



2022 Sustainability Report

Everyone Makes an IMPACT



Our class of 40+ Barge-capable Mainline Towing Vessels are the most carbon-efficient way to transport cargo.

ABOUT THIS REPORT

This is ACBL's inaugural Sustainability Report. The report identifies and provides information regarding ACBL's material environmental, social, and governance-related (ESG) issues and achievements as of, and for the year ended, December 31, 2022, unless otherwise noted. It highlights our contributions to, and focus on, sustainability for our key stakeholders, including Team Members, investors, customers, and the communities where we work and live.

To support our commitment, we report consistent with the Marine Transportation Industry Standard (2018-10) of the Sustainability Accounting Standards Board (SASB).

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Letter From Our CEO

Resiliency is a quality that has been a continued theme and driving force throughout the storied history of American Commercial Barge Line (ACBL).

Dating all the way back to 1915, when we began moving coal on the Kentucky River, ACBL has consistently transformed and adapted to meet the ever-changing demands of the marketplace. Today, ACBL is one of the largest and most diversified inland marine transportation companies in the U.S. with a legacy of providing our nation with the safest, most cost-effective and environmentally friendly barge transportation solutions.

Since emerging from our restructuring in May of 2020, ACBL has again proven its ability to transform by successfully navigating the challenges of a pandemic, hurricanes, adverse operating conditions, and volatile market demand. I remain tremendously proud of how our company and our Team Members responded to each of these challenges by showing resilience, innovation and a sincere willingness to care for each other, and to continue to serve our customers by keeping the supply chain moving.

IMPACT & Sustainability

A key focus area after our new Executive Leadership Team came onboard is to transform our Core Values (IMPACT) to better align with our strategic vision for ACBL: To be the **trusted** leader in marine transportation. These guiding principles are the foundation upon which our Board of Directors, Leadership Teams and our Team Members make decisions that support our overall strategy.

Guided and supported by our Stakeholders, our Governance Committee and our Core Values, we established a Task Force to further advance our Sustainability Initiatives. Our Sustainability Task Force was challenged to develop and implement our Sustainability Strategy and gather information and data to support the development and publication of this Report. As summarized herein, our Sustainability Task Force constructed our program to address four main Sustainability Initiatives: Protecting Our Team & the Environment, Caring for & Empowering our Team, Enhancing our Social Impact, and Ensuring Effective Governance.

We recognize the increasing expectations of our customers, investors, regulators, Team Members, communities and all other stakeholders regarding ESG and sustainability. As an industry leader, our goal with this inaugural Sustainability Report is to demonstrate our commitment to the development of a more sustainable supply chain to benefit all of our stakeholders and to be responsible stewards of our environment.



Mike Ellis
CEO of American Commercial Barge Line



Our Vision

To be the trusted leader in marine transportation

Our Mission

To deliver safe, innovative marine transportation solutions, while empowering Team Members and maximizing stakeholder value

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Integrity

We build **trust** through honest and transparent relationships.

Mutual Care

We prioritize **safety, Team Member well-being, community support** and **environmental sustainability**.

Personal Responsibility

We hold ourselves **accountable** for our decisions and actions.

Agility

We **continuously improve** and **transform** to deliver innovative solutions to an ever-changing industry.

Customer Focus

We go to great lengths to understand our customers' business in order to be an **integrated partner** in their supply chain strategy.

Teamwork

We **empower, inspire** and **engage** our Team Members to achieve operational excellence and provide a diverse and inclusive workplace.



ACBL's 2022 Sustainability Accomplishments

- ▶ ACBL to Operate the World's First Methanol-Fueled Towboat
- ▶ ACBL Becomes Founding Member of Blue Sky Maritime Coalition
- ▶ ACBL Vessels Receive Chamber of Shipping of America Awards
- ▶ 53+M Tons of Cargo Transported and Transferred without a Cargo Spill to Water in 2022
- ▶ Developed and Implemented Sustainable Procurement Program
- ▶ 76% Overall Engagement Score in 2022 Survey (14% higher than transportation industry average)



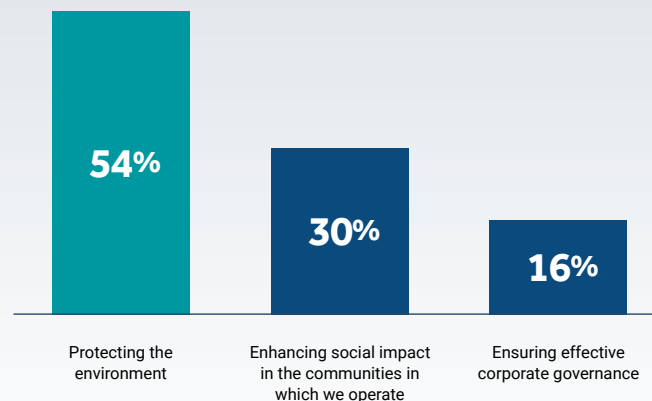
ACBL to Operate M/V Hydrogen One
Concept Rendering



Setting Our Initiatives

We developed our Sustainability Initiatives in alignment with the American Waterways Operators, SASB, UNSDGs, EcoVadis, and Together for Sustainability guidance.

Over the course of the past year, our Sustainability Task Force undertook a materiality assessment to identify and prioritize issues that are most critical to our organization, in order to develop our Sustainability Initiatives. The materiality assessment addressed those issues important to our customers and all our stakeholders which have a potential material impact to ACBL.



Protecting the Environment is Important to Our Team Members

In connection with the materiality assessment and stakeholder engagement process, our Sustainability Task Force included an ESG/Sustainability section within ACBL's company-wide 2022 Engagement Survey in order to gather feedback from our Team Members on the proposed Sustainability Initiatives.





PROTECTING OUR TEAM & THE ENVIRONMENT

A committed safety culture is paramount to ensuring that our Team Members return home safe and injury-free. Achieving this significant advantage would not be possible without the resolve and commitment to safety from our mariners and shoreside staff.

No job is so important; no service is so urgent that we cannot take time to perform all work safely.

PATRICK SUTTON
CHIEF OPERATING OFFICER

SAFETY & THE ENVIRONMENT



SAFETY

At ACBL, safety is the responsibility of each Team Member. Our safety culture and strategy is rooted in our core value of Mutual Care in order to protect our Team Members from injury, to protect the environment, to protect our customers' cargo and to protect our equipment from damage. Team Members at all levels are expected to put safety first and foremost in their daily actions and decisions. All vessel activities and operations must be performed safely. Our goal is "ZERO HARM."




Our focus is on being proactive in preventing incidents and injuries. For our Safety Prevention Program to function properly, Team Members at all levels must fulfill their roles and responsibilities. Our Program

is built on complete and intentional collaboration from our shoreside desks to our vessel deck plates. Top Down – Our Leaders drive direction and implementation, safety personnel support leaders and assist Team Members in the implementation of the Safety Prevention Program. Bottom Up – Team Members implement the requirements, provide feedback, ideas and recommendations on how to continuously improve our Safety Prevention Program to prevent further incidents and injuries.

We focus on tracking and analyzing leading and lagging indicators, specifically on near miss reporting, investigations, incident review and risk assessment to support our training and prevention programs.



Safest Transportation¹

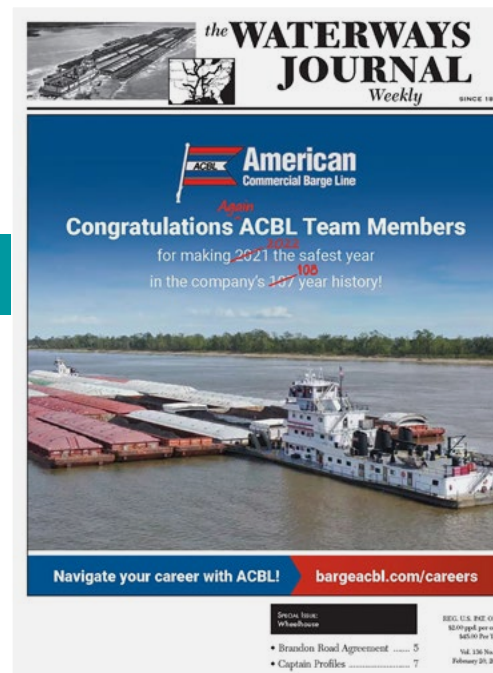
MODE	FATALITY	INJURY
 MARINE	1	1
 RAIL	26	96
 TRUCK	120	1145

Ratio per billion ton miles

¹ A modal comparison of domestic freight transportation effects on the general public: 2001-2019, January 2022

2022 SAFETY HEADLINES

- ACBL boasts one of the lowest injury and severity rates in the inland barge transportation industry (0.95 Total Recordable Injury Rate versus industry average of 1.36 TRIR)
- 2021 AEU Safety Award recipient from American Equity Underwriters as a result of our safety performance, management involvement and industry-leading safety program
- 7,890 transfers of cargo with zero (0) cargo spills to water
- Chamber of Shipping America Devlin Awards received by 71 vessels for injury-free work and 106 vessels were awarded for environmental achievement



2022 Devlin Awards

Pictured above: Captain Chadwick Allen, Captain Justin McInnis and Captain Christopher Paz accepted the award on behalf of ACBL.



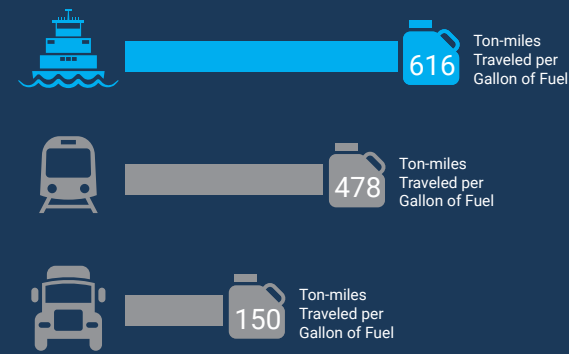
ENVIRONMENTAL SUSTAINABILITY

ACBL recognizes that environmental sustainability is not only driven by our direct actions, but also through key partnerships with our customers and vendors, along with supporting community and other industry stakeholders that share our commitment to the environment.

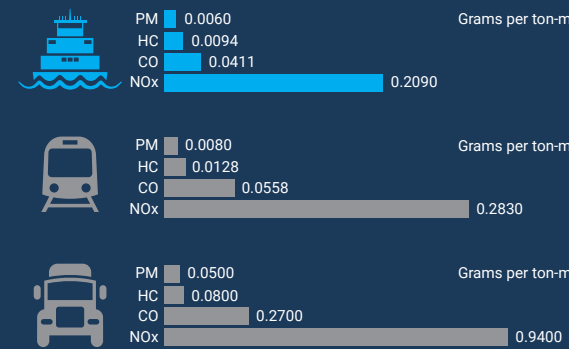
WANT TO GO GREEN? GO MARINE!

Barge transportation provides significant benefits to our communities and the sustainability of our planet. It has the smallest carbon footprint of competing transportation modes. We can move significantly more cargo per gallon of fuel than rail or trucking. This distinct advantage is due to our industry's ability to move much larger volumes of product at a higher fuel efficiency.

Most Fuel Efficient¹



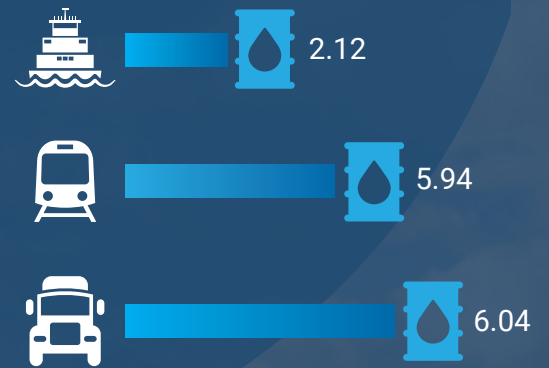
Most Environmentally Friendly¹



PM = Particulate Matter; HC = Hydrocarbons; CO = Carbon Monoxide; NOx = Nitrogen Oxid

¹ A modal comparison of domestic freight transportation effects on the general public: 2001-2019, January 2022

Fewest Spills¹

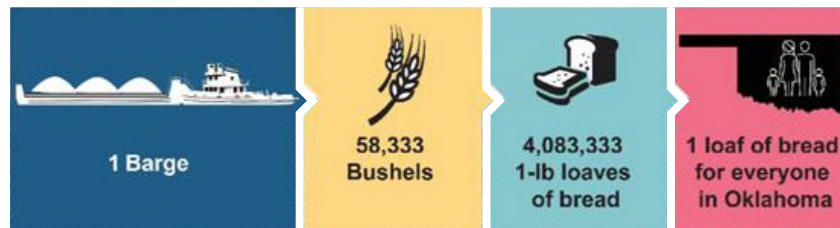


Rate of Spills in Gallons per million Ton-miles

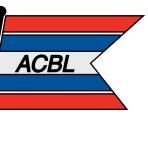
Inland barge transportation results in less spills of oil and other hazardous materials to the environment in comparison to the amount of cargo spilled by the rail and trucking industries.

DRY CARGO CAPACITY

One full barge load of wheat is enough to provide a 1-pound loaf of bread for every man, woman and child living in Oklahoma in 2019¹



¹ A modal comparison of domestic freight transportation effects on the general public: 2001-2019, January 2022



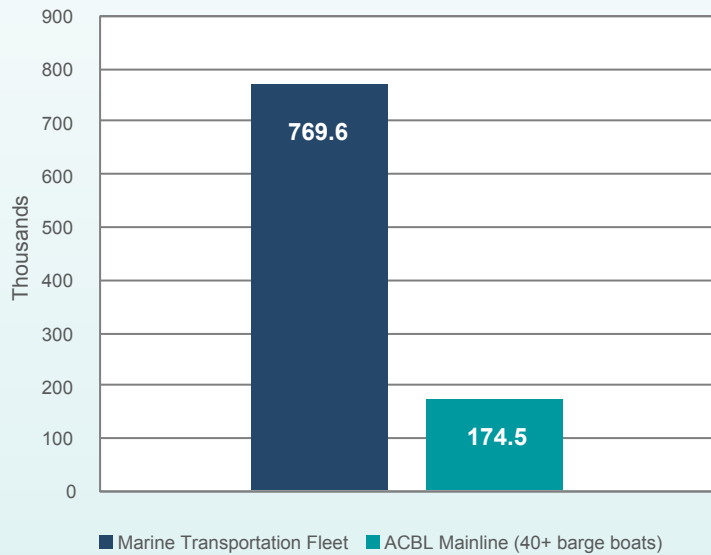
ACBL Emissions & Climate Transition Plan

Substantially all of ACBL's Scope 1 Emissions (99%) are generated by our vessel fleet. Thus, this Report and our Climate Transition Plan focuses on the Scope 1 Emissions from our vessel fleet.

ACBL has established 2022 as our baseline GHG Emission* year. For 2022, ACBL's total fleetwide Scope 1 Emissions were 769.6 metric tons of CO2 while our Mainline (40+ barge vessels) only emitted 174.5 metric tons of CO2.

ACBL 2022 Scope 1 Emissions

CO2e Direct Emissions (Metric Tons)



Throughout 2022, ACBL implemented various emission-reduction initiatives to improve vessel efficiency and reduce fuel consumption which are outlined on the following page. Such initiatives were implemented in order to combat the impacts on climate change to our industry, such as periods of high water and historically low water along the Mississippi River and its tributaries.

To better understand ACBL's current and ongoing commitment to a commercially-viable low-carbon future and the impacts of climate change and headwinds of decarbonization facing our industry, please refer to our **Climate Transition Plan** located in **Appendix B**, which provides an overview of our Emission Reduction Initiatives and our current roadmap to a low-carbon future.

* GHG emission calculations aligns with GHG Protocol standards (GHG Protocol Corporate Accounting and Reporting Standard) the best in practice standard for corporate GHG emissions managed by the World Business Council for Sustainable Development (WBCSD) and the World Resource Institute (WRI).

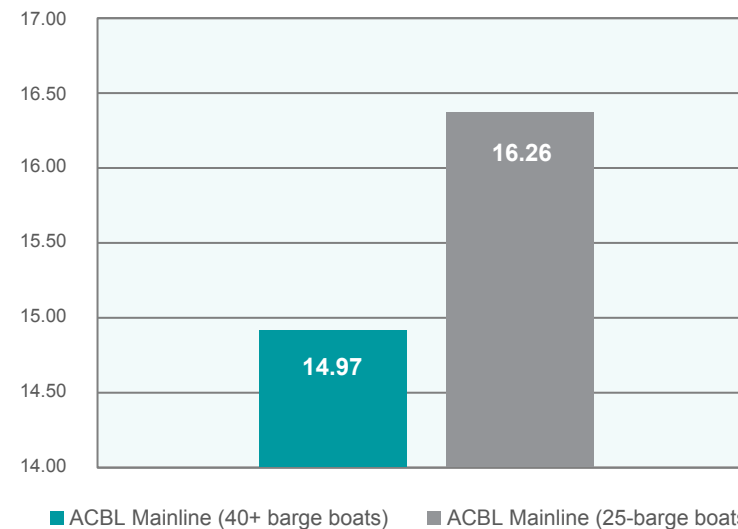


Mainline Advantage

An internal study conducted by ACBL in conjunction with a third-party partner determined that ACBL consistently operates one of the largest number of 40+ barge tows in the inland towing industry. This class of vessels are the most carbon efficient in the transportation industry relative to the amount of cargo that is moved. The study also revealed that ACBL's 40+ Barge Mainline Vessels were 20% more cost efficient per ton mile to operate and can move 69% more volume than a 25-barge boat.

During 2022, our mainline customers averaged 14.97 grams of CO2 per-ton-mile for cargo transported on our 40+ Barge Mainline Vessels. This equates to a CO2 grams-per-ton-mile reduction of 8% when compared to a 25-barge tow.

2022 Grams of CO2 per Ton Mile



Our Sustainability Partners



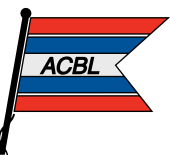
The American Waterways Operators

AWO established the CEO-Level Sustainability Task Force to ensure the maritime industry's long- and short-term success in navigating the accelerating and highly disruptive, global drive for sustainability. ACBL's CEO Mike Ellis sits on the Task Force and joins other leaders to address the challenges for our industry posed by the drive for decarbonization.



ACBL is proud to be a founding member of the Blue Sky Maritime Coalition. The Coalition's mission is "...to accelerate the U.S. and Canada maritime value chain's pathway to net-zero greenhouse gas (GHG) emissions by jointly developing and executing a roadmap to a commercially viable net-zero emission logistics value chain."³ ACBL looks forward to contributing to the mission of the Coalition.

³<https://www.bluesky-maritime.org/what-we-do>



ACBL Emissions & Climate Transition Plan *continued*

Our Current & Short-Term Reduction Initiatives (2022-2030)

\$\$\$\$ in More Efficient Equipment

Since 2010, ACBL has Invested over **\$400M** in emission reduction related equipment improvements

Tier zero engines only represent 7% of the fleet engine make-up. Currently, 68% of the main engines in the fleet are a tier 2 or higher-rated technology

Since 2014, ACBL has added 16 new Z-drive towboats, replacing 32 Tier 0 and Tier 1 engines with more fuel/carbon efficient Tier 3 engines

Developed Sustainable Procurement

Vendor Code of Conduct reflects commitment to the UN Global Compact and United Nations Universal Declaration of Human Rights and the core labor conventions of the International Labor Organization

Proprietary Fuel Management System

Onboard, real-time fuel monitoring to evaluate whether our vessels are being operated optimally under the varying operating conditions that our mariners encounter along the inland river system

Multi-Faceted Fuel Management & Partnerships Advancing Technology

Requiring all vessels stopped in a safe location to shut down at least one engine on a 2-hour rotating basis = 50% reduction while a vessel is in port

Implement CAT RFV monitoring program, allowing shoreside access into engine operation to implement more efficient operating practices

Extensive data collection activities in partnership with major industry power systems provider in key operating areas to evaluate hybrid and alternative vessel propulsion technology



M/V Hydrogen One

Upon delivery in 2024, ACBL will be the operator of the M/V Hydrogen One, the first of its type in the inland towing industry. Hydrogen vessel technology provides a platform for zero CO2 emissions through the use of methanol and reformer technology. ACBL is excited to partner with Maritime Partners, LLC in bringing this technology to the U.S. inland towing industry.



Tier 4 Retractable Towboat

Upon delivery in late 2023, ACBL's new towboat will support barge operations in one of the busiest ship channels in the world, the Port of Houston. The tier 4 Mitsubishi engine standards represent the strictest of EPA emission requirements for marine diesel engines today and will significantly reduce emissions. Engines that meet these stringent standards promote cleaner air, improved fuel efficiency and better performance. This boat will introduce the first Tier 4 Mitsubishi engines to the marine industry.



EV Charging Stations at HQ



WASTE REDUCTION & RECYCLING INITIATIVES

As part of the 2022 Engagement Survey, ACBL Team Members made it loud and clear that “Protecting the Environment” should be a priority among our initiatives. ACBL maintains a strong waste management and recycling program for both vessel and shoreside operations. In 2023, ACBL will be evaluating additional strategies to improve recycling rates at company shoreside facilities and across the vessel fleet.

We are always working within our supply chain to reduce packaging waste and related Scope 3 emissions through the bulk ordering of vessel supplies to our company warehouse network.

Other 2023 Initiatives being evaluated to improve recycling and reduce consumption include, but are not limited to:

- Efforts to reduce the consumption of single-use plastics and the removal of non-biodegradable food service disposables at company locations with food service.
- Reduction of plastic generated from single use bottled water and sport drinks.
- Shipping bulk vessel supplies to company warehouse locations using reusable totes.
- Continued conversion of shoreside and vessel lighting to LED, further reducing lamp and light ballast consumption.

Since 2012, ACBL has allowed Team Members who do not have access to recycling services through their regular trash provider to dispose of their recyclables at work through the company’s recycling program. We will be expanding this benefit to additional ACBL shoreside locations.

During 2022, ACBL recycled 501,078 gallons of vessel slop oil.

Additional Actions Taken to Reduce Overall Consumption:

- All slop oil removed from ACBL vessels is recycled by approved vendors
- Implementation of waste reduction equipment on company vessels:
 - ✓ Centrifuges
 - ✓ UV water treatment systems to reduce plastic water bottle usage on the vessels
- Using Synthetic Lubricants: Synthetic oil and extended drain intervals on engine lube oils have reduced company lube oil volume by 75%.
 - ✓ 63 boats using synthetic lubes in 2022, compared to only 18 boats in 2017.
 - ✓ Improved oil filtering systems resulting in extended drain intervals on 10 vessels and reducing oil consumption by 66%.





CARING FOR & EMPOWERING OUR TEAM

Caring for Our Own

In May 2021, ACBL launched our **ACBL Mutual Care Foundation** which established the **ACBL Mutual Care Fund**. The Foundation's mission is to provide assistance to Team Members of ACBL and their immediate families in times of loss or need as a result of a natural or civil disaster or as a result of an unanticipated event.

MutualCare Fund

CARING





Mutual Care Fund

Since its inception, the Foundation has:

- ▶ **Raised over \$100,000**
- ▶ **Distributed over \$56,000 to Team Members & their families in times of hardship**

During Hurricane Ida, the Foundation provided critical aid and emergency supplies to Team Members that were impacted by the hurricane in South Louisiana.

Benefits

ACBL offers a robust package of retirement and health/wellness benefits to support our Team Members and their families.

- ▶ Health insurance plans with comprehensive network coverage & prescription drug coverage
- ▶ Group accident/critical illness, dental & vision plans
- ▶ Fully company paid disability leave programs, including paid maternity leave
- ▶ Employee assistance, mental health and substance abuse programs
- ▶ Company-provided life insurance
- ▶ ACBL's wellness program & incentives
- ▶ Flexible work arrangements
- ▶ Comprehensive retirement plans



Training

ACBL continues to invest significantly in the training of our Team Members

- ▶ Online training courses, covering our Code of Ethics, applicable laws & regulations, safety training and other policies/procedures
- ▶ Captains and leaders on our vessels participate in our IMPACT Leadership Program held at our corporate headquarters in Jeffersonville, IN on a monthly basis
- ▶ Shoreside leaders participate in our Advancing Leader Program & our Key Leader Program in order to enhance their leadership and management skills
- ▶ Monthly Vessel Safety Training
- ▶ River Seaman 1 Deckhand Training in Convent, LA
- ▶ Pilot, Tankering & Engineering Training Programs

All Team Members are Trained on Human Trafficking



Empowerment & Engagement

In the post-COVID era, ACBL is critically focused on reconnecting with our Team Members. Our goal is that every Team Member feels empowered to make an impact, feels rewarded and feels supported by management. Rebuilding this connection and the trust of our Team Members is critical to our success.

In December 2021, ACBL implemented the first phase of this engagement project, which was to survey our Team Members for feedback and to establish our baseline status and develop our goals and action plans. This was the first in a series of three (3) company-wide surveys. In November 2022, ACBL disseminated the second Engagement Survey to all Team Members. *More information on the next page*

We also host Town Hall Meetings to provide updates to all of our Team Members and receive their feedback. Further, in 2022 ACBL Shoreside Team Members and Executive & Management Teams conducted over 1000 vessel visits solely for the purpose of connecting and strengthening relationships with our Team Members and gathering feedback.



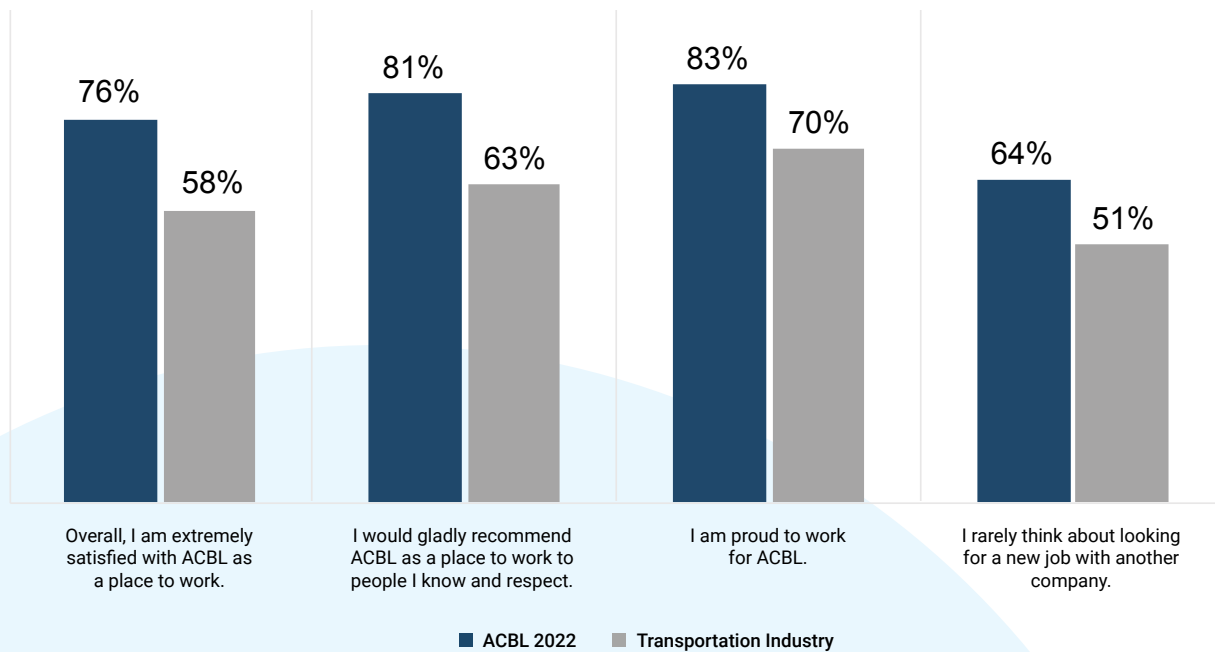


2022 Team Member Engagement

ACBL improved its Overall Engagement Score by 15% and scored higher than the transportation industry benchmarks in all four key factors of engagement*

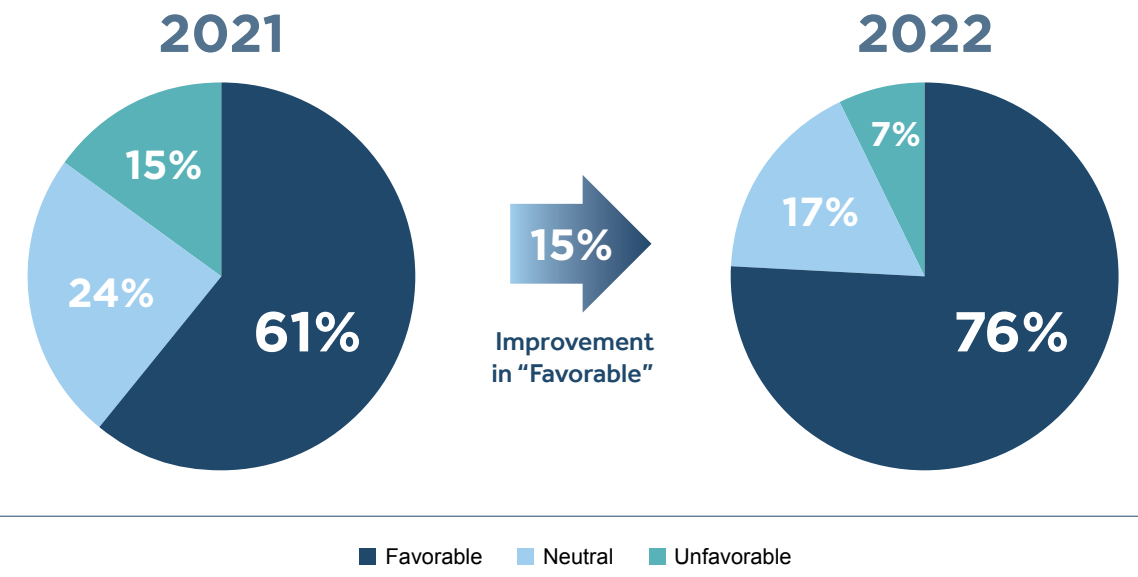
Overall Engagement Score Index

A comparison of favorable scores for ACBL 2022 vs Transportation Industry Average

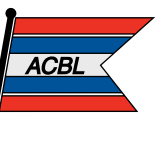


2021 to 2022 Comparison

ACBL Overall Engagement Scores



* Surveys conducted by Qualtrics, an independent third-party company





ENSURING EFFECTIVE GOVERNANCE

Being the trusted leader is first and foremost about our Core Values. The “I” in our IMPACT Core Values stands for “Integrity.” We are committed to building trust through honest and transparent relationships and ethical business practices.

Mike Ellis
Chief Executive Officer

ACBL Code of Ethics

- ▶ Compliance with Laws & Regulations
- ▶ Fair Competition & Antitrust
- ▶ Diversity & Equal Opportunity
- ▶ Harassment & Discrimination
- ▶ Conflict of Interest
- ▶ Fraud, Theft & Criminal Activity
- ▶ Human Rights Statement
- ▶ Environmental Sustainability

GOVERNANCE

Responsible Procurement

During 2022, ACBL implemented our Responsible Procurement Program, which is based on the “Ten Principles of the United Nations Global Compact.” Our program is derived from the following sources: Universal Declaration of Human Rights, International Labor Organization’s Declaration on Fundamental Principles and Rights at Work, Rio Declaration on Environment and Development, and United Nations Convention Against Corruption. The program centers around our **Vendor Code of Conduct**, which outlines ACBL’s expectations for the ethical business behavior of our vendors and suppliers. All vendors and suppliers providing goods or services to ACBL are required to abide by the guidelines set forth in the Vendor Code of Conduct. Further, ACBL requires its vendors and suppliers to adhere to the same core values (IMPACT) that guide our actions.

All vendors and suppliers must demonstrate a firm commitment to business practices that are legal, fair, safe and sustainable.

ACBL intends to audit and score its vendors and suppliers annually based on adherence to the Vendor Code of Conduct under our Responsible Procurement Program.

ACBL VENDOR CODE OF CONDUCT

- Anti-Bribery & Corruption
- Gifts, Travel & Entertainment
- Responsible Sourcing
- Wage & Benefits
- Slavery & Forced Labor
- Nondiscrimination, Harassment & Inclusion
- Safe & Healthy Workplace
- Environmental Stewardship & Sustainability



Governance

Our business and affairs are managed under the direction of our Board of Directors and its committees. Our Board of Directors are elected each year by our shareholders during our annual shareholder meeting. Our board currently consists of nine (9) members who each bring unique capabilities and valuable leadership and experience to our organization.

In accordance with its charter, the Governance Committee of the Board of Directors is responsible for review and annual reporting to the Board of Directors on all issues related to corporate social responsibility, including our Sustainability Initiatives.

Board of Directors & Committees

Board of Directors	Committees	Transportation Industry Experience	Average Age	Diversity
33% Independent	<ul style="list-style-type: none"> • Audit • Governance • HR & Compensation 	Chairman: 50+ years Director: 20+ years Director: 20+ years	54 years old	Race/Ethnicity One (1) Director
Nine (9) total Directors, including three (3) independent Directors	Independent Directors chair two (2) of three (3) Board Committees	Marine Transportation Current CEO: 20+ years		

Executive Leadership Team

Our Executive Leadership Team is comprised of dedicated leaders with strong backgrounds and significant experience in the marine industry.

Our Board of Directors and Executive Leadership Team set the tone for how we conduct business in alignment with our core values and our strategic vision.

Chief Executive Officer and Seven (7) Direct Reports

- Chief Financial Officer
- Chief Operating Officer
- SVP of Dry Cargo Division
- SVP of Liquid Cargo Division
- SVP & General Counsel
- SVP Human Resources
- SVP of Interchange & Logistics





ENHANCING OUR SOCIAL IMPACT

Supporting Our Communities

As a responsible corporate citizen, ACBL is committed to giving back to the communities in which we operate in meaningful ways. ACBL and our Team Members regularly contribute to a wide range of social and community initiatives.

SOCIAL IMPACT



During 2022, ACBL and our Team Members donated and contributed over a half a million dollars to more than 25 charities and industry support organizations



ACBL Team Members participated in an Ohio River cleanup with Living Lands and Waters and removed over 3,000 pounds of trash from the banks of the Ohio River in Louisville.

[ACBL Partners with Living Lands and Waters for a river cleanup on Vimeo](#)



Living Lands & Waters' (LL&W) mission is to aid in the protection, preservation and restoration of the natural environment of the nation's major rivers and their watersheds. ACBL is a proud partner and has distributed 6,158 trees since the inception of the "Million Trees Project" in 2007.



ACBL Team Members are honored to participate in quarterly blood drives to help the American Red Cross meet the needs of local communities. Out of every 10 hospitalized patients, at least one will need blood to save their life.



The Doc Sneed annual golf tournament, hosted by ACBL, raises funds for the Norton Children's Cancer Institute – providing individualized childhood cancer care to families in Kentucky, Southern Indiana and beyond.



The JazzFest golf tournament, hosted by ACBL, raises funds for The New Orleans Jazz & Heritage Foundation – a lighthouse of education, community support, and cultural preservation.



RiverWorks Discovery offers youth numerous opportunities for learning about all aspects of inland rivers, including educating youth on wildlife and watersheds found within the United States.



ACBL is proud to support United Way through corporate donations and Team Member fundraisers. United Way seeks to improve lives by mobilizing the caring power of communities around the world to advance the common good.



ACBL provided partnership and support to Bernard Terrace Elementary in Baton Rouge, LA to allow the school to retain the character education curriculum from Manners of the Heart for the 2022-23 academic year.



ACBL annually sponsors and participates in the Kentuckiana Heart Walk. Every walker who joins, every dollar donated means more research, more people trained in lifesaving CPR, more medical breakthroughs and more champions for equitable health.

ACBL SENIOR ANGELS

For more than 25 years, ACBL Team Members have brought holiday joy to senior citizens in the Jeffersonville, IN community.

Supporting our Industry

In addition to supporting our Team Members and our local communities, ACBL recognizes that, as an industry leader, it is our responsibility to participate and provide leadership to many marine industry-wide organizations, as well as to financially contribute to organizations that support our industry and our mariners.



ACBL is a proud corporate sponsor and partner with Women in Marine Operations (WIMOS). WIMOS is dedicated to retaining, advancing, and promoting women in the maritime industry through sharing knowledge and continuing education.

Ludy Brinck, one of our Liquid Sales Directors, currently serves as Treasurer on the National Board for WIMOS.



The American Waterways Operators

The American Waterways Operators is the national advocate for the U.S. tugboat, towboat and barge industry, which serves the nation as the safest, most environmentally friendly, and most economical mode of freight transportation. AWO members operate on the rivers, coasts, Great Lakes, and harbors of the United States, moving vital commodities safely, reducing air emissions, water pollution, and highway congestion, protecting homeland security, and providing family-wage jobs for tens of thousands of Americans.

ACBL proudly supports AWO financially, and Patrick Sutton, our Chief Operating Officer, currently serves on the Board of AWO, Ohio Valley Region Vice Chairman and at-large Executive Committee Member.



The Seamen's Church Institute advocates for the personal, professional, and spiritual well-being of merchant mariners around the world. SCI promotes safety, dignity, and improved working and living conditions for the men and women serving in the maritime workplace.

ACBL supports SCI as a Sustaining Sponsor providing unrestricted financial support of \$100,000 or more per year. Mike Ellis, our Chief Executive Officer, currently serves as Vice Chair of the SCI Board of Trustees.



Waterways Council, Inc. is a national organization that advocates for modern, efficient and well-maintained inland waterways, including lock and dam infrastructure, and channel maintenance.

ACBL proudly supports WCI financially, and Martin T. Hettel, our Vice President - Government Affairs, currently serves on WCI's Board of Directors.



Founded in 1969, USCG Foundation is vital partner to the United States Coast Guard and supports its members from enlistment to long after retirement. Through close collaboration with USCG leadership, the Foundation can effectively respond to new and emerging needs for USCG members.

ACBL annually supports the USCG Foundation. We are proud to contribute to the foundation and know that our investment supports families, bolsters morale, honors the USCG's mission at the national level, and more.

Other Industry Organizations

- ▶ USCOE Inland Waterways User Board
- ▶ Gulf Intracoastal Canal Association
- ▶ Lower Mississippi River Committee
- ▶ Louisiana Associations of Waterways & Shipyards



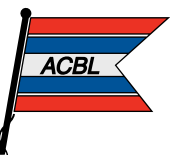
SASB Index 2022



The SASB Standards is a set of standards designed by the investment community in order to facilitate communication of financially material ESG information to investors by reporting companies. Below is a mapping of how our 2022 Sustainability Report aligns with SASB Standards. This index reflects our alignment with the recommended topics of the “Marine Transportation” Industry Standard from the SASB framework. We provide disclosures against those metrics most relevant to our business. We are using one additional Human Capital accounting metric (SV-PS-330a.3) from the SASB “Professional & Commercial Services” Standard to guide the disclosure of our Team Member engagement. For the topics where we currently do not provide adequate disclosure, we will continue to evaluate developments and evolve our future disclosures.

Table 1. Sustainability Disclosure Topic and Accounting Standards

SASB Topic	Accounting Metric	SASB Code	Category	Unit of Measure	Disclosure Location/Response
Greenhouse Gas Emissions	Gross Global Scope 1 emissions	TR-MT-110a.1	Quantitative	Metric tons (t) CO-e	2022 Sustainability Report, Appendix B: Climate Transition Plan, page 19
	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	TR-MT-110a.2	Discussion and Analysis	n/a	2022 Sustainability Report, Appendix B: Climate Transition Plan, page 19
	Average Energy Efficiency Design Index (EEDI) for new ships	TR-MT-110a.4	Quantitative	Grams of CO2 per ton-nautical mile	2022 Sustainability Report, Appendix B: Climate Transition Plan
Air Quality	Air emissions of the following pollutants: (1) NOx (excluding N2O), (2) SOX, and (3) particulate matter (PM10)	TR-MT-120a.1	Quantitative	Metric tons (t)	Evaluating for Future Disclosure
Ecological Impacts	Shipping duration in marine protected areas or areas of protected conservation status	TR-MT-160a.1	Quantitative	Number of travel days	Vessels remain in compliance with all navigational and environmental restrictions, including during transiting of marine protected areas
	Percentage of fleet implementing ballast water (1) exchange and (2) treatment	TR-MT-160a.2	Quantitative	Percentage (%)	Not applicable; vessels utilize potable water for ballasting
	(1) Number and (2) aggregate volume of spills and releases to the environment	TR-MT-160a.3	Quantitative	Number, Cubic meters (m ³)	6 spills totaling 7.2 gallons (Zero cargo releases)
Employee Health & Safety	Lost time incident rate (LTIR)	TR-MT-320a.1	Quantitative	Rate	2022 Sustainability Report, Section 'Safety', page 6
Business Ethics	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	TR-MT-510a.1	Quantitative	Number	Not applicable
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	TR-MT-510a.2	Quantitative	Reporting currency	None
Accident Safety & Management	Number of marine casualties, percentage classified as very serious	TR-MT-540a.1	Quantitative	Number, Percentage (%)	Two (2)
	Number of Conditions of Class or Recommendations	TR-MT-540a.2	Quantitative	Number	Not applicable
	Number of port state control (1) deficiencies and (2) detentions	TR-MT-540a.3	Quantitative	Number	Not applicable
Workforce Diversity & Engagement	Team Member engagement as a percentage	SV-PS-330a.3	Quantitative	Percentage (%)	2022 Sustainability Report, Section 'Empowerment & Engagement' page 12





2022 Climate Transition Plan

ISSUED APRIL 2023

Introduction

ACBL actively participates in efforts to transition to a low-carbon future and is committed to the development of a **more sustainable inland marine transportation supply chain for the benefit of our stakeholders, customers, and the environment.**

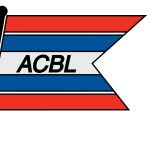
We continue to transform our fleet of vessels in order to strengthen our resilience to climate change impacts and to support our customers and partners in making the transition while growing our business.

Our Climate Transition Plan provides an overview of our current greenhouse gas (GHG) emissions profile, our commitments, key reduction strategies and our roadmap to achieve our commitments.

“We are committed to collaborating with our stakeholders to drive towards a commercially-viable, low-carbon future for the inland marine transportation industry. To that end, we will continue to evaluate, develop and implement operational efficiencies that make a near-term impact while longer term, more innovative solutions are being developed. As an industry leader, we are proud to have been selected by Maritime Partners, LLC to operate the world’s first methanol-fueled towboat, the M/V Hydrogen One.”

Mike Ellis

CEO of American Commercial Barge Line



Developing our Climate Transition Plan

ACBL formed its Sustainability Task Force to address climate related risks and opportunities, set our priorities and initiatives and developed our inaugural Sustainability Report.



ACBL published its inaugural 2022 Sustainability Report utilizing the SASB Standard for the Maritime Industry. For more information, please visit bargeacbl.com/sustainability.



This Climate Transition Plan was developed in conjunction with our inaugural Sustainability Report and in collaboration with KERAMIDA INC.

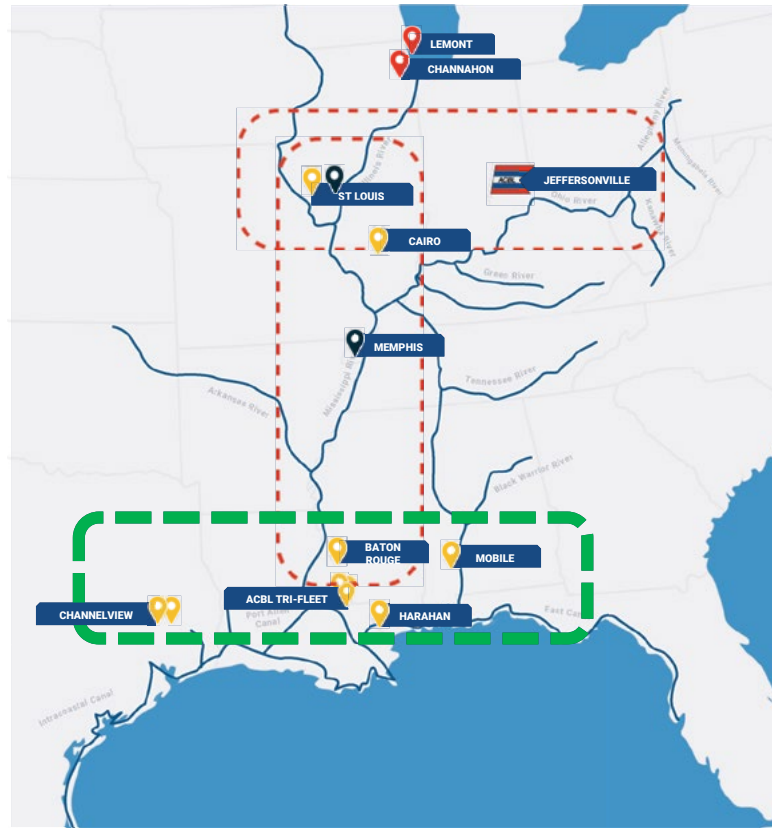
Sustainability Partners



ACBL will review and update this Climate Transition Plan annually, ensuring it remains flexible and responsive to changing market conditions, technologies and opportunities.



Vessel Operations Profile



Vessel Type	Fleet Boat Operational Profile (2K HP)		Barges towed (1)
	Emissions	Towwork and interchange.	Fleetwork and dock spots.
CO2e*	0.16 MT / Op Hr.	0.12 MT / Op Hr.	
Vessel Type	Unit Boat Operational Profile (2K HP)		Barges Towed (3)
	Emissions	Short Haul Unit Tow (1 to 3-day trip)	Long Haul Unit Tow (7 to 10-day trip)
CO2e*	0.27 MT / Op Hr.	0.34 MT / Op Hr.	
Vessel Type	Canal Boat Operational Profile (3K HP – 6 Barges)		Barges Towed (6)
	Emissions	Houston to Baton Rouge (1 to 3-day trip)	Baton Rouge to Houston (7 to 10-day trip)
CO2e*	0.48 MT / Op Hr.	0.48 MT / Op Hr.	
Vessel Type	Shuttle Boat Operational Profile (4K HP – 16 Barges)		Barges Towed (16)
	Emissions	Gulf Shuttle Lower Mississippi (1 day trip)	Locking Rivers – Ohio, Upper Miss & Illinois (7-day trip)
CO2e*	0.71 MT / Op Hr.	0.91 MT / Op Hr.	
Vessel Type	Mainline Vessel Operational Profile (11K HP – 56 Barges)		Barges Towed (56)
	Emissions	Transiting Southbound (Cairo to Baton Rouge) 4-day trip	Transiting Northbound (Baton Rouge to Cairo) 7-day trip
CO2e*	4 days / 195 MT 2.03 MT / Op. Hr.	7 days / 747.58 MT 4.44 MT / Op. Hr.	

*Note these are estimated CO2e values based on fleet data for visualization purposes

Though ACBL exclusively operates in the U.S. inland water system, our fleet of vessels is diverse in size and service type. Our vessel fleet spans from fleet operations to our mainline operations, moving large tows on the Mississippi River. Due to the diversity and variance of operation, it is imperative that the company utilizes a multi-faceted approach for fuel management and emission reduction strategies.

Mainline Towing Vessels

ACBL mainline towing vessels boast the largest vessels in the fleet, ranging anywhere from 6,000 to 11,000+ HP. ACBL's mainline vessels primarily operate on the lower Mississippi River from Cairo, IL, on the locking rivers from Chicago to Pittsburg, and in the Gulf from Baton Rouge to New Orleans, carrying anywhere from 15 barges up to 56 barges, depending upon the size and horsepower of the vessel. Mainline vessels stay in a state of continuous operation, with limited downtime for exchanging tows at fleet locations.

Unit Towing Vessels

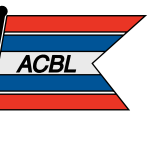
Unit boats operate on dedicated contracts in the liquid towing business and service varying industries. Boats in this service can range from 2,000 to 3,000 HP and operate under highly variable conditions affected by facility production schedules and needs, which often include periods of not being underway. Based upon the varied operating cycles, boats in this service have the greatest potential for diesel electric and other hybrid technologies.

Canal & Shuttle Vessels

Within the vessel fleet, ACBL also has towboats that operate in the canal and shuttle boat service. Boats in these two services can range anywhere from 2,600 to 4,000 HP. Canal boats are primarily moving 6 barge tows and shuttle boats could move up to 16 barges. These vessels operate in varying segments of the inland river and canal systems and may also be moved into mainline service based upon business and market needs.

Fleet Vessels

Fleet locations play a key role in supporting ACBL's vessel operations, interchange and logistics and vessel efficiency. These strategic locations hold barges that are not currently being towed, in addition to providing key services like barge cleaning and repair activities. ACBL's fleet vessels perform various tasks including but not limited to making and breaking barge tows, transiting barges to local docks for loading and unloading, conducting fleet maintenance and supporting facility operations.



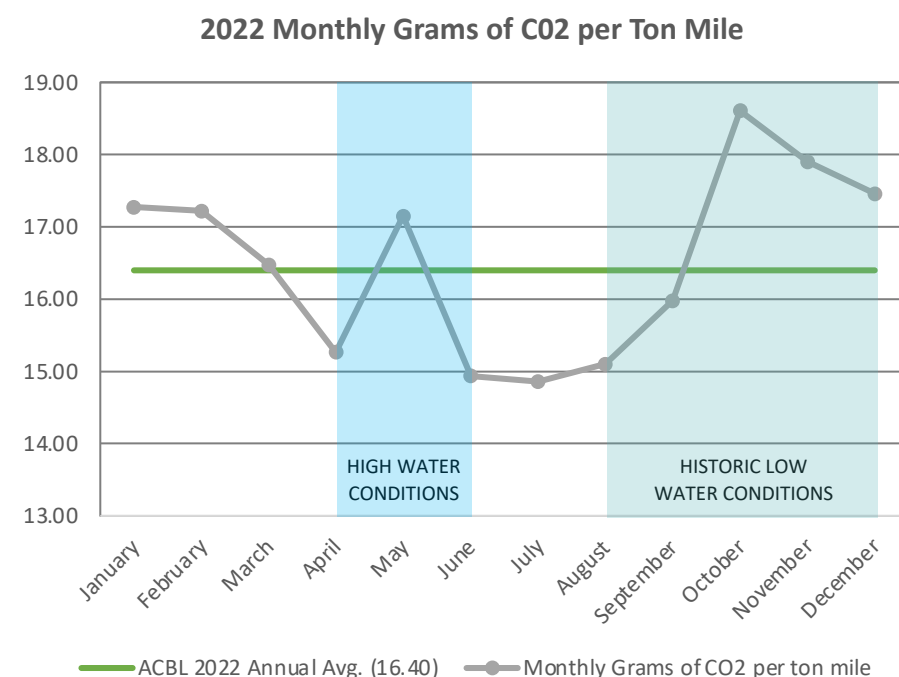
Current & Historical Emissions Profile

A detailed assessment of GHG emissions is critical for establishing our baseline year and guiding our emission reduction efforts under this Climate Transition Plan:

- **ACBL GHG Emissions:** 99% of ACBL’s overall GHG Emissions consist of the Scope 1 Emissions from our vessel and barge fleet. Thus, our Climate Transition Plan will focus on our Scope 1 Emissions.
- **Baseline Year:** ACBL has established 2022 as our baseline GHG emission year.
- **Customer Reporting:** Upon request, each ACBL customer receives carbon intensity reporting on a per voyage & per ton mile basis.

Current Baseline Emissions Profile

Total Annual Fleetwide Scope 1 GHG Emissions*	769.6 CO2e MT
2022 CO2 Per Ton Mile:	
<i>Mainline 40+-Barge Boats</i>	14.97 CO2/Ton Mile
Mainline 25-Barge Boats	16.26 CO2/Ton Mile
Unit/Canal & Shuttle Fleet	16.41 CO2/Ton Mile
Overall Average	16.40 CO2/Ton Mile



2022 Climate Change Impacts & Operating Conditions

Periods of high water & heavy ice conditions and historic low water had a significant impact on our Scope 1 emissions in 2022.

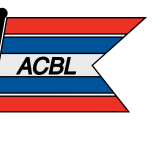
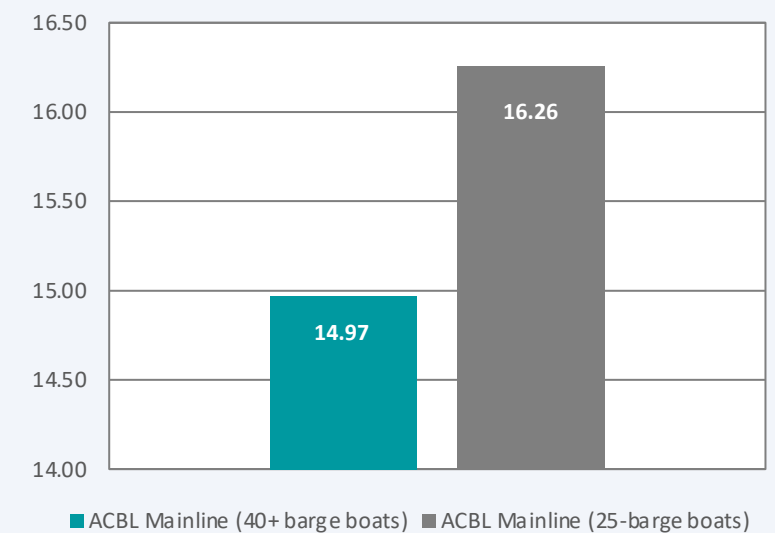
*GHG emission calculations are aligned with GHG Protocol standards (GHG Protocol Corporate Accounting and Reporting Standard) the best in practice standard for corporate GHG emissions managed by the World Business Council for Sustainable Development (WBCSD) and the World Resource Institute (WRI). ACBL "Marine Transportation Fleet" includes ACBL and its' affiliates.

Mainline Advantage

An internal study, conducted by ACBL plus an independent third-party partner, determined that ACBL consistently operates the second-largest number of 40+ barge tows in the inland towing industry. This class of vessels are the most carbon efficient in the transportation industry relative to the amount of cargo that is moved. The study also revealed that ACBL’s 40+ Barge Mainline Vessels were 20% more cost efficient per ton mile to operate and can move 69% more volume than a 25-barge boat.

During 2022, our mainline customers averaged 14.97 grams of CO2 per-ton-mile for cargo transported on our 40+ Barge Mainline Vessels. This equates to a CO2 grams-per-ton-mile reduction of 8% when compared to a 25-barge tow.

2022 Grams of CO2 per Ton Mile



Our Current & Short-Term Reduction Initiatives

EV Charging Stations at HQ



ACBL to Operate the World's First Methanol-Fueled Towboat

Upon delivery in 2024, ACBL will be the operator of the M/V Hydrogen One, **the first of its type in the inland towing industry.** This technology provides a platform for significantly reduced carbon emissions through the use of methanol and reformer technology. ACBL is excited to partner with Maritime Partners, LLC in bringing this vessel and technology to the U.S. inland waterways.



ACBL Signs Contract to Build Innovative, Environmentally-Friendly Towboat

Upon delivery in late 2023, ACBL's new towboat will support barge operations in one of the busiest ship channels in the world, the Port of Houston. The Tier 4 Mitsubishi engine represents the strictest EPA emissions requirements for marine diesel today and will significantly reduce emissions. **This project will introduce the first Tier 4 Mitsubishi engines to the inland marine industry.**

\$\$\$\$ in More Efficient Equipment

Since 2010, ACBL has Invested **over \$400M** in emission reduction related equipment improvements

- ✓ Tier zero engines only represent 7% of the fleet engine makeup. Currently, 68% of the main engines in the fleet hold a Tier 2 or higher technology
- ✓ Since 2014, ACBL has added 16 new Z-drive towboats replacing 32 Tier 0 and Tier 1 engines with more fuel/carbon efficient Tier 3 engines with two new Tier 3 vessels added as recently as 2021

Multi-Faceted Fuel Management & Partnerships Advancing Technology

- ✓ Requiring all vessels stopped in a safe location to shut down at least one engine on a two-hour rotating basis = **50% reduction in Scope 1 emissions while a vessel is in port**
- ✓ Implement CAT RFV monitoring program allowing remote access into engine operation to implement more efficient operating practices
- ✓ Extensive data collection activities in partnership with major industry power systems provider in key operating areas to evaluate hybrid and alternative vessel propulsion technology

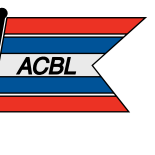
Proprietary Fuel Management System

- ✓ **Onboard, real-time fuel monitoring** to evaluate whether the vessel is being operated optimally under the varying operating conditions that our mariners encounter in the inland river system



Developed Sustainable Procurement

- ✓ **Vendor Code of Conduct** reflects commitment to the UN Global Compact and United Nations Universal Declaration of Human Rights and the core labor conventions of the International Labor Organization



Decarbonization Headwinds & Combating the Impacts of Climate Change

The Inland Marine Industry faces significant challenges related to implementation of our climate transition plans to achieve a commercially viable, reduced-carbon supply chain

Dynamics of the Mississippi River & Climate Change Impacts

- Barge transportation remains the most carbon-efficient mode in the U.S. transportation sector due to its ability to move massive amounts of cargo at lower fuel consumption rates. The inland marine transportation industry experienced significant challenges related to these efficiencies in 2022 due to historic low water conditions on the Mississippi River.

Low or high-water conditions result in increased Scope 1 emissions due to:

- Preventing barges from being loaded to maximum capacities
- USCG navigational restrictions that restrict allowable tow size, further reducing cargo capacities
- Creating congestion and delays leading to reduced efficiency
- Removing the ability of the largest, most carbon-efficient industry vessels to operate

To combat these climate-related operating conditions, ACBL has developed a proprietary Operating Condition Index, which allows us to plan and adjust our operations to ensure optimization of the efficiency of our marine operations.

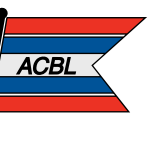


Blue Sky Maritime Coalition recognizes the challenge in reducing GHG emissions of water-borne transportation in Canada and U.S. [BlueSky AcceleratingTransition 2022.08.30](#)

The fourth International Maritime Organization (IMO) GHG Study demonstrates that "whilst further improvement of the carbon intensity of shipping can be achieved, it will be difficult to achieve IMO's 2050 GHG reduction ambition only through energy-saving technologies and speed reduction of ships. Therefore, under all projected scenarios, in 2050, a large share of the total amount of CO2 reduction will have to come from the use of low-carbon alternative fuel" [See full report](#)

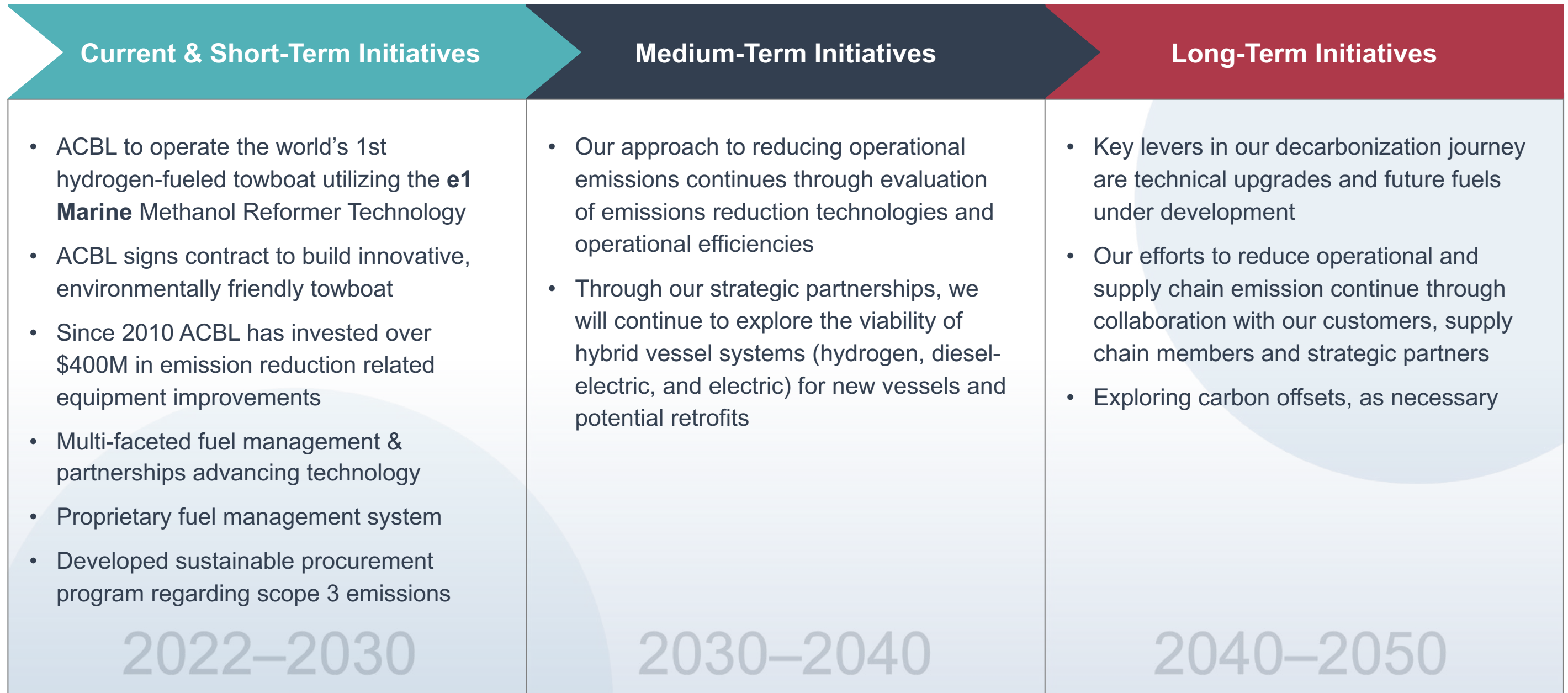
A joint Deloitte/Shell Report provided that the maritime industry "... as one of the **harder-to-abate industries.**" ([Decarbonizing Shipping: All Hands On Deck, 2020](#))

U.S. NATIONAL BLUEPRINT FOR TRANSPORTATION DECARBONIZATION: "Despite the variety of potential decarbonization fuels, technologies, and policies under development, the best pathway for decarbonizing the maritime sector is unclear. New maritime technologies can be slow to be adopted, particularly when safety and operational standards still need to be established. Vessels have a long fleet turnover time—30 years or more—so understanding the costs, standards, and requirements is critical for long-term investment planning. Decarbonizing the sector by 2050 will require innovative practices, targeted regulations, and a strong and immediate commitment to innovation and deployment of new and emerging technologies." [See full article](#)



Our Carbon Transition Roadmap to 2050

The initiatives and roadmap outlined in this Climate Transition Plan will be continually reviewed, updated and implemented by our Sustainability Task Force and our Vessel Efficiency Task Force working collaboratively to reach our goals



Disclosures/Forward Looking Statements: Certain information included in this 2022 Sustainability Report may constitute forward-looking statements within the meaning of applicable securities laws, including, but not limited to, statements regarding ACBL's plans to: move forward with identified climate change opportunities and plans to seek opportunities to further integrate sustainability into our business strategy. These statements reflect ACBL management's reasonable judgment with respect to future events. Readers are cautioned not to place undue reliance on forward-looking statements as they are subject to a number of assumptions and known and unknown risks and uncertainties that may cause the actual results, performance, or achievements of our company to be materially different from any future results, performance, or achievements expressed or implied by such forward-looking statements. The forward-looking statements contained herein are based on currently available information and are made as of the date of this document. ACBL assumes no obligation to update or otherwise revise these forward-looking statements, whether as a result of new information, future events, or otherwise.





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