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Infrastructure and
Skilled Labor
Sustain Growth

CROWLEY

celebrating fifty years
IN PUERTO RICO

A Message From Tom Crowley Jr.



**Tom Crowley Jr.,
Chairman, President
and CEO, Crowley
Maritime Corporation**

One of the many things we've learned over the past 50 years serving Puerto Rico is that great companies want to do business with other great companies. That's why we at Crowley have consistently tried to align ourselves with our customers and their needs for frequent, dependable shipping services between the U.S. and Puerto Rico. Fortunately, through a lot of hard work and investment, we are succeeding.

This can be seen through the private recognition and public awards we have received from many of the world's finest companies, including Sears, Toyota, Ford Motor Company, SC Johnson, Campbell's Soup and others. It is also evident by the fact that about four out of every 10 shipments moving between the mainland and Puerto Rico are handled by Crowley, making us the No. 1 carrier in the trade. The trust our customers have placed in us is both gratifying and motivational. It gives us a sense of purpose and desire to provide the best service possible.

While it is important to have the requisite infrastructure to ship our customers' cargoes, such as vessels, containers, terminals and the like, the real key to customer satisfaction is the work done by our employees. They are widely seen as the most knowledgeable, helpful and customer-focused in the industry.

Over the years, we have responded to that the trust our customers have placed in us by reinvesting profits back into the business. We've upgraded our vessels for improved performance and reliability, acquired new, high-security equipment to better protect customers' cargoes, expanded and improved our marine terminals for better security, greater efficiency and faster truck turn times, and invested in systems, people and training to serve our customers. We've also increased our frequency of service such that we now sail five times a week southbound from the U.S. to San Juan and five times a week northbound—a level of service that is unmatched by any other carrier in the trade.

In addition to serving the needs of our customers, we also feel a great bond with the people of Puerto Rico. We understand the responsibility we have as a lifeline to them, bringing in groceries, department store merchandise, building materials, automobiles and other essential goods. We are proud to be a major contributor to the Puerto Rican economy, commercial infrastructure and community. Though we will encounter challenges in the future, with the support of our customers, employees and business partners in Puerto Rico and the U.S., we look forward to providing another 50 years of uninterrupted service.



Crowley's 85-acre San Juan terminal is the largest RO/RO terminal of its kind in the Western Hemisphere and is the most efficient in terms of cargo throughput.

Service Today

Crowley currently offers five sailings per week to San Juan from the U.S. Four of the sailings originate in Jacksonville, Florida, and the fifth departs from Pennsauken, New Jersey.

The company sails its 580- and 730-foot triple deck barges that are each capable of hauling up to 512 trailers or containers and 240 automobiles. Both U.S. terminals are located near major highways and railheads to facilitate the speedy movement of customer cargo. And, because Crowley people are handling wheeled equipment, there are no delays at the terminals waiting for chassis to become available, and cargo is never grounded.

Once cargo arrives in San Juan, approximately 300 administrative and union personnel, many of whom have been with the company since its early days in Puerto Rico, are ready to

receive the cargo and process it so that it may be released in a timely fashion for distribution on the island or prepared for transshipment to other parts of the world.

During its time in Puerto Rico, Crowley has watched its market share rise from 5 percent in the early days to about 35 percent today, making the company the dominant carrier in the market.

"Today, Crowley brings one of every three trailers/containers that come to Puerto Rico from the mainland," said Roberto Lugo, Vice President and General Manager, Puerto Rico. "We are proud to have earned the respect and trust of so many shippers and to have become the No. 1 carrier in the U.S.-Puerto Rico trade. With that success comes much responsibility and we're pleased to play an important role in the island's economy."

"Crowley has been a reliable business

partner for us in the Puerto Rico trade for a long time," said Carlos Unanue, President and General Manager, Goya De Puerto Rico. "I've been particularly impressed with the company's longevity and their willingness to continue to make the investments needed in equipment, vessels, people and systems to serve us and others in the trade. Crowley is a company you can count on today and into the future."

Some of the leading cargos shipped in the Puerto Rico/Caribbean trade include department store merchandise and other consumables, foods and beverages, pharmaceuticals, and automobiles and building materials.

Crowley's full complement of equipment types is available in this trade. More than 35,000 quality units are strategically positioned in over three dozen locations throughout the U.S., Canada, and Puerto Rico. The variety of customer equipment choices is significant, from 53-foot trailers to 48- and 45-foot high-cube trailers—all 102 inches wide—to 53- and 45-foot containers, which are also 102

50 Years of Service and Innovation



In September of 1954, TMT Trailer Ferry representatives and Puerto Rico industrial development officials dedicated the company's port facilities in San Juan, thereby launching the first U.S.-flag ocean Roll On / Roll Off containerized service between South Atlantic ports and Puerto Rico. TMT's "floating highway" for trailers was one of the simplest and most efficient cargo-transport systems ever developed.



Ocean transportation of cargo in trailers was designed to minimize cargo handling. Once cargo was loaded into a trailer, such as the one shown here during the early days of operation, at its place of origin, it didn't need to be handled again until it reached its final destination.



Seatruck



LST

In its early days of operation, TMT Trailer Ferry used small, flat-deck ships, which they called seatrucks, and converted war surplus Landing Ship Tanks (LSTs) to serve shippers moving cargo in trailers. Crowley, which acquired TMT, deployed 400-foot single-deck and double-deck barges. In 1978, the company introduced triple-deck barges, some of which were later stretched to 750 feet by adding an additional mid-section.



Single Deck



By the time Crowley celebrated its 35th anniversary in Puerto Rico, it was estimated that its trailer capacity had increased by 50-times over the 4,000 trailer spaces available in 1972. Here, visitors to Castillo de San Felipe del Morro in Puerto Rico watch a Crowley triple-deck barge enter San Juan in the early 1990s.



Stretching barge to 750 feet



Double Deck



Today, Crowley handles about 40 percent of all the cargo moving between the U.S. and Puerto Rico. Pictured here is a 750-foot triple-deck barge at the company's Jacksonville terminal.

Crowley transports tens of thousands of new and used vehicles to Puerto Rico each year using specially designed car decking on its vessels.



inches wide. The company also offers new 45-foot (102-inch wide) refrigerated containers in this trade, plus 20-foot standard and 40-foot high-cube refrigerated containers, five different sizes of flatbed trailers, stainless steel tank trailers, open tops and much more.

Crowley also transports NIT (not-in-trailer) loads—cargo too large to fit in containers or trailers—such as concrete

batch plants, million-dollar custom yachts, 90-foot subway cars, bulldozers, buses, and just about anything else that can be pushed, pulled, lifted by crane or driven. Rolling stock such as cars, trucks, buses and construction equipment, and breakbulk, heavy lift and over-dimensional items require special handling and may provide a challenge, but are never an issue for Crowley.

To handle the shipment of automobiles, the company recently upgraded the entire car decking on its vessels, including padding, alignment lines, and fresh paint. The padding and alignment lines were added to minimize the potential for damage to vehicles during the loading and unloading process. The 580-foot triple deck barges operated in this trade lane have car decking to accommodate 120 units at a time plus dedicated space for an additional 180 units, meaning a total of 300 automobiles can go on a vessel per sailing. The 730-foot triple deck barges also used in the service have car decking to accommodate 160 units, plus dedicated space for 80 more, for a total of 240.

Crowley's San Juan terminal continues to be known as the largest, most efficient RO/RO terminal in the Western Hemisphere. It was recently restructured so that equipment is organized by type, and automobiles are organized by manufacturer. This major improvement has

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resulted in further reductions in trucker turn times. Trucker can enter the terminal, drop off a load, pick up a load and exit the property in 15-20 minutes. The fast turn time is further enhanced by a dedicated trucker entrance roadway and a 10-lane gate complex—the biggest in Puerto Rico. In addition, the Puerto Rico Excise Tax Office is located right on the premises, making it more convenient for customers to pay duties and receive or ship cargo.

As an industry leader for over a century, Crowley understands the need for its services to evolve along with technology and customer demand. For businesses that use regularly scheduled liner operations, Crowley knows it is essential that shipping order place-

issues directly. With a team of professionals, many of whom have been with Crowley for decades, each customer can rest assured that their shipment will be handled professionally and with the greatest attention to detail.

On the surface, one might think moving cargo from point A to point B is pretty straightforward, but that's not nec-

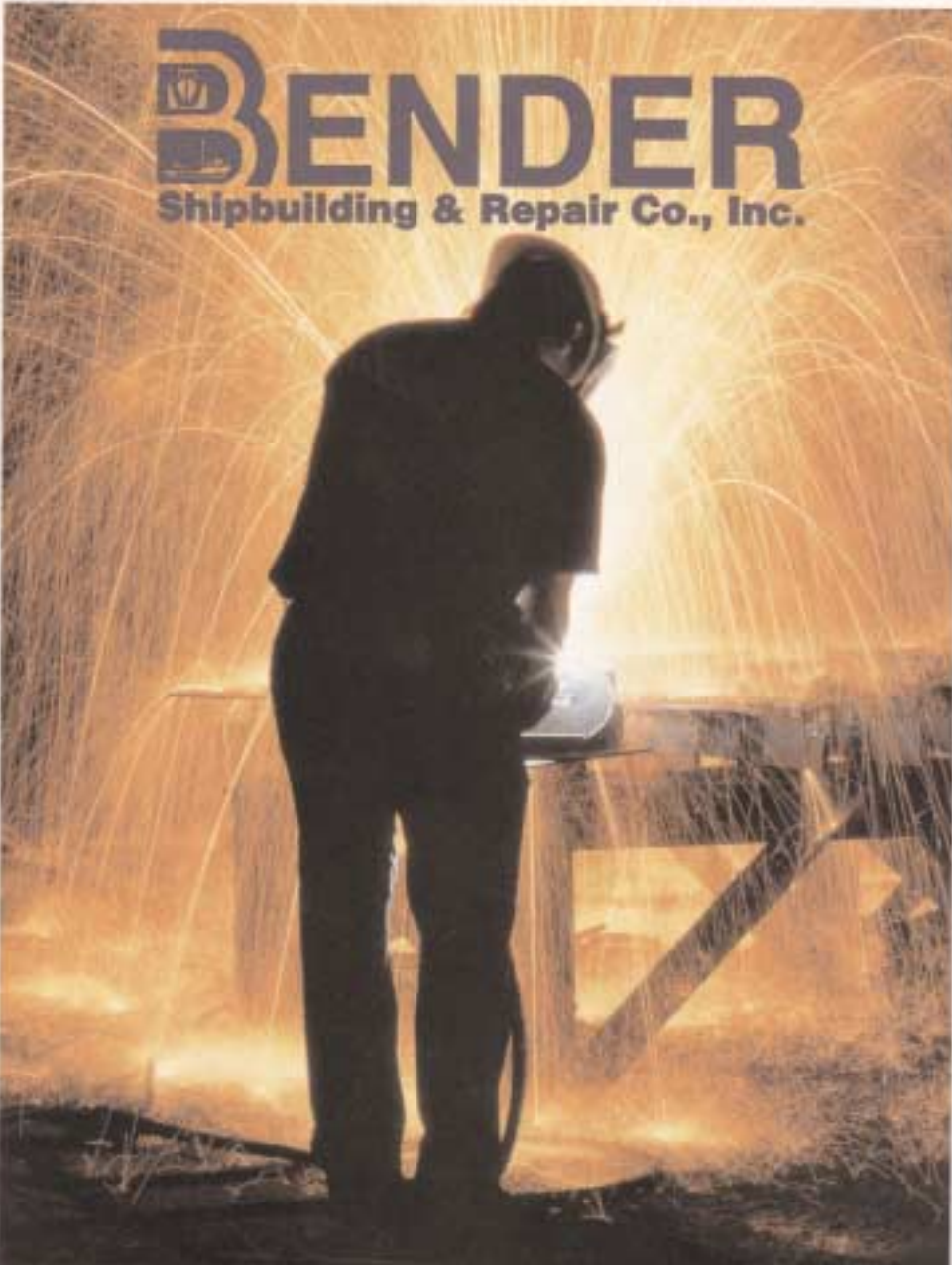
essarily so. Cargo movements require the involvement of a lot of Crowley employees—from freight services personnel who take care of the bookings and all of the paperwork, to the employees in the intermodal department who position equipment at customers' facilities and arrange for inland transportation, to stevedoring crews who actually load and

"Crowley has been a consistent leader in this industry. Fifty years is a very, very long time in the maritime industry. Many carriers have come and gone in that same time frame, but Crowley has remained as a constant on which shippers like P&G, and our customers in Puerto Rico, can rely."

—M.J. (Wick) Barr, Associate Director of Global Physical Distribution/Cross Border for The Procter & Gamble (P&G) Distributing Company.

ment and cargo tracking be available instantaneously and at the convenience of customers. The company has introduced e-freight management to its customers, allowing them to have cargo shipping information at their fingertips. Execution activities—including scheduling, booking, documentation and cargo tracking—can be completed over the Internet and directly with Crowley at www.crowley.com.

If a customer requires personal attention, Crowley employees are, of course, always available to assist with bookings, documentation and customer service



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unload the cargo from the vessels.

Crowley's liner service business is a far-reaching enterprise that requires a great deal of teamwork and coordination. Through attention to detail, customer focus, schedule integrity and reinvestment, Crowley expects to remain the premier carrier serving Puerto Rico.

Continued investment

Because of Crowley's commitment to its shipping customers and to the people of Puerto Rico, the company has proactively sought ways in which to enhance its service by making the necessary investments to upgrade vessels, improve terminal facilities and acquire new equipment.

Recently, all of the large, powerful, Invader-class tugs that tow the triple-deck barges to and from Puerto Rico were refurbished. As part of this \$30 million program, the tugs had their engines, gearboxes, and auxiliary engines completely removed and rebuilt to the manufacturer's original specifications. In addition, the vessels' interiors, exteriors, and hulls received a complete facelift at the direction of Crowley engineers and crewmembers.

While the triple deck barges are still in service and are as strong as ever, they too have undergone refurbishments throughout the years. In 2001, the *Ponce* re-entered the Puerto Rico service after undergoing extensive maintenance and upgrades including renewed car decking, rub rail, side shells, decks and steel structural and coating repairs. These refurbishments were done for improved

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"I've been particularly impressed with the company's longevity and their willingness to continue to make the investments needed in equipment, vessels, people and systems to serve us and others in the trade."

—Carlos Urianue, President and General Manager, Goya De Puerto Rico

reliability and longevity. Since then, all of the other barges have either undergone, or are undergoing, the same improvement process.

Crowley has also made recent investments in new equipment used by customers to transport their cargo. Some 6,500 large shipping containers, including dry, refrigerated and insulated boxes, plus chassis of various sizes, have been acquired and put into service.

All of the new 45-foot and 53-foot dry containers, 45-foot high-cube reefers and 45-foot insulated containers measure 102 inches wide and are equipped with brand-new chassis. The company has also acquired new 40-foot high-cube reefers with chassis. But that's



not all. To keep cargo safer than ever, Crowley has added three new security features on the 45-foot and 53-foot dry containers. There's an area for an extra bolt-type seal to lock each door to its frame, 3/8-inch thick heavy-duty door plating at the top and bottom and new tamper-resistant round-headed truck bolts on all door-mounted hardware.

Realizing that cargo can only be loaded and unloaded as quickly as a facility can accommodate, each of Crowley's terminals is maintained with permanent triple-deck loading and unloading ramps, shore side cranes for transferring cargo and access to rail service. As new land becomes available and the increased equipment fleet dictates, additional acreage is added to better serve customer needs. This was most recently evidenced with the December 2003 resigning of the San Juan terminal lease, in which new long-term agreement secured the company's 67.4-acre terminal in San Juan,

the largest terminal of its kind in the Western Hemisphere and the most efficient for cargo throughput.

Crowley also invests in its people. With constant training, Crowley employees are some of the best in the business and tend to stay with Crowley for 20, 30, or even 40 years or more. Additionally, Crowley's union relationships have been strong over the years, so much so that there has never been an interruption of service in

the company's San Juan service.

"We feel proud to have been part of the Crowley family throughout these years," said José L. Ayala, President, Teamsters Union of Puerto Rico, Local 901, which is affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, AFL-CIO. "It has been a fact that Crowley has put all its effort and energy into satisfying the needs of its

Crowley recently invested in some 6,500 new pieces of equipment including dry, refrigerated and insulated containers and chassis.



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Crowley carried 76, 90-foot railcars from Jacksonville to San Juan for use in Puerto Rico's Urban Train Project.

employees and customers."

"Crowley has been a university for me," said Hector Texidor, a worker in the San Juan car division and 27-year Crowley employee. "I have been able to study and become a certified electrician, welder, and mechanic."

"It has been Crowley's sound financial position that has offered me job security," said Yvonne Garcia, customer service clerk, and 27-year Crowley employee in San Juan. "Crowley keeps

up with new technology and innovative ways to better serve its clients, affording employees the opportunity to grow personally and professionally."

As the company continues to face challenges and opportunities, they realize that their success will be measured by the degree that their customers and employees benefit from the unique enterprise

that they have built. The company remains dedicated to providing added value for customers, caring for the environment and offering the tools, training and culture for an outstanding staff.

NIT specialists

When it comes to moving heavy or oversized cargoes between the U.S. and Puerto Rico, people who know count on Crowley. No other carrier understands the unique needs of the Puerto Rico

market better than Crowley and no other carrier has gone to greater lengths to meet those needs. In fact, Crowley's specialized vessels can accommodate virtually anything on wheels.

Though Crowley has invested in an extensive fleet of equipment, some cargoes don't need to be in or on a piece of equipment to ride with Crowley. Because vessels are large and cargo is driven on and off, Crowley is able to transport a myriad of large, heavy, unusual or fragile cargoes that most of the competition cannot. Things carried include both new and used automobiles as well as mobile homes, bulldozers, buses, cranes and even the subway trains for Puerto Rico's Tren Urbano project.

The Tren Urbano project included the transport of 76, 90-foot railcars from Jacksonville to San Juan for use in Puerto Rico's Urban Train Project. The shipper approached Crowley on the feasibility of moving the railcars to Jacksonville by rail instead of by truck, as

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Crowley offers five southbound and five northbound sailings per week between the U.S. and Puerto Rico.

had been done up until that time. This allowed six railway cars to arrive in Jacksonville at one time instead of the two at a time, typically received by truck.

With on-dock rail at the Jacksonville port, Crowley's skilled dockworkers were able to carefully and successfully transfer the railcars onto specially designed

equipment for the vessel loading and voyage south to San Juan. This was a challenging task, given that each railcar, in addition to being 90-feet long, was 10.51-feet wide, 15.83-feet high, and weighs 142,530 pounds. The new, \$1.67 billion heavy rail passenger system currently under construction will connect

Bayamón, Guaynabo, Centro Médico, Río Piedras, Hato Rey and Santurce, Puerto Rico. When completed, the electrically powered rail system will stretch 17.2 kilometers with some of the track being underground and some being elevated and/or at grade.

Crowley has also been entrusted with one-of-a-kind shipments of race cars and other specialty vehicles. In addition to shipping a modified Jaguar to Puerto Rico for its run in the Puerto Rico Grand Prix, customers have also entrusted Crowley with their private vehicles. Crowley was chosen to ship a prize winning, vintage Jaguar from San Juan, Puerto Rico to Jacksonville, Florida, and back for the Ninth Annual Concours d'Elegance car show in Amelia Island, Florida. Similarly, one year earlier, Crowley shipped two other prized possessions back to their home in Puerto Rico from the car show. The first of the two cars was a red 1956 Mercedes Benz 300SL, with gull wing doors

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and a value of \$300,000. The second vehicle was a baby blue, 1953 Cadillac in original condition, which was purchased during the show.

Crowley has contributed to successful Hollywood films by ensuring that their production equipment and props arrived in their San Juan filming destination safely and on time. Crowley most recently shipped production equipment to Puerto Rico for the filming of "Bad Boys 2" and "Havana Nights."

In short, no one else is equipped to handle oversized or unusual cargo better than Crowley when shipped between the United States and Puerto Rico.

People who know— Award-winning service

With over 300 employees in Puerto Rico and hundreds more stateside dedicated to this trade, Crowley works closely with its customers to help them find ways to improve their supply

chains. If a shipper has a special need, Crowley will pull out all the stops to accommodate it.

Crowley people load the most time-sensitive shipments last, so they can be unloaded first, and any trailer can be unloaded from the vessel, no matter where it is, within 30 minutes. Additionally, Crowley people are always available to assist with bookings, documentation and customer service issues. They have the experience and knowledge to ensure that every job gets done right the first time, every time.

The company provides on-line instant service to customers. By logging on to www.crowley.com, customers can access a variety of services any time, day or night. They can obtain rate quotes, make bookings, track shipments, check sailing schedules, look up equipment specifications and locations and arrange for an original bill of lading to be e-mailed to their offices.

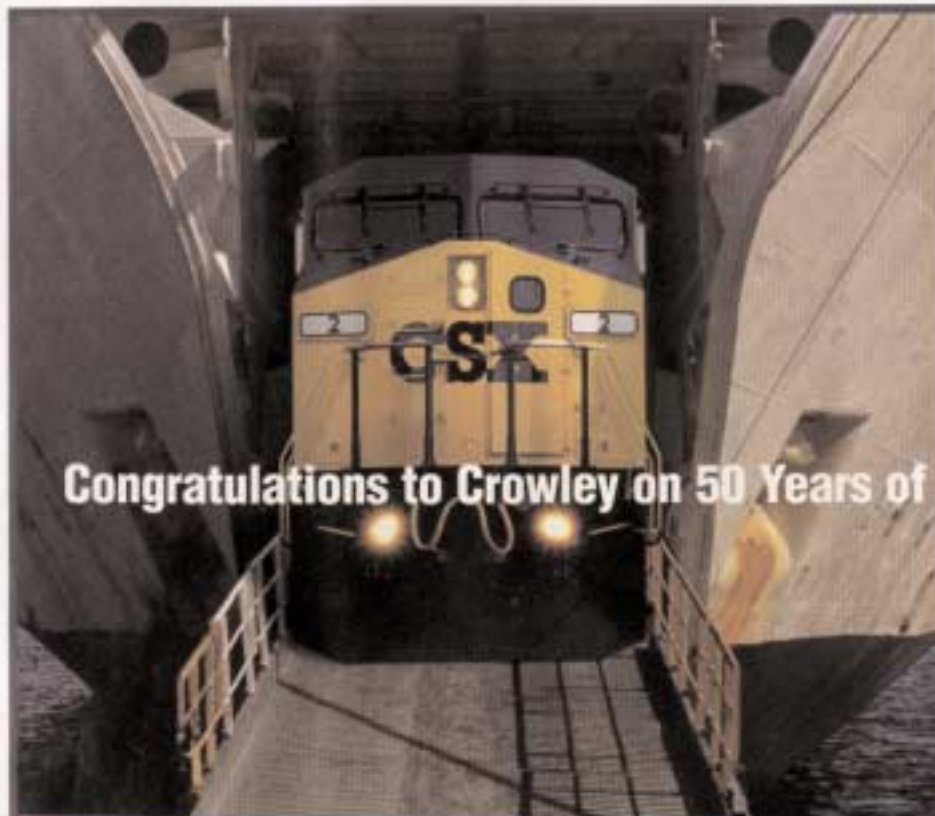
Crowley's strong commitment to



being the best allows each customer to ship with confidence. This is reinforced by the many awards the company has received from satisfied shippers such as Ford Motor Company, Campbell Soup Company, Union Carbide Corporation, Toyota Logistics Services, Inc., and Sears Roebuck and Co. Crowley also holds ISO 9002 certifications for quality.

Most recently, during ceremonies to

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operational quality is outstanding. We truly value our winning partnership with Crowley and look forward to more success in the years to come."

People who know Crowley understand the company's consistency, reliability and commitment to the Puerto Rico market and realize that it is that set of values, which set the company apart from every other carrier. That's why Crowley customers rely on them to

bring expertise to all of their shipping needs to and from Puerto Rico—and to be there for the long haul.

Background on Crowley

Crowley Maritime Corporation is a diversified transportation, logistics and marine services provider in domestic and international markets by means of four operating lines of business: liner services, ship assist and escort services,

oil and chemical distribution and transportation services, and energy and marine services. The primary services offered by these four business lines include: ocean cargo transportation, logistics, energy support, project management, ocean towing and transportation, petroleum and chemical transportation, fuel sales and distribution, ship assist and escort, salvage and emergency response, vessel construction and naval architecture and ship management.

Crowley serves a broad range of industry and government, focusing on the objectives that will ensure the long-term benefits important to the company and its customers. While the service offerings are diverse, there is

We are proud to be a major contributor to the Puerto Rican economy, commercial infrastructure and community.

—Tom Crowley Jr., Chairman, President and CEO, Crowley Maritime Corporation

much commonality in the requirements of Crowley's customers. They look to the company for ISO/ISM quality, safety, reliability, product visibility, turnkey project capabilities, service innovation, and an overall solution-oriented mindset.

The company employs approximately 3,800 people and provides its services using a fleet of more than 300 vessels, consisting of RO/RO (roll on-roll off) vessels, LO/LO (lift on-lift off) vessels, tankers, tugs and barges. Crowley's land-based facilities and equipment include terminals, warehouses, tank farms, office buildings, trucks, trailers, containers, chassis, cranes and other specialized vehicles.

Crowley is the leading ocean cargo carrier between the United States and Puerto Rico, the Caribbean, Bahamas, Mexico, Central America, Dominican Republic, Haiti and Cuba. Services include regularly scheduled liner operations for cargo shipped in containers and/or trailers, rolling stock such as cars, trucks,

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Cargo shipped in Crowley's Puerto Rico service is on wheels and ready to roll upon arrival.

buses and construction equipment, and break-bulk, heavy lift and over-dimensional items via Crowley's extensive fleet of specialty equipment and vessels. Crowley takes pride in providing transportation services for any kind of product or material, assuring it arrives at its destination on time and with no unexpected surprises. Crowley also provides inland transportation and logistics services according to project needs, whether by road, rail, air or inland barge.

Crowley is the go-to logistics company for many of the world's most dynamic corporations, including clothing giants, automakers and consumer products companies. These industries rely on Crowley for powerful solutions to their supply chain challenges. As a third-party logistics provider (3PL), Crowley offers supply chain management and transportation management services including: freight forwarding, ocean, inland, and air transportation, customs

brokerage, and warehousing and distribution. Crowley's offices and distribution centers can be found throughout the United States and Central America. The company's Transportation Management Center serves as the heart of its logistics framework, enabling clients to combine and tailor services as needed, and tap into the company's sophisticated materials and shipment tracking technology.

The company also has long-term relationships with many of the world's most respected energy companies, providing them with creative solutions to their most difficult exploration and production challenges. Support services draw upon several disciplines including upstream logistics, shore based services, ocean towing and transportation, marine engineering, offshore construction support, Alaska energy support services and Environmental, Safety and Quality Assurance (ESQA). Areas of operation

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We Salute Crowley Liner Services on 50 years of Service to Puerto Rico

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extend from Prudhoe Bay, Alaska to offshore Brazil to Sakhalin Island in the Russia Far East.

Crowley's project management group manages logistics for complex construction, engineering and infrastructure projects by placing the resources of the entire Crowley organization at the customer's disposal. Comprehensive capabilities include project management from start to finish, pro-

ject logistics, subcontractor vetting, selection and management, web-enabled material tracking, comprehensive marine transportation for single pallet up to a 6,000-ton module, and beach/job site landing design. The group also provides heavy lift discharge and delivery, inland transportation and logistics, airfreight services, industry leading health, safety and environmental programs, and global site logistics.

Additionally, the company provides ocean towing and transportation services on a worldwide basis. Crowley has the staff, equipment and expertise to provide safe and reliable transportation and logistics services for general cargo movements, offshore production components, including jackets and modules, ship tows and other projects requiring heavy lift or specialized marine transportation services. Crowley's diverse fleet of high-horsepower tugs and large barges provides the foundation for designing towing and transportation solutions to meet the specific needs of each customer.

Crowley is the largest independent operator of petroleum barges and tankers in the United States. The company provides chemical parcel transportation and bulk petroleum

It has been a fact that Crowley has put all its effort and energy into satisfying the needs of its employees and customers.

—José L. Ayala, President Teamsters Union of Puerto Rico, Local 901.

transportation throughout the North American coasts, Alaska, Hawaii, Puerto Rico and to a lesser degree internationally. Tank vessels range in size from 20,000 DWT to 50,000 DWT, while Crowley's West Coast and Alaska tank barge fleet includes vessels ranging up to 16,200 DWT.

Additionally, Crowley owns and operates one of the most advanced fleets of ship assist and escort tugs in the world. Harbor towing services in Oakland, San Diego and Los Angeles, California, as well as Seattle and Tacoma, Washington consist of escort and docking services for tankers, container ships and other vessels as they enter and depart from the harbors. Tugs in Valdez, Alaska and North Puget Sound assist large tankers and provide both tethered and untethered escort services. Crowley tugs based in these areas are outfitted for firefighting services, and barges based in Valdez



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Capacity of Texas, Inc. congratulates Crowley on their 50th Anniversary and we look forward to our continued support of Crowley operations as a leading manufacturer of terminal tractors.

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Congratulations to Crowley Liner Service for 50 years of continuous service to Puerto Rico from your friends at XTRA Intermodal.



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XTRA Intermodal operates the youngest chassis fleet located throughout North America. Chassis are available at our neutral chassis pools or for term leases. XTRA supports the chassis fleet with a web based data management system. Via web access, customers may request FHWA data and copies of chassis registrations. Also, customers utilizing XTRA's neutral chassis pools have additional reports available from our Chassis Management System (CMS). CMS allows customers to review chassis & container tracking, street dwell, trucker operating statistics, pool utilization, and operating costs. Call us today to find out how XTRA's high quality chassis fleet and services can provide economic value for your chassis operations.

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A Berkshire Hathaway Company

also provide oil spill response services.

Providing marine salvage and emergency response services in the United States as well as international locations, the company operated both as an independent contractor and through the joint venture Marine Response Alliance. MRA provides access to rescue towing, lightering, fendering, salvage and fire fighting in all U.S. Captain of the Port zones, enabling vessel owners and operators to comply with federal and state regulations.

Crowley provides technical project support services involving Naval Architecture and Marine Engineering, as well as contracting, on-site representation for ship, tug and barge construction and maintaining ownership of new vessels for the parent company or other third party companies. In recent years, the company has produced technically advanced equipment, including new tugs and Articulated Tug-Barge tank vessels. The company also provides

technical and naval architectural services for project design, salvage, operational, and engineering requirements, and project management.

Crowley has become known as a highly experienced vessel operator having operated its own fleet of vessels for more than 100 years. Having partnered with numerous companies over the years, Crowley currently manages fleets of general cargo, container, and RO/RO vessels for commercial third parties as well as the U.S. government. The

ship management customers not only benefit from the expertise of Crowley personnel, but also from the company's relationships with vendors and suppliers. Long-standing, positive working relationships with the major labor organizations allows Crowley to provide skilled crew for any vessel type as well as training programs for continuing education.

With 11 services and over 112 years of experience, customers can be assured that Crowley is their one-stop resource for the maritime industry. ©



Crowley's new high capacity equipment provides shippers with the extra cargo space they need.

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Best wishes to Crowley
on this important
milestone from

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