

MARINE WAYS

LEADING THE WAY ON THE RIVER AND ON THE SHORE



Photography courtesy of
Dinah Arlington, Cook
MV Marathon

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March Madness

**If it could have only been
basketball..**

Even if you have never played the game, you know the sound - the "squeak" of rubber soles pushing off a glossed hardwood floor, the methodical bouncing of the ball. We can hear it and see it - even if we aren't actually there. The ball coming down the court, only seconds left on the clock. The game is tied. Like a choreographed dance, the team is moving as one. The coaches screaming plays to the floor, the bench - their arms locked together pressing toward the court. Everything is riding on this play - everything. Anticipation is off the charts. A pick is set, it does its job and he sweeps to the right. There waiting in the right wing is his target - he's open. The ball is passed with intent. The clock ticks. The crowd is so loud the only sound to be heard is the pounding of our hearts. Adrenaline is in control now. Tick. Everything is slow motion at this point. Tick. All eyes are fixed on the corner man. His legs flex, and he leaves the floor, arms up - ball in hand. Tick. In perfect form he is suspended in space almost perpendicular to the floor. Tick. With the slightest finesse of the wrist the ball leaves his hands. Tick. The buzzer sounds. Silence. The ball is falling from its arch inches from the basket. There is a collective holding of our breath, the crowd screaming - hoping, go in, go in, go in....

"There has never been a more important time for Marine to show what we can do in the face of adversity. This past month Marine employees let it be known that they are essential and absolutely up to the challenge."

Todd Sandifer
Director, Marine Transportation

The madness is real

We got the **March** and we got the **Madness** - it just wasn't the March Madness we expected it to be. Instead of our Marine team playing together we are on different courts sometimes even in different cities. The coaches and the bench are isolated, only the essential starters are on the courts. It is not the ultimate scenario but that is the game. New plays had to be developed. There was no time for practice, just to set it in motion.



"I think it is a testament to the dedication of all of our essential employees. They are on the front lines for the good of the company and all of us are benefiting from their service."

**Aaron Kelly
Procurement Supervisor, Warehouse**

On the Court

The warehouse is a prime example of front line service. The three warehouse employees must be on site every day. They understand the importance of their role in keeping the organization running, "The shops still need to work and the boats will still be pushing - they have to get their supplies." We basically had to rethink how we process the orders from having the driver sign for us to linking them with PIN numbers. Each time one of us touches a cart or a piece of equipment it has to be sanitized," according to Tyler Evans, Lead Warehouse Person.

Consequently, there is a genuine level of concern. This group may be exposed to more outside influences than any other with 20 plus deliveries a day. Not only are they receiving packages that they do not know where they have been, but also they do not know who has touched them. The continual influx of drivers heightens the social distancing concern. This dynamic has forced a change in their work process, disinfecting and hand sanitizing is now a part of every single order.

On the supply side, the warehouse has begun to settle in to a new norm. At the beginning of the pandemic the biggest obstacle was trying to find and keep stock of necessary supplies. Toilet paper, disinfectant sprays, and wipes were difficult to find. The warehouse was able to adjust by finding alternatives that would work for our business; to keep the shops and vessels supplied and the shelves stocked.



The MRF crafts have also gone through their own metamorphosis. Each group has staggered their shifts so that start times, lunch and breaks are spaced, effectively creating its own social distancing. Wiping down and disinfecting of all common areas and tools is performed multiple times throughout the day.

The biggest change for the welders and barge cleaners has been the staggered shifts and disinfecting. The work has remained steady. Gary Johnson said one of the biggest things he has noticed over the last several weeks is "the quiet -it's amazing how much sound, or lack there of, plays into our daily work life. You start to miss the small things like being able to have lunch together or be in a group with my co-workers. There are many different factors that combine to define work!"

Each morning Shawn McClaskey, Mechanical Supervisor, discusses with his crew the importance of the motor shop's role in keeping things going for the company. Traveling for work takes a little more planning. "We have had several employees travel to Nashville and Paducah and stay overnight. That is a challenge in itself now. Each employee must ride in separate vehicles. Vehicles, keys, cards, hotel rooms - all have to be disinfected. What used to be a simple overnight trip, now requires more planning, more awareness and cleaning skills!"



The Planning Department has engineered an ideal work schedule for the electricians: two on barges, two on boats, and two at the facility, a sort of built in social distancing plan. "I think that we are fortunate that we live in a time that it's possible to work from home. Having only the essential workers on site is very effective in cutting the risk. It's like eliminating branches on a tree - it minimizes exposure. We can still communicate through email or phone - while still getting the job done with less risk, states D.J. Marinich, Lead Electrician, "Our group hasn't missed a beat."

In the paint

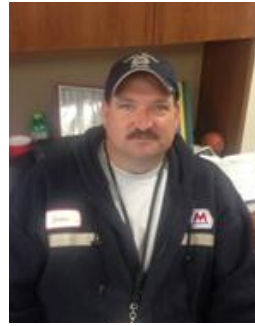
Matt E. Jones, Central Dispatcher, has not noticed much of a change in his daily work routine. The biggest difference is the obvious absence of the other groups. "The 2nd floor of the float is normally a hub of noise and activity. It's very quiet." As far as the virus goes, "I work with a very strict group. We do not take risks when at home that could affect our co-worker when we return for our shift."



Each group is experiencing different effects of the pandemic. The Tankerman Services Group is one that is definitely feeling and seeing a major difference in the downturn of the market. TSG is defined by supply and demand. Transfers from Nashville to Pittsburgh have decreased. Jobs have been fluctuating by week. "When planes are not flying there is no need for jet fuel, school buses not running - there are no diesel transfers." Chris Snouffer, Tankering Services Supervisor states "this has been a very challenging time for our group - at one point over the last weeks we had a total of two jobs. We have also had to cut the training portion of our jobs because of the social distancing. Our group has really stepped up. They have been willing to do whatever has been asked of them over this past month to help keep product moving. "



James Brown, Tank Services Specialist, is well known for a saying when training employees to tank:



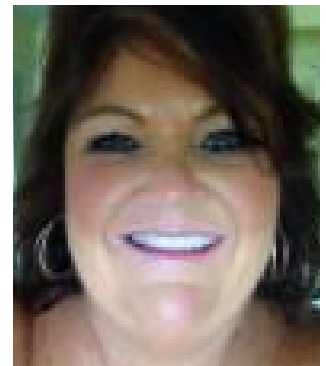
"If you are only 99% sure, then you aren't sure! You better check again!"

**That saying holds true for tanking and for viruses.
Not sure if you touched something, wash your hands.
Does 6' look a little iffy? Make it 8'.**

Actually, this saying holds true in all things!"

Defense

Comforting, calming, compassionate, knowledgeable, reassuring - choose any of these words and you would be describing our Medical staff. The guidance they have provided during this pandemic has been all encompassing. Working into the night on many occasions, our Occupational Health team, Sharon Dummitt and Rhonda Bloss, have tirelessly covered every question, problem, and concern. When there wasn't an immediate answer they found it. During the first couple weeks of the pandemic their support was 24/7 - it didn't matter the hour. They have produced guidelines for every aspect from gloves to disinfecting, face covering, and social distancing. Not only providing support to employees, they also fielded questions of concern from employees about their family members.



"The service provided by our Medical Team can only be described as first class. I am very proud to say they are a part of Marine's team and very grateful they are here to help us navigate through these challenging waters."

***David Earl
Operations Manager***

Power forward

As with the crafts, TSG, warehouse, and dispatch, vessel crews are facing unique hurdles with every move they make. Crew changes have switched to drive only - no matter where you live - or where the boat is. Screening prior to boarding provides the primary shield. Eight to ten people all traveling from different areas of the country, presents a very significant risk factor. "Each employee must keep in mind that their actions do not just affect them - it can impact the entire crew. On the vessel you can not totally stay away from each other according to Greg Erwin, Port Captain. If you are a vessel employee you have two families to protect, your family at home and your family at work. It is a real challenge."

James Mathis, Operations Supervisor, has been working closely with Logistics to try to keep the vessels located within a one day drive for crew change, eliminating the need to fly, but this is not always possible. Just this past week the MV Texas City was located near New Orleans. Crew Services arranged for a two day crew change with the crew driving 10-11 hours the first day and finishing the trip the next. Not the ultimate crew change but something that had to be done. This required the crew to stay overnight. Each employee has received a copy of the travel guidelines to help them safely navigate the new world of staying at a hotel during a pandemic. The crew change completed without incident with the off-crew returning to the landing very late the next day.



Practices and guidelines have been developed to help mitigate issues that may arise, from knowing the screening practices of companies we do business with along the river, having a plan for persons boarding the vessel for work, to having the power to stop anyone from boarding our vessels if there is a genuine concern for crew safety.

"The vessel crews have been very engaged, states Mathis. They are not afraid to question our policies and procedures for what's going on and have been very understanding. Many of them have volunteered to help in any way they can."



Full court press

"I am deeply appreciative of the efforts and dedication of our essential employees during this unprecedented time. The work they do everyday is critical in support of America's infrastructure and demonstrates Marine's value to MPC."

Chet Smith
Manager, Human Resources

Marine's essential workers are running a full court press with every play. The supplies are received and delivered, the boats are crewed, product moved, barges and boats repaired and maintained. If there is an obstacle they have found a way around it, always moving forward.

Working together in a way they never have, this team keeps chipping away toward that goal.

The bench shouting . . . go in, go in, go in.

We all know the sound.



**The sound of
nothing,
nothing but net.**

**Thank you
from all of us
to
all of you!**



Photography courtesy of
Dinah Arlington, Cook

"Although Marine employees respond to changing conditions daily, I believe we will look back on this as being one of, if not the most successful responses in the history of Marine."

Griff Mason
Manager, Marine Repair Facility

MEET YOUR HES&S TEAM

Meet your exceptionally talented team of safety professionals.

Drawing from a broad range of industry and company experience they champion the company's Core Value of Safety & Environmental Stewardship. This value drives our culture and helps define how we conduct ourselves and how we do business.



Kelli Totten
HES&S Manager

My role is to ensure that Marine is operating in a safe and environmentally compliant manner while also providing a quality product to our customers. My goal is to ensure that we are in compliance with all applicable rules and regulations and we do this in the most optimized manner.

Fun Fact: I am an only child who has eight kids. Our family loves boating, camping, skiing, rafting, fishing, and any other activity that lets us be outdoors.



Katie Coran
Analytical Processor
Primary Focus: Document Control

My primary job focus is to make sure all Marine policies, procedures, standards, forms, and guidelines are developed, managed, controlled. I make certain that the documents are accurate, legible, readily identifiable, and available at point of use.

Fun Fact: My car is so old that when it gets below 20 degrees I have to open it with hot water and a butter knife. ☺ love it!



Nathaniel Earl
HES Professional
Primary Focus: MRF Safety & Process Safety

My primary job focus is Process Safety and providing HES&S support to the MRF. This includes acting as the safety representative for barge cleaning, weld shop, mechanic shop, and electric shop operations. I am also a representative for Marine on the L&S Auditing Team and Process Safety Improvement Team.

Fun Fact: I started a lawn care business in high school and still enjoy mowing and landscaping in my spare time.

MEET YOUR HES&S TEAM



Eric Fetty
HES Technician

Primary Focus: Safety Training & TSG

My primary job focus is to provide health, environmental, safety, and security support to all Marine Transportation employees through training and education. I am the primary contact for the Tankerman Service Group. I also ensure that our firefighting and life saving equipment is in a state of readiness and remains in compliance.

Fun Fact: I coach high school football at Cabell-Midland -- Go Knights!



Jeff Greenhill
Advanced HES Professional

Primary Focus: Vessel & Shipyard Safety

I support Marine's DOT drivers, perform Life Critical and PX safe driving training, and provide Safe Work Permit and electronic work permit training for Mates and all levels of Engineers. I am also the safety support for all vessel and barge builds, dry docks, docks (L&S), TSG, and the Garyville office.

FUN FACT: I wash and wax my truck and Patti's truck every single Saturday morning!



Josh Hurn
HES Professional

Primary Focus: Vessel & Fire Safety

I am a new member of the Marine HESS Team. Vessel safety is my highest priority. Another role is occupational illness and injury (OI&I) lead, which entails injury classification and categorization for reporting and documentation purposes. I was recently introduced to the fire protection group and have started familiarizing myself with their procedures.

FUN FACT: I enjoy watching football and playing golf in my spare time!



Kennedy Jewell
College Intern/Co-Op

Primary Focus: Safety Training & Industrial Hygiene Personal Meters

As the HES&S Intern for this semester my primary job focus has been to assist by supplying Marine components with PPE and medical supplies, updating training documents, conducting industrial hygiene monitoring and assisting with field visits. Obtaining the hands-on experience of safety, industrial hygiene, environmental and security has been great. The HES&S Team is extremely dedicated, and I am proud to be a part of this group.

FUN FACT: I learned how to do bird calls!

MEET YOUR HES&S TEAM



Robert Lyons
HES Professional
Primary Focus: VPP & Safety Lead

Hello everyone, I am the Safety Supervisor for Marine, and I oversee the safety staff to ensure we communicate accurate, consistent and technical guidance of HES&S regulations to the other departments within Marine. I promote compliance with HES&S regulations, and Marathon's policies and standards by supporting vessels and facilities' implementation of these requirements. I also provide guidance to Operations and Maintenance Management on these specific matters that may impact Marine operations.

FUN FACT: I played college soccer for Shawnee State University.



Carla Mings
HES Professional
Primary Focus: Environmental & Product Quality

I oversee the management of the various environmental programs, air, water, and waste, including all permits and plans for the MRF as well as VGP and waste for the vessels. I am the contact for product quality issues and am working to document Marine's Quality Management System that outlines how we ensure all products are delivered in the same condition as we receive them.

FUN FACT: I played clarinet in the University of Kentucky's marching and pep bands for four years.



Hung Nguyen
Senior HES Professional
Primary Focus: Security & Emergency Response

My primary job focus is to promote safety, security and pollution prevention for our vessels. I ensure that we have clear guidance and robust management support for addressing crew's safety and pollution prevention concerns. As the Company Security Officer, I maintain the Vessel Security Plan, facilitate drills and exercises, and ensure records are updated as required.

FUN FACT: Guam has a special place in my heart. It is the first place in the U.S. that my family came as refugees. I got an opportunity to visit it during my last tour of duty in the Coast Guard.



Lisa Satterly-Smyth
HES Professional
Primary Focus: Vessel & Contractor Safety

My primary focus is vessel and contractor safety. I manage the PPE programs and maintain the Contractor Safety Program. This function keeps me involved with all contractors onsite ensuring they perform up to par with L&S Contractor safety rules, and with MPC guidelines. I am also heavily involved with the L&S Contractor Safety Team, and the Corporate PX Team for Contractor Safety. I

FUN FACT: I was born in Irvine, CA and had not been back since 1982 but I married a man from Irvine, KY. Last year, I made it through 23 states in 29 days on a motorcycle - with California being one of them.

MEET YOUR HES&S TEAM



Tiffany Ward

HES Professional

Primary Focus: Industrial Hygiene

I am responsible for executing qualitative and quantitative exposure assessments, assessing exposure risks, and implementing engineering controls to reduce/eliminate potential exposures. I collect personal and area air monitoring data to ensure our work practices protect our employees from exposure. I also maintain personal and area monitors and provide support through face to face training, instrument installation and equipment exchanges.

FUN FACT: I didn't always want to be an HE&SS Professional. During my sophomore year at Marshall University I didn't have a major so I let my roommate schedule all of my classes. She enrolled me in Safety 101 and I've been hooked ever since!



Tammy Workman

Administrative Assistant

Primary Focus: Lenel & PPE

I serve as the Marine HESS Administrative Assistant.

My responsibilities include the creation of employee badges and parking permits. I order PPE for new hires, as well as existing employees. I support the HES&S Team with various reports and other administrative responsibilities.

FUN FACT: In 2004, I auditioned to sing the "National Anthem" at the Pepsi 400 in Daytona Beach, FL and made it to the Final Round.



Photography courtesy of
Dinah Arlington Cook
MV Marathon

You Inspire Me

Aaron Easterling

SHOPPING MALLS AND CAREER FAIRS

I began working at Marathon in May 2001. At the time I had no idea what I wanted to do for a career. I had worked several part-time and temporary jobs after dropping out of college. Assembly line worker at an inkjet printer factory, projectionist at a second-run movie theater, census worker, general laborer, paint booth sludge cleaner at an automotive assembly plant, and convenience store clerk among them.

One day in early 2001 I was at the shopping mall in Ashland, KY and it just so happened that it was hosting a career fair. I hadn't planned on going to a career fair, but I figured it was worth a look given my situation. Making my way around the various tables of enlistment recruiters, headhunters, and talent acquisition professionals, I noticed one with a sign reading "Marathon Ashland Petroleum". Growing up near Catlettsburg, KY and having had aspirations of pursuing engineering as a field of study coming out of high school, I was certainly familiar with the name. There on the table was a TV/VCR combo playing a tape about these things called "towboats". I'd lived in the tri-state area my whole life and had never heard that term. After being told a little more about the Marine Transportation department and about the work schedule of the crews (30 days on/30 days off) I thought "sure, I'll try that out for a while." I put in an application and, fortunately, got the call to start work a few weeks later.

I started out as a deckhand on the MV Tri-State, where I worked my way into some duties in the engine room as striker. After that I was offered the job of 2nd Mate on the MV Super America (now Ohio Valley). I then went to the MV Speedway as 1st Mate where I was accorded the opportunity to become a Steersman.

The job of a towboat crew member is stressful and rigorous, but it is also rewarding and I wouldn't trade those years on deck for anything. You meet some unique characters on the river and they provide a great many memories.

Later, getting "turned loose" as a towboat pilot was one of the most exciting, scariest, and best things that ever happened to me. There is tremendous responsibility that comes with that job.

As a Pilot, and later Captain, I ran mostly the Kanawha, Ohio, and Mississippi Rivers, but also spent time on the Cumberland and Illinois Rivers. More recently I came shore side as an Operations Specialist where I helped with the implementation of electronic boat logs (TowWorks) and Subchapter M compliance. And since last year I've had the pleasure of serving as Port Captain where I'm in a position to provide support to all vessel employees and collaborate with other departments in Marine.

Over my 19 years with the Company I've seen quite a bit of change. Most obvious is the fact that we've undergone substantial growth. When I was first employed we operated just six boats. We had a real "small town" vibe where everyone knew everyone else. The MRF has undergone so much change it doesn't even look like the same place. The level of security is another big change. When I first started security cameras were not ubiquitous and no one carried a Lenel badge or a TWIC to pass through gates or to board a boat.

I think our culture has also changed for the better. There's an ever increasing focus on inclusivity, health, safety, and service. That's what inspires me about Marathon – the fact that it's a place where people are valued and where anyone can make a good life for themselves while providing an essential service to the country. Here, I'm able to provide my family with the support and stability it needs to flourish.



It's All About Marine

Celebrating Service

FIRST QUARTER

Please help us congratulate the following employees for hitting service milestones with the company. To each of these employees we thank you for being a part of our company's success over the years. We greatly appreciate and value your hard work and success.

Lisa Brown
Communications Specialist
February 1, 2020
40 years



Lisa began her career as a file clerk in the insurance group: "I hired in at a time when women could only wear dresses and heels to work. How times have changed!"

Having held multiple positions over the years Lisa recently moved from Crew Dispatcher to Communications Specialist. When asked about the best parts of her career she says, "it has always been the people and friendships and being a part of something where you feel you can make a difference."

The best advice I can give to any young person starting out and wanting to have a long successful career is - your future is up to you - plan for it but don't dwell on it. Most importantly, as with anything in life, don't quit: even if you want to!"

Tim Boyd
Captain MV Patoka
March 10, 2020
40 years

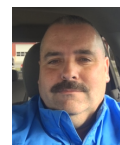


Tim started his career as a Striker aboard the first MV Valvoline. Tim states the reason he came to work on the river was, "my wife's third cousin was the 3rd Engineer aboard the MV Aetna-Louisville. I would see him out on his off-hitch time and he always drove a fancy car. I wanted to have a car like that too!"

Over the next seven years, Tim progressed from Striker to Mate 1 and then steered for 14 months under river legends Max English and David Smith before becoming Pilot on the new MV Valvoline. "You must have good, family support to make it on the river. Without that, many do not make it this long."

Tim has seen the boats grow from a fleet of five to twenty-three and has met many people over the years, "that's what makes coming to work enjoyable, the good people!"

Adam Rhoden
Marine Vetting Inspector IV
March 21, 2020
25 years



I call it a career now; but when I started it was just a job. The economy was not that great and there were not many opportunities for good pay or benefits. I had been working for a local contractor replacing shingled roofs. In the evenings and on weekends, I worked the tobacco fields. One evening my uncle stopped by the tobacco field and asked me if I would be interested in going to work on the boats. His son was a pilot and he thought he could get me on. The application process is a little different now than it was back then. I had to call daily to listen to a recording to see if they were accepting applications. I didn't have a telephone. I called the number every evening on my way home from work. On weekends, I drove 9 miles to the nearest pay phone in Garrison Kentucky. Finally, after a few weeks the recording told me where and when applications would be taken. I showed up for the application and there was a huge line. There were around 500 people applying for 5 openings. As I stood in the line a security guard came by telling everyone that if you were not in the building by 11:00 that we would be turned away. I made it inside and completed my application. As I was walking out security was telling the folks on the outside that it was 11:00 and they would not be accepting anymore applications.

My marine career started on October 17, 1991 with the TPT Division of Ashland Oil. I caught my first boat the MV City of Pittsburgh, in Leavenworth IN. In March of 1993, Ashland Oil sold the TPT Division to Kirby. I worked two years for Kirby. It was a good job, but it just wasn't the same culture or family like environment as Ashland Oil. ***I wanted to go home!*** In March of 1995 I returned to Ashland Oil as a deckhand aboard the MV Paul G Blazer. A few years later Marathon and Ashland entered into a joint venture, with Marathon eventually buying out Ashland's interest. Over the years I've held many positions; deckhand, mate, steersman, pilot, captain, vetting inspector, and compliance coordinator.

The biggest change that I've witnessed is the improvement in communications capabilities. Early in my career the boat crews would climb lock walls to use a pay phone to call home. We wrote letters. Contact with home was very limited. The captain would report the boat's position to the office using a side band radio. Most news from outside the boats came in the form of a newspaper. Cell phones have changed the life of the mariner. I have spent the last 25 years with Marine because it has been good to me and my family. I have enjoyed the opportunities and challenges that have been given to me. I have felt at home.

It's All About Marine

Celebrating Service

FIRST QUARTER

Please help us congratulate the following employees for hitting service milestones with the company. To each of these employees we thank you for being a part of our company's success over the years. We greatly appreciate and value your hard work and success.

20 YEARS

Stuart Dutton

15 YEARS

Eric Montuoro
Donnie Cline
Charles McDaniel
Donald Puckett
Casey Boquet

5 YEARS

Tyler Evans
Daniel Ball
Chris Stafford
Rhonda Bloss
Brendan Moore
Sara Slusher
John Carson



1 YEAR

Dinah Arlington
Chris Moore
Ryan Hill
Elisha Baucum
Robert Davis
Douglas Dicken
Ryan Howard
Jonathan Holt
Garrett Nutt
Johnwesley Ballard
William Barnes

Bill Pinson
James Cockrum
Kevin Howell
Scott Morrison
Brandon Mowel
Jeremy Chapman
Matthew Burks
Nathan Hines
Aaron Eades

Chris Workman
Travis Mitchell
Nicole Ammon
David Maquirk
Dennis Sargent
David McCalvin
Anthony Webb
Garett Cornette
Austin Liptrap
Chris Proctor
Stetson Beasley

Welcome Aboard

NEW HIRES

Kennedy Jewell - College Intern
Robert Parker - River Pilot
Joshua Hurn - HES Professional
Nathaniel Earl - HES Professional
Caroline Ray - HR Consultant
Kristen Mullins - Boat Crew Dispatcher
Andra Noble - Administrative Assistant
Sally Goins - Cook
Alliyah Webb - Deckhand
Just Devore - Deckhand

Zachary Walters - Deckhand
Craig Blake - Deckhand
Marie Martelli - Deckhand
Craig Terry - Deckhand
Jefrey Barker - Deckhand
Ace Doolin - Deckhand
Jimmy Horton - Deckhand
Freddie Ramey - Mechanic Apprentice
William Scott - River Engineer 3
Chad Utley - Mechanic Apprentice

James Fennell - Analyst
Austin Stein - Deckhand
Jamarius Richardson - Deckhand
Chase Murnahan - Deckhand
Amber Legg - Deckhand
Dakota Blaylock - Deckhand
William Barker - Deckhand
Billy Smith - Deckhand
Jacob Lynd - Deckhand
Elijah Hamilton - Deckhand

Fun Fact: Marine has grown from 150 employees in the year 2000 to 569 employees as of March 31, 2020. That's an increase of over 419 employees over the last 20 years!



Things you might want to know

Some pretty interesting stuff

WHAT WE'VE BEEN UP TO

Marathon Petroleum Foundation makes \$40M donation to Mountwest Community & Technical College

On February 26, the Marathon Petroleum Foundation donated \$40,000 to Mountwest Community & Technical College in support of a maintenance program and system upgrade to the Mountwest Maritime Academy's computer systems and simulator. This donation will assist in training and providing the most up to date simulation programs for Mountwest students. The Academy provides U.S. Coast Guard approved maritime training for various levels of the river industry from entry level deckhands to those with experience and ready to become Steersmen; and seasoned mariners wanting to expand their qualifications. The Academy uses simulators for both Steersman and Radar certifications to enhance the traditional learning experience. The simulators educate students in practical situations and then they are evaluated and compared to industry standards and regulations.

"Marathon's generous donation will help us to upgrade our Wheelhouse simulator to provide our Maritime professionals the highest quality training. In a short period of time they can receive training in more diverse situations than what they would experience on the river in the same amount of time. Marathon is the major user of Mountwest's Maritime Academy's Wheelhouse simulator and this donation demonstrates the power of public and private sector partnership to work together to develop a fantastic training partnership," said Steven L. Brown Ed.D. Dean Career and Technical Division.

Mountwest Maritime Academy is one of two inland waterway training programs in the United States. The Academy has been serving the needs of the river industry since 2001 and has trained and graduated over 3,000 students.

"in collaboration with Mountwest Community & Technical College, the Marathon Foundation is excited to expand and enhance the opportunities for students of the Maritime Academy," said Todd Sandifer, Marathon Petroleum Director of Marine Transportation. "Helping mariners improve their operational excellence with state-of-the-art technology will enhance life's possibilities for the next generation of seafarers."

Pictured Left to Right: Mike Duncan, Instructor and Pilot MV Detroit, Sherrie Sowards, Program Specialist MCTC, Steven Brown, Dean MCTC, Joe Fraley, Training and Development Supervisor, David Earl, Operations Manager, Jim Wilkerson, Executive Director MCTC, and Todd Sandifer, Director Marine Transportation.



Eligibility requirements for a donation from Marathon Foundation include: must be incorporated in the US; recognized as 501(c)(3) or 170(c)(1) by IRS; grant requested is greater than \$5,000; contribution to support one of four core investment areas - education, public safety, environment, community needs.



Things you might want to know

Some pretty interesting stuff WHAT WE'VE BEEN UP TO

Marshall University "Logistics at Work"

On February 27, Marshall University students from the Transportation (MKT 349) class visited the MRF for a Marine 101 tour. Most of the students in this class are majoring in Marketing. The class instructor, Dr. Elizabeth Alexander, said it is very beneficial for the students to see what they are studying first hand versus only discussing it in class. Tour guides for the group were Lance Seator and Joe Fraley,



USCG commends Marine's safety culture

"On March 6, Marine had a visit from the USCG in which we received some positive feedback on our safety culture," states Rob Lyon, Safety Supervisor.

They were conducting a Shipyard Health and Safety Program Evaluation. The evaluation primarily focused on our confined space activities, including atmospheric monitoring and confined space rescue. The evaluation was a result of the Coast Guard noticing deficiencies in confined space processes at non-MPC shipyard locations. Nathaniel Earl, HES Professional, accompanied the coast guard and said "the evaluation was successful as the Coast Guard commended Marine on the following safety and operational programs. There were no findings during the evaluation. The only reminder that was given was to ensure our safe practices carry over to other sites and companies we work with who support our operation."

1. **Atmospheric Monitoring** - The atmospheric monitoring procedures and practices in place were recognized as top-notch. The iNet system was demonstrated and it was noticed that employees in the field were knowledgeable on when to dock their meters and what to do if an alarm occurs.
2. **Confined Space Rescue** - The Confined Space Rescue Team exceeded all necessary requirements for training and response times.
3. **Employee Interaction/Knowledge** - The USCG representative recognized employees from both Operations and the MRF that were very knowledgeable and helpful to the USCG.
4. **Marine Chemist Certifications** - The USCG commended the Marine Chemist Certification process as well as how the process correlates with permitting. Tom Govey, Chemist, was recognized as being a regular and beneficial point of contact for the USCG.
5. **Welding Group** - The welding group was recognized for their exceptional work in terms of confined space entry and atmospheric monitoring.

Chili Cook-off

On March 6, Marine employees donated and supported Marathon's **Go Red Heart Chili Luncheon**. \$550.00 was raised for Catlettsburg Elementary to purchase/replace old gym equipment in an effort to combat childhood obesity.

Things you might want to know

Some pretty interesting stuff WHAT WE'VE BEEN UP TO

Women in Maritime Operations

Women of Marine! Are you interested in joining a group designed specifically for you? Women in Maritime Operations (WIMOs) is a national organization of women who are actively employed in the maritime industry, with a mission to include and develop women that own, operate, charter, dispatch or provide other types of logistical, operational and emergency management services on the water. WIMOs is dedicated to retaining and promoting women in the maritime industry through sharing knowledge and continuing education, and we provide a mentoring and educative environment by bringing women of all ages and levels of marine experience together. Membership is limited to solely women in maritime operations to keep an efficient and mutually beneficial networking and learning atmosphere, and to provide a platform that women can use to learn and practice skills in a non-judgmental, supportive and empowering way.

WIMOs was incorporated in the state of Louisiana in August 2017 as a federal 501(c)(3) (non-profit organization). Currently we have over 350 members, representing over 70 companies. WIMOs has official chapters in Southern Louisiana, West Kentucky, and Houston, we have a very strong presence in the Ohio River Valley (Cincinnati - Catlettsburg - Pittsburgh), as well as a growing presence in the Pacific Northwest. As we enter 2020, we are expanding into other markets in the US and abroad.

Following is a breakdown of some of our activities:

Chapter Meetings - After work meetings are held at varying locations in the chapters' regions. These gatherings are great opportunities to hear about industry news, events that are coming up, how you can get more involved, and to network with fellow industry partners.

Membership Directory - This directory is only distributed to members and it serves as a priceless networking tool within the marine industry, aiding in making connections with other women that are our business partners. This directory is distributed electronically, and is also available on a mobile app.

Annual Living Lands & Water River Cleanup - Over the last two years, we held an annual LL&W river cleanup in Cincinnati. WIMOs intends on having additional river clean-ups this year, both back in Cincinnati, and possibly Huntington.

Industry Event Participation - A big initiative of WIMOs is to keep our members informed, invited and included. We pursue this initiative by bringing information to members about industry events in our monthly newsletter and social media outlets, and by having informal gatherings of our members at the events.

WIMOs Leadership Events - WIMOs has hosted a number of local chapter and national leadership events, including a three-part leadership series last summer. We plan to continue hosting these at both the chapter and national level in 2020.

Specifically, in the Ohio Valley, we are also looking at distributing Care Packages to our women on-board this year, and also possibly hosting a Lunch and Learn in conjunction with the Marine REDI team and Superior Marine, as Superior prepares for the delivery of Marathon's new harbor boat early this summer.

If you are interested in joining, Marathon is a founding member of WIMOs and has a corporate membership, so please contact **Alice Momenee** via email @ armomenee@marathonpetroleum.com to find out more and get signed up! We are looking for women who want to be actively involved at any level in the organization and particularly at this time, for those of you that may want to take a board leadership role in the Ohio Valley chapter.



Pictured
Left: Alice Momenee
Bottom center: Rainey Mosley



Things you might want to know

Some pretty interesting stuff WHAT WE'VE BEEN UP TO

Marine Represents



Did you know that Marine representatives visit Washington DC frequently?

Marine is an active member of the Waterways Council Inc. and the American Waterways Operators. These two organizations represent the marine industry each and every day. At least twice each year, representatives from Marine visit Capitol Hill to meet with Congress members and Senators to discuss the needs of the inland marine industry.

The condition of the nation's locks and dams is less than desirable. A catastrophic failure of one of these facilities is one of the greatest risks Marine faces. It is imperative MPC maintains a presence there, as others who are not supportive of our industry lobby congress to tell negative stories about the petroleum industry.

In February, Todd Sandifer and David Earl attended the WCI Meeting in DC. One day was devoted to visiting Capital Hill to meet with key decision makers about the needs of our waterways. These congressional meetings are scheduled by Guy Beeman, one of MPC's government affairs representatives housed in DC. The congressional meetings are strategically scheduled with key decision makers who are part of congressional **Transportation, Infrastructure, or Budgetary** committees. This year when we met we asked for:

- **Increased funding for construction projects on the rivers' lock and dam systems**
- **Maintaining the current budget for the operation and maintenance of the locks and dams**
- **Requested that no new users fees be added to marine operators**
 - MPC currently pays a 29 cent users tax on every gallon of fuel we use in our towing vessels - that's in the neighborhood of \$4.3MM (million) for 2019 (estimate)



At the current time, there are four major construction projects occurring on the inland waterways:

- **Kentucky Lock and Dam**
- **Chickamauga Lock and Dam Lower Monongalia River Project (replaces locks 2,3,4)**
- **Olmstead Lock and Dam (Final Phase) (lock is complete and in use - other work ongoing)**

In February, Marine was honored to be asked to visit the White House to attend the United States/Canada/Mexico trade agreement signing. This agreement replaced NAFTA.



David Earl, Operations Manager, emphasis, "Regardless of your politics, I urge each and every one to research and become engaged with the issues that face the petroleum and transportation industries. How can you get involved? Educate yourself on the issues, then talk or send a letter to your elected officials to talk about the importance of the waterways/locks and dams." To learn how to access your elected officials click the US flag. 🇺🇸

We should all be very proud to work in the petroleum industry as we provide extremely cheap energy to the entire country each and every day. Because of our business, there is fuel for buses to transport our children to school, fuel for airplanes to deliver our Amazon packages, and gasoline for cars that get our doctors to the hospital every day.

Here's a thought... a gallon of milk costs 39% more than a gallon of gasoline!

Educating you – Educating me

Marine Educational Series

FOR MARINE AND THE COMMUNITY

