



CORPORATE FACT SHEET

WHO WE ARE:

Green Shipping Line (GSL) was born from long family histories of American patriotism dating back to the birth of the country, ensuring that the U.S. is at the forefront of a marine transportation network.

GSL is revolutionizing the status quo by reintroducing the concept of transporting containerized freight from U.S. port to U.S. port via the American Marine Highway to create jobs, alleviate gridlock, and reduce pollution. Its robust marine transportation system will not only provide a modernized solution to the infrastructure crisis but also a sustainable one that will benefit our planet for years to come by reducing harmful emissions.

FOUNDED:

Green Shipping Line was founded in 2012 by Percy R. Pyne IV and Eleanor B. (Ellie) Ford

HEADQUARTERS:

623 River Road, Suite 1
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OUR BUSINESS:

The U.S. is facing a severe infrastructure crisis in the transportation industry that is affecting every aspect of American daily life. Green Shipping Line is poised to build a fleet of state-of-the-art vessels that will provide environmentally friendly marine transport of goods on the American Marine Highway.

European countries have faced deteriorating infrastructures and have alleviated the problem by switching to a modernized marine transportation system. By implementing this model in the U.S., our enterprise will create thousands of new U.S. jobs, while helping to solve our country's infrastructure crisis.

OUR SOLUTION:

GSL will reintroduce freight transportation via the American Marine Highway to create jobs, alleviate gridlock, and reduce pollution. Transportation of goods via freight on the American Marine Highway is expected to increase jobs for the American population by 15% in industries including, but not limited to trucking, logistics, shipbuilding, mariners, port terminals, and shippers green distribution options.

THE GSL MODEL & THE AMERICAN MARINE HIGHWAY:

- The American Marine Highway, or the U.S. port to port movement of containers (short sea shipping, abbreviated as SSS), has the objective of consolidating or redistributing freight by alleviating the continued deterioration of our transportation system, which is costing Americans billions in lost time and logistics functionality. Currently, 40% of shipments in Europe are by water, as compared with less than 4% in the U.S., largely decreasing efficiency for fulfillment.
- Short sea shipping would increase efficiency for the trucking industry by shifting its pattern and re-tasking transport technicians (drivers). As transits from ports to DCs or customers under 100 miles away are not subject to the same Federal restrictions, drivers can make more trips in a day resulting in higher incomes and an improved lifestyle by being able to be home with their family at night. Moreover, harmful emissions decrease as trucks are on the road for a shorter time frame.
- Our current transportation infrastructure is placing America at a competitive disadvantage in the Global Economy. According to government standards, 54% of our country's bridges are over 40 years old, which is structurally obsolete.
- GSL offers a low-cost model for shipbuilding Jones Act compliant vessels while providing a modernized solution to the infrastructure crisis.

ENVIRONMENTAL IMPACTS:

- The U.S. has the longest and most developed coastline and port network in the world; however, our marine highway is not used to trans-ship containerized goods. Short sea vessels provide a fuel efficient way of transporting substantial volumes of cargo and substantially reducing emissions.
- Short sea shipping provides fewer harmful emissions, which will help save our planet from pollution. Modern coastal SS/feeder ships on the American Marine Highway can offer green, fuel efficient transportation for containers carrying refrigerated (reefer), heavy, and hazardous cargo.
- GSL has developed a calculator which can compare routes and modes of transport and create a report which details not only environmental impacts, but societal as well.
- Short sea shipping allows for "Heavy Load" containers for water transport versus "over the road" interstate weight limitations, which put further stress on our roads and bridges.

VIDEO >