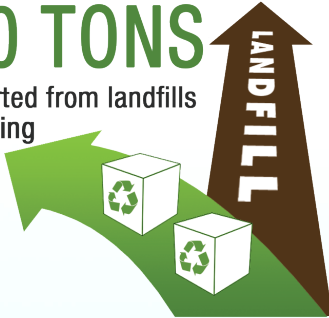


INGRAM MARINE GROUP

Navigating a *responsible* course.

91,000 TONS

of metals diverted from landfills through recycling



5,000 ACRES

of Obion Creek wetland restored in Kentucky through partnership with The Nature Conservancy



3,300 POUNDS

of batteries recycled



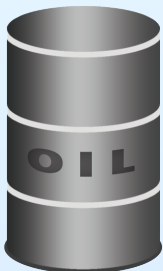
42,000

pounds of lockline recycled



11.8%

increase in fuel efficiency moving a ton of cargo 73 more miles per gallon of diesel versus industry standards



6.5 M

gallons of oil reduction/recycling

6,200 HRS

volunteered by Ingram associates at community & environmental-related events



12%

of vessel waste recycled



Ingram is committed to remaining an industry leader in environmental stewardship.

Ingram recognizes that in the coming decades, business will be conducted in a world with greater transparency, higher energy and water costs, and increasingly strained natural resources. **Ingram commits to being part of the solution** through our modal efficiency and actively pursuing methods to reduce consumption of natural resources throughout our business operations.

For Ingram and for our customers, this means moving more cargo over greater distances using less energy and water and creating less waste.

The stats shown here quantify the successes of Ingram's sustainability program, between January 2009 and July 2013.



For questions regarding Ingram Barge Company's Sustainability program, contact:

Lena Coradini, Assistant Vice President, Claims & Safety

Email: Lena.Coradini@ingrambarge.com • Phone: (615) 298-7629





Barges are Best

Barges are the most energy-efficient and safest way to move commodities such as coal, grain, iron, steel, petroleum and chemical products. A typical barge carries significantly more cargo than a single truck or rail car, making it a mode of transportation that reduces congestion while keeping commerce on the move. The inland marine highways move commerce to and from 38 states throughout the nation's heartland, serve industrial and agricultural centers, and facilitate imports and exports at gateways on the Gulf Coast.

Increasing Cargo Capacity

INLAND WATERWAYS PROVIDE GREAT CAPACITY TO EASE CONGESTION.

The inland waterways system provides great capacity to ease congestion by carrying cargo that would otherwise travel by truck or rail.

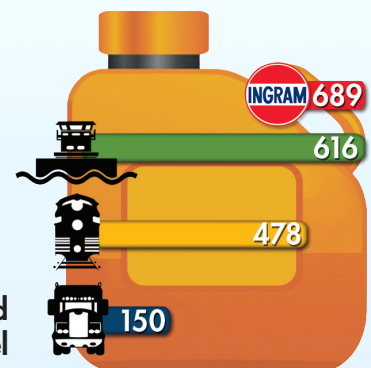
Modal Freight Use	Standard Capacity
Barge - Liquid Bulk	10,000 Barrels
Barge - Dry Bulk	1,750 Tons
Rail - Bulk Car	110 Tons
Highway Tractor-Trailer	25 Tons

Moving Forward, Saving Energy

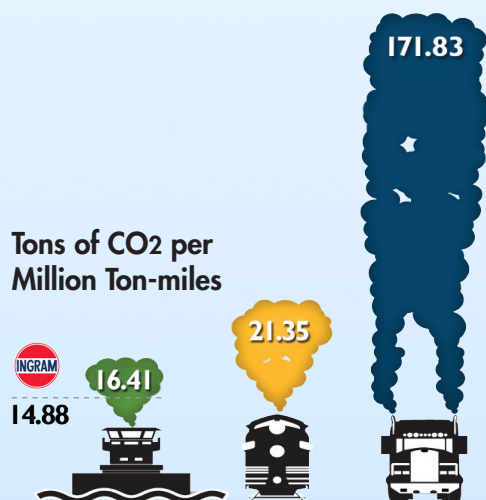
TRANSPORTING FREIGHT BY WATER IS THE MOST ENERGY-EFFICIENT CHOICE.

Barges move one ton of cargo 616 miles per gallon of fuel. A rail car moves the same ton of cargo 478 miles; a truck only 150 miles.

**Ton-miles Traveled
per Gallon of Fuel**



**Tons of CO₂ per
Million Ton-miles**



The Greener Way to Go

INLAND BARGES PRODUCE LESS CO₂ WHILE MOVING AMERICA'S CARGOES.

In terms of CO₂ produced per ton of cargo moved, inland barges have a significant advantage over trains and trucks. A recent study conducted by the Texas Transportation Institute compared transport emissions per ton-mile (emissions generated while moving one ton of cargo one mile). Researchers calculate that transport by rail emits 30% more CO₂, and transport by truck emits in excess of 900% more CO₂, than transport by inland barge.

With the least impact of any surface mode on air quality, public safety and the environment, waterways are truly the transportation solution for the future.

Statistics provided by the National Waterways Foundation from a study conducted by the Texas Transportation Institute.