

Press Release

RAND LOGISTICS' VESSEL RECEIVES CERTIFICATE OF INSPECTION (COI) FOR SUBCHAPTER M

Towing Vessel Defiance Issued First Subchapter M COI on the Great Lakes

Jersey City, NJ – June 29, 2018 -- Rand Logistics, Inc. ("Rand"), a leading provider of bulk freight shipping and ship repair services throughout the Great Lakes Region, announced that the Company's Towing Vessel Defiance was issued a Certification of Inspection (COI) by the United States Coast Guard (USCG) under the Subchapter M requirements, which set new rules for the inspection, standards and safety policies of towing vessels. The Defiance is the first towing vessel operating on the Great Lakes to receive its Subchapter M certification, doing so more than two months ahead of the deadline for compliance.



Tug Defiance with Barge Ashtabula in Lorain, Ohio on June 7, 2018. Photo credit: Ed Bansek.

The COI issued to the Company's 145-foot tug Defiance was signed on May 18, 2018 by Lieutenant Commander A. R. Migliorini of USCG Marine Safety Unit (MSU) Toledo.

"Certification of the Defiance to the Subchapter M regulation and being the first vessel on the Great Lakes to achieve this accomplishment is a direct reflection of our commitment to our core values of safety, health, and protection of the environment," stated Captain Paul Joaquin, Vice President of Operations for Rand.

"The teamwork, effort, and speed of execution put forth by our shipboard and shoreside employees were admirable and underscores the pride and stewardship we have operating in the Great Lakes region," Joaquin continued. "Each and every employee should be proud of this accomplishment, which showcases our dedication to our operational and safety excellence initiatives and creating a positive customer experience. Congratulations to all the crewmembers on the Defiance for this industry-leading accomplishment."

With the first COI under Subchapter M on the Great Lakes, Defiance is one of more than 5,500 vessels that will need to be certified to the new regulation across the United States. All U.S. flagged towing vessels are required to comply with the provisions of 46 CFR Subchapter M by

July 20, 2018. Rand will continue with the Company's Subchapter M regulatory compliance efforts, with finalizing the COIs for the remaining towing vessels in the fleet.

The 7,200-horsepower tug Defiance was constructed by the Marinette Marine Corporation of Marinette, Wisconsin in 1982, and operates with the 610-foot barge Ashtabula as one of Rand's three Articulated Tug and Barge (ATB) units. They were specifically designed to operate together as a 700-foot, self-unloading bulk freight carrier. Cargo carried on the barge includes grain, stone, iron ore and other bulk commodities. The Defiance and Ashtabula carry a crew of 14 and have been part of the Rand U.S. flagged fleet since 2012.

The Towing Vessel Defiance is owned and operated by Grand River Navigation Company, Rand Logistics' U.S. operating subsidiary.

About Rand Logistics

Rand Logistics, Inc. is a leading provider of bulk freight shipping and ship repair services throughout the Great Lakes region. Through its subsidiaries, the Company operates a fleet of three conventional bulk carriers and twelve self-unloading bulk carriers including three tug/barge units. The Company is the only carrier able to offer significant domestic port-to-port services in both Canada and the U.S. on the Great Lakes. The Company's vessels operate under the U.S. Jones Act – which reserves domestic waterborne commerce to vessels that are U.S. owned, built and crewed – and the Canada Coasting Trade Act – which reserves domestic waterborne commerce to Canadian registered and crewed vessels that operate between Canadian ports.

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