

Press Release

RAND WELCOMES LEADERSHIP TRANSITION TO SUPPORT THE COMPANY'S CONTINUED ADVANCEMENT AND GROWTH

- *Ed Levy to depart Rand to pursue other opportunities*
- *Aaron Degodny appointed Interim Co-President & Chief Operating Officer (COO) in addition to continuing as Chief Commercial Officer*
- *Scott Bravener appointed Director of Rand Logistics, Inc. and Interim Co-President & COO*

Jersey City, NJ - June 19, 2018 – Rand Logistics Inc., (“Rand” or the “Company”) today announced the departure of Ed Levy as Chief Executive Officer (CEO), the appointment of Aaron Degodny as Interim Co-President & COO with responsibility for Rand Logistics, Inc. and Grand River Navigation Company, and the return of Scott Bravener as Director of Rand and Interim Co-President & COO with responsibility for Lower Lakes Towing Ltd. In addition, Rand announced the commencement of a comprehensive search process to appoint a new Chief Executive Officer of Rand.

“We would like to thank Ed Levy for his significant contribution to Rand over the past twelve years,” said John Becker, Managing Partner at American Industrial Partners (Rand’s majority shareholder). “Rand is a leading provider of bulk freight shipping services throughout the Great Lakes region. The Company is well positioned to continue advancing on its growth trajectory.”

John Becker also commented, “We are extremely excited to partner with Aaron and Scott in this next phase of Rand’s growth. We believe Aaron and Scott possess the right blend of transformative leadership ability, customer-centric commercial acumen, and knowledge of the Rand operations to make them uniquely qualified to lead Rand. Over the coming weeks, Aaron and Scott will be connecting with and visiting Rand’s operations and customers.”

Aaron Degodny

Aaron Degodny has served our Company as Chief Commercial Officer since February 2016. He has over 25 years of experience in the transportation and logistics industry, with the majority of his career in the bulk commodities and industrial products sectors. Prior to joining Rand, Aaron was employed with Canadian National (CN) Railway for 20 years, where he served as Director of Sales for Bulk Commodities for the United States and Canada, one of the railroad’s largest business segments. At CN, he also held the positions of Director of Sales for Industrial Products and National Account Manager for Grain and Fertilizer. Earlier in his career, he held various positions focused on commodity trading, logistics and transportation at Cargill, Inc. He is a

graduate of Iowa State University in Ames, Iowa, where he received his Bachelor's Degree in Business Administration with a focus on transportation logistics and economics.

Scott Bravener

Capt. Scott Bravener served as the President & CEO of Lower Lakes Towing Ltd and affiliated companies, a subsidiary of Rand Logistics, Inc., from 1994 until 2016. As co-founder and President of Lower Lakes Towing and affiliated companies, Scott Bravener spearheaded the growth of the Company from a single Canadian tug and barge vessel in 1994 to the largest bi-national shipping company operating on the Great Lakes. Capt. Bravener has worked in the Great Lakes shipping industry since 1982, serving in various capacities for Canada Steamship Lines Inc. and P & H Shipping prior to the formation of Lower Lakes. He previously served as Director of Lower Lakes and Rand Logistics Inc. from 2006 to 2015. Capt. Bravener is a certified Ships Master and is a graduate of Marine Navigation Technology, Georgian College, Owen Sound, Ontario.

About Rand Logistics

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

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