire: 760m x 44.5mm. Main Engines: 2 x CAT D399TA **total 2,250BHP**. 2 - 83.3" x 79.3" FP props. Kort nozzles. **Bollard Pull: 27.2T**. Speed about 8-13kn on 5.77-8.46T. Gensets: 2 - 125kW / CAT 3306T 480v 60Hz 3ph. Firefighting: 682Lpm fire / ballast pump. 10 in 9 cabins. AirCon. Galley. Fitted with upper pilothouse in 2005. Formerly LR 100 A1 Tug Ice Class 1 Arctic Type A (discontinued). Hydraulic towing pins with 12" roller. Exclusively for sale via Marcon. Further details and price guidance on request. **Canada West Coast.**

Shipyard & Barge News

Per the **U.S. Coast Guard Merchant Vessels of the U.S. database** as of 3 October, 2022, 15 newly built tank barges and one tank ship were registered to date in 2022. This follows 92 tank barges built and registered in 2021, 204 tank barges in 2020 and 153 tank barges in 2019.

2022 Registrations of Tank Barges & Tank Ships with U.S. Coast Guard as of 3 October 2022

Vessel Name	USCG No	Vessel Service	Year Built	Shipyard	Owner
DBL 148	1323140	Tank Barge	2022	VESSEL REPAIR	DEVALL COMMERCIAL BARGE LINE LLC
DBL 149	1325414	Tank Barge	2022	VESSEL REPAIR	DEVALL COMMERCIAL BARGE LINE LLC
MPX 426	1313706	Tank Barge	2022	Arcosa	MARITIME PARTNERS SERVICES LLC
MPX 427	1313707	Tank Barge	2022	Arcosa	MARITIME PARTNERS SERVICES LLC
MPX 428	1313708	Tank Barge	2022	Arcosa	AMERICAN INLAND MARINE VI LLC
MPX 429	1313709	Tank Barge	2022	Arcosa	MARITIME PARTNERS SERVICES LLC
MPX 430	1313710	Tank Barge	2022	Arcosa	MARITIME PARTNERS SERVICES LLC
CTC 29111	1312002	Tank Barge	2022	West Gulf Marine	BKF MARINE INVESTMENTS TEXAS LLC I
CTC 29112	1313085	Tank Barge	2022	West Gulf Marine Shipyard	BKF MARINE INVESTMENTS TEXAS LLC-J
DBL 708	1321680	Tank Barge	2022	Conrad Orange Shipyard, Inc.	DEVALL COMMERCIAL BARGE LINE LLC
DBL 709	1321683	Tank Barge	2022	Conrad Orange Shipyard, Inc.	DEVALL COMMERCIAL BARGE LINE LLC
DBL 710	1321685	Tank Barge	2022	Conrad Orange Shipyard, Inc.	DEVALL COMMERCIAL BARGE LINE LLC
HFL 228	1323001	Tank Barge	2022	Southwest Shipyard.L.P. Brady Island	HFL BARGES LLC
TMTB 111	1322793	Tank Barge	2022	West Gulf Marine Shipyard	TMT BARGES LLC
TMTB 112	1322794	Tank Barge	2022	West Gulf Marine Shipyard	TMT BARGES LLC
M/V PICKLE RICK	1316046	Tank Ship	2022	St. Johns Ship Building	INTREPID TANKERS LLC

On Thursday 16 June 2022, **Master Boat Builders** announced the construction of a new 4,000HP tug for **PNE Marine Holdings, LLC**. The new tug is the sister ship to *"Polaris"*, which was delivered to **Polaris New Energy, LLC** earlier this year. The sister ship to *"Polaris"* will be coupled with a barge currently under construction at Fincantieri Bay Shipbuilding Company and will form a Jones Act compliant articulated tug barge (ATB) to help fuel the cruise ship industry's new LNG-powered ships in Port Canaveral in Florida. The tug is expected to be delivered to PNE Marine Holdings, LLC in 2023.

Robert Allan Ltd. has been awarded a contract by **Rio Maguari Shipyard** (Estaleiro Rio Maguari – ERM), located in Belém, Brazil, to develop the design package for an innovative Articulated Tug and Barge (ATB) for shipping containers along the coast of Brazil. These two ATB convoys will be owned and operated by **Aliança Navegação e Logística** (ANL), a major logistics services provider in Latin America, and part of the Maersk Group. Robert Allan Ltd.'s engineering team, led by Senior Projects Director, Mr. James McCarthy was tasked with developing an ATB suitable for operations along the entire coast of Brazil, including the south where the worst environmental conditions along coastal Brazil are found. Design work started by engaging in-house experts with Computational Fluid Dynamics (CFD) and Motions Analysis experience to predict the vessel reactions to the expected conditions, which served as a foundation and guidance for the design processes. The same team performed extensive hull optimization studies in an effort to significantly reduce fuel consumption while providing excellent directional stability for the ATB convoys. Analysis was also performed using Robert Allan Ltd's Proteus DS dynamic analysis software package to check the pin loads at the ATB tug barge connecting pins and ensure that they were within allowable limits during extreme sea conditions. The TRAnsfer 3800 tug will measure 37.5m by 13.0m, by 6.2m depth, have a marine diesel fuel storage capacity of 360m³ and a freshwater capacity of 45m³. Propulsion machinery will include two Wärtsilä 6L32 main engines, each delivering 3,200kW at 750RPM, and powering Schottel SRP630FP Z-drives with 3.4m propellers. The ATB connecting pins are Intercon model 34C, rated to permit the tug to stay in the notch during all loading/offloading operations by allowing relative vertical movement of the tug and barge while still connected. The fully airconditioned and MLC compliant accommodations are designed to a very high standard for a crew of up to 14, with a spacious and bright mess/ lounge area, large cabins, and a fitness room. The tug is designed to American Bureau of Shipping (ABS) Class requirements and for compliance with Brazilian Flag Rules (NORMAM-01/DPC) with the following notation: ABS ✠ A1 Towing Vessel ATB, + AMS, ABCU, BP, UWILD, PMP-CBM (Coastal Service) Each barge will measure 130.0m by 28.0m, by 8.0m depth, and will be able to carry approximately 700 TEUs, including dangerous goods and reefer containers, distributed above and below deck. The barges will be fitted with a 500kW Schottel SST2 bow thruster, and generator sets capable of powering the anti-heeling system, bow thruster, and reefer containers. The barge is designed to American Bureau of Shipping (ABS) Class requirements and for compliance with Brazilian Flag Rules (NORMAM-01/DPC) with the following notation: ABS ✠ A1 Barge (Container Barge), ATB, UWILD, CSC, CLP-V, Brazil Domestic Service These two new ATB convoys will significantly improve the coastal transportation market in terms of energy efficiency, operational safety, innovation and crew comfort.

Company News

MARTIN
MIDSTREAM
PARTNERS

Martin Midstream Partners L.P. reported net loss for the three months ended September 30, 2022 of $28.0 million. The Partnership had a net loss for the three months ended September 30, 2021 of $6.9 million. Revenues for the three months ended September 30, 2022 were $229.3 million compared to $211.3 million for the three months ended September 30, 2021. **Transportation** operating income the three months ended September 30, 2022 and 2021 was $12.1 million and $3.9 million, respectively. Adjusted segment EBITDA for Transportation was $15.1 million and $7.6 million for the three months ended September 30, 2022 and 2021, respectively, reflecting robust demand for land transportation services coupled with improving marine fleet utilization and higher day rates. Bob Bondurant, President and Chief Executive Officer of Martin Midstream GP LLC, the general partner of the Partnership, stated, *"During the third quarter, which is typically the Partnership's weakest quarter due to seasonal lows in the fertilizer and butane businesses, both the Transportation and the Terminalling and Storage segments continued to outperform our internal projections. In the Transportation segment, demand for reliable, experienced tank truck hauling continues to be strong and our expansion in Florida has been positive. On the marine side, rates have now recovered to pre-pandemic levels and asset utilization has improved…."*

Algoma Central Corporation reported its results for the three months ended September 30, 2022. (All amounts in thousands.) Revenues increased 14% during the 2022 third quarter to $199,327 compared to $174,734 for the same period in 2021 while net earnings increased 6% in the same period. The **Domestic Dry-Bulk** marine transportation segment includes ownership and management of the operational and commercial activities of the Company's 18-vessel fleet. The dry-bulk vessels carry cargoes of raw materials such as iron ore, grain, salt and aggregates and operate throughout the Great Lakes – St. Lawrence Waterway, from the Gulf of St. Lawrence through all five Great Lakes. The **Product Tankers** marine transportation segment includes ownership and management of the operational and commercial activities of seven Canadian flag tanker vessels operating on the Great Lakes, the St. Lawrence Seaway and the east coast of North America, and ownership of one tanker vessel operating in international waters under bareboat charter. The **Ocean Self-Unloaders** marine transportation segment includes ownership of eight ocean-going self-unloading vessels and a 25% interest in a ninth self-unloader. The eight ocean vessels are engaged in the carriage of dry-bulk commodities in the Pool.

Domestic Dry-Bulk segment revenue increased 6% to $115,996 compared to $109,591, reflecting increased fuel recoveries and improved overall base freight rates. Despite lower revenue days during the 2022 third quarter, overall volumes were slightly higher offsetting the impact of lower vessel utilization on two vessels. Operating earnings decreased 7% to $30,453 compared to $32,795 driven primarily by higher layup and repair spending to activate idled vessels in preparation for the fall grain harvest in Canada. Overall base freight rates in the Domestic Dry-Bulk segment have steadily improved across all sectors and fuel prices are remaining high driving increased fuel cost recoveries. Despite the lower revenue days, overall volumes were slightly higher, particularly in the construction and salt sectors, resulting in a change in vessel trading patterns as average cargo sizes were larger and overall trip times were shorter. The increase in fuel prices also affects operating costs; however, fuel costs are passed on to customers through the fuel component of freight rates. The slight increase to overall volumes during the quarter was primarily driven by increased cargoes in the construction and salt sectors. Aggregates were in higher demand as a result of a large infrastructure project in Ontario and a rise in production levels drove an increase in salt shipments. This was offset by lower volumes in the iron and steel and agriculture sectors. Iron and steel volumes were lower due to a decrease in export ore cargoes and agriculture volumes have not fully recovered from the drought in 2021.

Revenue for **Product Tankers** increased 55% to $32,749 compared to $21,186. Higher customer demand resulting in a 32% increase in revenue days drove higher revenues in the Product Tanker segment. For the year to date period higher fuel cost recoveries and demand increased revenue in the segment, partially offset by unplanned outages on two vessels. Customer demand, and consequently fleet utilization, is returning to more normal levels compared to significant reductions in demand from our major customer during 2021 which resulted in the temporary lay-up of two vessels. The increase was also attributable to higher fuel cost recoveries.

The **Ocean Self-Unloader** segment revenue increased 21% to $49,927 compared to $41,221 driven by higher freight rates, fuel cost recoveries and a 10% increase in Pool volumes. Higher revenue during the quarter is mainly attributable to increased Pool earnings driven by significant increases to fuel cost recoveries and higher freight rates. Additionally, Pool volumes were up 10% during the quarter as a result of increased cargoes across all sectors but particularly in coal and aggregate shipments. The increase in revenue was partially offset by a 6% decrease in revenue days compared to the prior year period as the *"Honourable Henry Jackman"* was on dry-dock for the first half of the quarter.

Outlook: **Domestic dry-bulk** cargo volumes are expected to be strong across all commodities, driving full fleet utilization for the balance of the year. The Western Canada grain crop size has returned to trend line level which, combined with continued demand for Eastern export capacity due to the Ukraine conflict, has allowed any open capacity to be filled at prices reflecting the strong market conditions. **Product Tanker** demand is expected to remain steady and Algoma expects the fleet will continue to be well utilized in the fourth quarter. Customer demand and vessel supply for the Ocean segment is fairly well balanced for the remainder of the year. Aggregate volumes are expected to be impacted by a facility closure in Mexico and the US residential market is expected to slow down but overall construction sector demand remains strong as infrastructure investments are picking up. Algoma is expecting costs to continue to be impacted by inflation and global fuel prices will likely remain higher than normal. The cement sector is expected to remain steady for the remainder of the 2022 season and the two additional handy-size bulk carriers, which entered the handy-size fleet in May 2022, are expected to continue to make strong contributions in the fourth quarter.

Genesis Energy, L.P. reported its results for third quarter of 2022. Net Income Attributable to Genesis Energy, L.P. of $3.4 million for the third quarter of 2022 compared to Net Loss Attributable to Genesis Energy, L.P. of $20.9 million for the same period in 2021. 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, *"We are once again very pleased with the financial performance of our market leading businesses for the third quarter….The fundamentals and macro conditions for our business segments continue to remain strong, and we believe this backdrop provides the foundation for us to continue to improve our balance sheet, generate increasing amounts of discretionary cash flow, and create value for everyone in our capital structure in the coming years….As we look ahead to 2023 and what risks might be on the horizon, we remain confident our market leading businesses are well positioned to navigate any reasonably expected policy induced recession or potential economic slowdown. We have a tremendous amount of momentum supporting volume growth and increasing financial results out of the GoM, none of which should be impacted by an economic slowdown or a near-term reduction in oil prices. The current structural tightness in the soda ash market combined with the rapidly increasing demand for soda ash as a fundamental building block for the transition to a lower carbon world will, in our opinion, to continue to provide support for soda ash prices, even if all or parts of the world see a slowdown in economic activity. It appears to us that this structurally tight market will persist over the course of 2023 during which time we expect to be increasing our ability to produce and sell soda ash by some 700,000 tons with the full 1.2 to 1.3 million tons annually from our Granger facility available in 2024. Our remaining business segments remain steady, and we believe each will continue to benefit from their respective market dynamics over the next year…."*

"Our offshore pipeline transportation segment continued to exceed our expectations. During the third quarter, and so far in the fourth quarter, we have experienced de minimus weather related downtime and thus have benefited by some $8 - $9 million dollars versus our original 2022 budget, which assumed 10 days of downtime during the third and fourth quarters. Volumes from Murphy's King's Quay development continued to ramp ahead of our internal expectations and according to Murphy's latest public disclosure, is currently producing volumes in excess of 90,000bbl of oil equivalent per day from only 5 of the 7 original wells. They are expected to bring on-line both the 6th and 7th wells in the near future and are continuing to work on increasing the capacity of King's Quay beyond the original design capacity of 85,000bbl of oil and 100 million cubic feet of gas per day over the remainder of the year. We remain encouraged with Murphy's operating performance and continue to believe we will see strong volumes from King's Quay through the remainder of the year and into 2023 as well as for years and years to come.….. Our marine transportation segment performed in-line with our expectations as market conditions continue to remain strong. During the third quarter, we continued to see tremendously high utilization for all classes of our vessels as demand for Jones Act tanker tonnage remains extremely robust due to strong refinery utilization and the increasing need for movements from the Gulf Coast to the East Coast for certain products. As a result of these conditions, and no availability of equipment in the spot market, the demand for both our inland and offshore vessels, especially our larger horsepower vessels, continued to increase, thus allowing us to operate at effectively 100% utilization while also steadily increasing our day rates. This structural tightness has recently been exacerbated by record low water levels on the Mississippi River, which has caused increased traffic, navigational delays and longer than normal wait times to move through locks, and thus further reduced the practical availability of marine equipment available to make moves up or down the Mississippi River. It is important to note that we have not experienced any negative financial effects as a result of such conditions on the Mississippi River since we operate on a day rate plus fuel basis without going 'off the clock' due to navigational issues, whereas traditional dry cargo or line-haul carriers generally operate on a per ton mile rate structure. The 'American Phoenix' completed her scheduled dry-docking near the end of the third quarter and started her most recent charter…through the end of this year at a rate meaningfully higher than her previous charter. We also recently entered into a longer-term contract with another…party starting in January 2023 at a rate equal to or better than her current charter. These contracted day rates are fast approaching the original rates she commanded when we first purchased the vessel in 2014. This new arrangement will last at least six months and more likely than not throughout calendar 2023. Regardless of a slowdown in the broader economy or a policy induced recession in the United States, we expect the Jones Act compliant marine vessel market to remain tight, driven in large part by the lack of new construction, regardless of class, and the normal retirement of older tonnage."

Marine transportation Segment Margin for the 2022 Quarter increased $6.3 million, or 69%, from the 2021 Quarter. This increase is primarily attributable to higher utilization and day rates in Genesis' inland business and higher day rates in its offshore business, including the *"M/T American Phoenix"* (while it was on hire), during the 2022 Quarter. Genesis has continued to see an increase in demand and utilization of its vessels due to increased refinery utilization and the increased need for movements from the Gulf Coast to the East Coast for certain products. While it has continued to see increases in its day rates from both the 2021 Quarter and sequentially from the second quarter of 2022, Genesis has continued to enter into short term contracts (less than a year) in 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. These increases were partially offset by the contribution to Genesis' reported Segment Margin from the *"M/T American Phoenix"*, as it was in its planned mandatory regulatory dry-dock from July 21, 2022 to September 16, 2022, at which time it went back on hire and is under contract for the remainder of 2022 with an investment grade customer at a more favorable rate than 2021 and the first eight months of 2022.

Offshore pipeline transportation Segment Margin for the 2022 Quarter increased $15.4 million, or 20%, from the 2021 Quarter due to increased crude oil and natural gas volumes (on a 100% basis) and associated revenues during the 2022 Quarter primarily as a result of first oil being achieved on April 12, 2022 at the King's Quay floating production system. The King's Quay floating production system, which is supporting the Khaleesi, Mormont and Samurai field developments, is life-of-lease dedicated to Genesis' 100% owned crude oil and natural gas lateral pipelines and further downstream to its 64% owned Poseidon and CHOPS crude oil systems or its 25.67% owned Nautilus natural gas system for ultimate delivery to shore. During the 2022 Quarter, the volumes at King's Quay increased significantly from the second quarter of 2022 as the operator continued to bring additional wells online and ramp up activity. In addition to this, Genesis has contractual minimum volume commitments that began in 2022 associated with the Argos floating production system (which supports the Mad Dog 2 development) that are included in Genesis' reported Segment Margin during the 2022 Quarter. Argos is anticipated to have first oil in the coming months. Lastly, the 2021 Quarter had more downtime compared to the 2022 Quarter as a result of Hurricane Ida. These increases more than offset the effects to reported Segment Margin from Genesis' decrease in ownership of CHOPS, as it sold a 36% minority interest on November 17, 2021.

Conrad Industries, Inc announced that for the quarter ended September 30, 2022, it had net loss of $5.3 million compared to net loss of $578,000 during the third quarter of 2021. During the first nine months of 2022, Conrad added $251.0 million of backlog to its new construction segment compared to $80.3 million added to backlog during the first nine months of 2021. Conrad's backlog was $260.5 million at September 30, 2022, the highest backlog in Conrad's company history, compared to $148.5 million at December 31, 2021 and $163.5 million at September 30, 2021.

Arcosa, Inc announced that third quarter ended September 30, 2022 revenues increased 8% from third quarter 2021 to $603.9 million, while net income was $32.0 million. Said Antonio Carrillo, President and Chief Executive Officer: *"…Demand conditions in our growth businesses remained favorable, and we continued to execute well in our cyclically challenged businesses. During the quarter, we took proactive pricing actions across our portfolio of businesses to counter inflationary pressures leading to higher overall margins and free cash flow compared to last year….Our cyclical businesses performed in-line with our expectations. As anticipated, improved profitability in our steel components businesses serving the North American railcar market was offset by lower profitability in our barge and wind towers businesses. Order inquiries in our barge business increased consistent with the positive outlook for a dry barge replacement cycle, though the actual level of orders received during the quarter remained constrained by high steel prices."* **Transportation Products** – Revenues were $82.7 million, a slight increase year-over-year as a 37% increase in steel components revenues was largely offset by a 13% decrease in revenues from inland barges. The increase in steel components revenues reflected higher deliveries as the North American railcar market shows signs of a modest recovery. The decline in inland barge revenues was due to lower tank barge deliveries. During the quarter, Arcosa received orders of approximately $48 million in its barge business, representing a book-to-bill of 0.94X. These orders add to Arcosa's backlog visibility for 2023 and enhance its flexibility as it waits for an anticipated market recovery. Barge backlog at the end of the quarter was $128.9 million compared to $130.2 million at the end of the third quarter of 2021. Arcosa expects to deliver 22% of its current backlog in 2022 with the remainder scheduled to deliver in 2023.

Kirby Corporation of Houston, Texas' reported net earnings attributable to Kirby for the third quarter ended September 30, 2022 of $39.1 million compared with a net loss of $(264.7) million for the 2021 third quarter. Excluding one-time items related to coastal marine in the 2021 third quarter, adjusted net earnings attributable to Kirby were $10.3 million. Consolidated revenues for the 2022 third quarter were $745.8 million compared with $598.9 million reported for the 2021 third quarter. David Grzebinski, Kirby's President and Chief Executive Officer, commented, *"I am pleased with Kirby's third quarter results and the improvement in both of our segments. During the third quarter, our **inland marine** transportation business delivered strong results with significant sequential and year-over-year improvement in profitability. Tight market conditions in inland led to sequential increases in spot market rates in the high single digits, and term contract pricing that continued to push higher. Overall, higher demand and pricing improvements helped to improve inland operating margins into the low double digits during the quarter. **Coastal marine** transportation also delivered improved financial performance with steady gains in revenue and operating income. Market conditions were favorable in the quarter, with our barge utilization in the low to mid-90% range and modest increases in spot prices. These factors coupled with continued cost discipline resulted in further improvement in operating income for our coastal business during the third quarter."*

Marine Transportation revenues for the 2022 third quarter were $433.0 million compared with $338.5 million for the 2021 third quarter. Operating income for the 2022 third quarter was $41.7 million compared with $16.9 million for the 2021 third quarter. Segment operating margin for the 2022 third quarter was 9.6% compared with 5.0% for the 2021 third quarter. In the **inland market**, average 2022 third quarter barge utilization was in the low 90% range compared to the low 80% range in the 2021 third quarter. Operating conditions were favorable with fewer weather and lock delays contributing to a 16% decrease in delay days versus the year-ago period. During the quarter, average spot market rates increased in the high single digits sequentially and in the mid 20% range compared to the 2021 third quarter. Term contracts that renewed in the third quarter increased in the low-teens range on average compared to the year-ago period. Revenues in the inland market increased 35% compared to the 2021 third quarter primarily due to increased volumes, barge utilization, pricing, and fuel rebills. Inland's operating margin improved into the low double digits despite ongoing headwinds from high fuel costs and inflationary pressures. The inland market represented 80% of segment revenues in the third quarter of 2022. In **coastal**, market conditions continued to improve modestly during the quarter, with Kirby's barge utilization in the low to mid-90% range. Pricing in the spot market increased in the high-single digits sequentially and term contract renewals increased in the 20% range year-over-year. Revenues in the coastal market were 6% higher compared to the 2021 third quarter and represented 20% of segment revenues. The coastal business continued to show improvement in operating margins with margins in the low-to-mid single digits during the quarter.

Commenting on the 2022 fourth quarter outlook, Mr. Grzebinski said, *"We had a good quarter with both businesses performing well. Refinery activity remains at high levels, our barge utilization is strong in both inland and coastal, and rates are steadily increasing. While we expect some near-term headwinds related to record low water conditions on the Mississippi River, increasing delay days due to normal seasonal weather conditions, and high levels of shipyard activity in coastal, our outlook in the marine market remains strong. In distribution and services, despite ongoing supply chain constraints and delays, demand for our products and services is growing, and we continue to receive new orders in manufacturing. Overall, we expect these favorable conditions to continue, and barring supply chain bottlenecks worsening, expect our businesses to deliver improved financial results in the coming quarters."* Mr. Grzebinski concluded, *"Labor constraints and inflationary pressures continue to contribute to rising costs across our businesses, and we are mindful of economic headwinds related to the impact of higher interest rates and a potential recession as we move in to 2023. With these factors in mind, we continue to focus on managing costs and driving cash flow from operations….In **inland marine**, favorable conditions are expected to continue going forward, driven by high refinery and petrochemical plant utilization, increased volumes from new petrochemical plants, and minimal new barge construction across the industry. Kirby expects these strengths to be offset by increasing delay days due to normal seasonal weather conditions and record low water conditions on the Mississippi River. The Company still expects further improvements in the spot market, which currently represents approximately 40% of inland revenues. Term contracts are also expected to continue to reset higher for the duration of the year and into 2023. Overall, 2022 inland revenues are expected to grow by 20% to 25% on a full year basis as market conditions remain tight and term contracts renew higher. Inflationary cost pressures, including increasing fuel prices, are expected to remain headwinds but will be mitigated when escalations in contracts occur during the fourth quarter and into 2023. Barring further cost inflation, rising fuel costs and further disruption from low water, the Company expects near term operating margins to be in the low to mid-teens as we move into 2023. In **coastal marine**, Kirby expects modestly improved* *customer demand in the fourth quarter with barge utilization remaining in the low to mid-90% range. Rates are expected to continue to slowly improve, but meaningful gains will remain challenged until underutilized barge capacity across the industry is more fully absorbed. For the full year, with the impact of the Company's exit from the Hawaiian market, coastal revenues are expected to be flat to up in the low single digits compared to 2021. Revenues and operating margins are expected to be impacted by ongoing planned shipyard maintenance and ballast water treatment installations on certain vessels, with offsets from higher coal shipments. Coastal operating margins for the remainder of the year are expected to remain in the low to mid-single digits."*

"Kirby expects 2022 capital spending of between $170 to $190 million. Approximately $5 million is associated with the construction of new inland towboats, and approximately $145 to $155 million is associated with marine maintenance capital and improvements to existing inland and coastal marine equipment and facility improvements. The balance of approximately $20 to $30 million largely relates to new machinery and equipment and facility improvements in distribution and services, as well as information technology projects in corporate."

Overseas Shipholding Group, Inc. (OSG) a provider of energy transportation services for crude oil and petroleum products in the U.S. Flag markets, reported results for third quarter 2022. Shipping revenues for the third quarter of 2022 were $123.1 million, an increase of $5.1 million, or 4.3%, from the second quarter of 2022. Compared to the third quarter of 2021, shipping revenues increased 31.0% from $94.0 million. Net income for the third quarter of 2022 was $13.2 million compared with net income of $3.7 million in the second quarter of 2022. Net loss was $16.0 million for the third quarter of 2021. Time charter equivalent (TCE) revenues(A), a non-GAAP measure, for the third quarter of 2022 were $115.1 million, an increase of $11.8 million, or 11.4%, from the second quarter of 2022. TCE revenues were up 52.7% compared to the third quarter of 2021. The increases were primarily a result of (a) an 82-day decrease in layup days, as OSG's two remaining vessels in layup returned to service in May 2022, (b) an increase in average daily rates earned by its fleet and (c) a 10-day decrease in repair days. The increases were partially offset by (a) a 13-day increase in scheduled drydocking, (b) a decrease in Delaware Bay lightering volumes and (c) the timing of Government of Israel voyages. In comparison to the third quarter of 2021, shipping revenues were up 31.0% and TCE revenues increased $39.7 million or 52.7%. The increases primarily resulted from a 599-day decrease in layup days as OSG had no vessels in layup. During the third quarter of 2021, OSG had seven vessels in layup for most of the quarter with two of seven vessels coming out of layup in September 2021. Additionally, the increase in TCE revenues resulted from an increase in average daily rates earned by OSG's fleet and an increase in Delaware Bay lightering volumes. The increase was partially offset by a 54-day increase in scheduled drydocking.

Sam Norton, President and CEO, offered the following comments on the quarterly results announced: *"Financial results achieved during the past quarter provide a welcome affirmation of our long-held belief in the viability of OSG's business strategy, exceeding our expectations and signaling continued strength through the balance of the year and into 2023. Our niche businesses in particular delivered stellar results for the quarter, adding meaningfully to the continuing rebound seen in the time charter equivalent returns of our conventional tankers and ATBs…."* Mr. Norton added, *"As previously announced, redelivery in December of three conventional tankers will reduce the number of vessels leased from American Shipping Company, releasing OSG from annual fixed payment obligations of approximately $27 million during 2023 and beyond. The effective deleveraging achieved through the decision not to extend options on these three vessels should, when taken together with positive free cash flow performance expected in the quarters ahead, provide OSG with enhanced flexibility to address existing and anticipated business opportunities."*