



Luke M. Reid

Partner

Boston
+1.617.951.9108

luke.reid@klgates.com

OVERVIEW

Luke Reid is a partner in the firm's Boston office. Luke advises and represents clients throughout the United States and globally in connection with government investigations, maritime regulatory compliance, criminal and civil litigation, maritime enforcement defense, and international law. Since entering private practice, he has represented numerous maritime corporations and individuals in a variety of civil and criminal matters, including matters before the U.S. Coast Guard, U.S. Environmental Protection Agency, U.S. Department of Labor, U.S. Department of Justice, U.S. Customs & Border Protection and other government enforcement and regulatory agencies. Luke represented the owner and operator of the SS EL FARO, a Ro-Ro/Container vessel that sank in 2015 in Hurricane Joaquin in the Caribbean, resulting in a complete loss of the vessel, all cargo, and all 33 persons on board. This included the lead representation in the U.S. Coast Guard's Marine Board of Investigation (USCG MBI) and co-counsel roles in connection with the National Transportation Safety Board (NTSB) investigation and the civil limitation of liability suit in federal court. He also represented the owner and operator of the STRETCH DUCK 7, a passenger vessel that sank on Table Rock Lake in Branson Missouri in 2018, resulting in the loss of 17 lives, in the National Transportation Safety Board (NTSB) investigation, the U.S. Coast Guard Marine Board of Investigation (USCG MBI), and resulting civil litigation.

PROFESSIONAL BACKGROUND

Luke is a former US Coast Guard officer and attorney, having retired from active duty as a Commander. While on active duty, he served as a military prosecutor, defense counsel, and Special Assistant US Attorney, having investigated and litigated a wide variety of criminal matters. During his career in government, Luke participated in numerous complex civil and criminal investigations of individuals and corporations for environmental crimes, seaman's manslaughter, fraud, and obstruction of justice. As legal counsel to senior managers of the Oil Spill Liability Trust Fund (OSLTF), he also assisted in the adjudication and payment of more than US\$200M in pollution claims under the Oil Pollution Act of 1990 (OPA), and assisted the Department of Justice in civil cost recovery litigation from responsible parties. While an active duty attorney, Luke led numerous missions in more than 20 European, African, and Asian nations in furtherance of various US national security and foreign policy objectives. These missions included providing overseas training and assistance to foreign nations in rule of law development, combating transnational crime, counter-piracy operations, drug and human smuggling interdiction, the legal aspects of counterterrorism, border security, anti-corruption, human rights, and war crimes.

He was the recipient of numerous awards from the US Coast Guard and US Department of Justice during his active duty service in the Coast Guard.

ACHIEVEMENTS

- Selected as a “Next Generation” lawyer in the area of “Transport: Shipping - Litigation and Regulation” by *Legal 500 USA*, 2019-2023
- Executive Office of U.S. Attorney's, Directors Award for Superior Performance of Litigation Team (2009)
- Judge Advocates Association, Outstanding Career Armed Services Attorney Award (2008)
- U.S. Department of Justice, Environment and Natural Resources Division, Certificate of Commendation (2003), (2006), (2007), and (2008)

PROFESSIONAL / CIVIC ACTIVITIES

- U.S. Maritime Law Association

SPEAKING ENGAGEMENTS

- “The El Faro, A Case Study: Lessons Learned,” Connecticut Maritime Association Shipping 2018 Conference, 13 March 2018, Stamford, Connecticut
- “Decarbonization of Shipping: A Discussion of the Legal and Regulatory Framework,” Connecticut Maritime Association Shipping 2021 Conference, 15 October 2021, Stamford, Connecticut

EDUCATION

- J.D., University of Maryland School of Law, 1999
- Master of Science in Engineering, University of Michigan, 1994 (*Mechanical Engineering*)
- Master of Science in Engineering, University of Michigan, 1994 (*Naval Architecture & Marine Engineering*)
- B.S., United States Coast Guard Academy, 1990 (*Civil Engineering*)

ADMISSIONS

- Bar of Maryland
- Bar of Massachusetts

THOUGHT LEADERSHIP *POWERED BY HUB*

- 15 March 2024, Biden Administration Takes Actions to Bolster Maritime Cybersecurity in the US Maritime Domain
- 3 May 2023, SASH (Sexual Assault and Sexual Harassment) Reporting in the Maritime Industry Key Issues for All US Flag Commercial Vessel Owners and Operators
- 27 April 2022, United States Bans Russian-Affiliated Vessels From U.S. Ports
- 21 February 2022, U.S. Coast Guard Signals Intent to Initiate Rulemaking to Implement Ship Efficiency and Carbon Intensity Regulations Under MARPOL Annex VI
- 15 September 2021, Hydrogen and the Maritime Sector, Part I: Introduction to the Industry
- 29 July 2021, Decarbonization of Shipping: Post MEPC 76 Outlook and Beyond
- June 2021, 2020 Legal 500 U.S. Guide Accolades
- 10 June 2021, Crisis Averted: How The USCG Environmental Crimes Voluntary Disclosure Policy Can Shield Against Prosecution
- 26 May 2021, A U.S. Perspective on Shipping Decarbonization
- 30 April 2021, U.S. Poised to Urge the International Maritime Organization to Dramatically Accelerate Decarbonization of Shipping
- 19 April 2021, Coast Guard Subcommittee Talks Decarbonization
- 13 October 2020, U.S. Coast Guard Signals Intent to Require Safety Management Systems For Domestic Passenger Vessels
- 1 October 2020, Things to Watch: Congressional Funding for the U.S. Coast Guard
- 20 May 2020, U.S. Raises Bar for Sanctions Compliance in Maritime, Energy, and Metals Sectors
- 29 April 2020, COVID-19: Vessel Entry into U.S. Ports in the Age of a Pandemic
- 30 March 2020, COVID-19: Impact on Supply Chain and Transportation Contracts
- 31 January 2020, IMO 2020 Is Here: Top 10 Considerations for Foreign Flag Vessels Calling on U.S. Ports and U.S. Flag Vessels Operating Worldwide
- 31 August 2018, 20/20 Vision for the 2020 Global Low Sulfur Requirement for the Shipping Industry
- 9 July 2018, Do You Clearly See What's Coming?

OTHER PUBLICATIONS

- “Complying With The US Ban On Russian-Affiliated Vessels,” *Law360*, 3 May 2022

NEWS & EVENTS

- 7 June 2023, The Legal 500 Recognizes K&L Gates Practices, Lawyers in 2023 United States Edition
- 8 June 2022, K&L Gates Practices and Lawyers Recognized in *The Legal 500 United States* 2022 Edition
- 24 June 2021, Legal 500 Recognizes K&L Gates Policy and Regulatory Practice Among Leaders in the 2021 United States Guide
- 10 July 2020, K&L Gates Energy, Infrastructure and Resources Practice Ranked by The Legal 500 United States 2020 Guide in Eight Categories with 28 Lawyers Recommended
- 25 June 2020, K&L Gates Practices and Lawyers Recognized in 2020 Legal 500 United States Guide
- 24 February 2020, K&L Gates Names 41 New Partners Across Global Platform
- 6 June 2019, K&L Gates Earns Practice and Lawyer Recognitions in 2019 *Legal 500 United States* Guide

AREAS OF FOCUS

- Maritime
- Commercial Disputes
- Maritime Compliance
- Maritime Disputes
- Maritime Regulatory
- Maritime Transactions and Finance
- Offshore Wind Energy
- Public Policy and Law
- White Collar Defense and Investigations

INDUSTRIES

- Energy

EMERGING ISSUES

- Hydrogen

REPRESENTATIVE EXPERIENCE

- Represented owner and operator of the SS EL FARO, a Ro-Ro/Container vessel that sank in 2015 in Hurricane Joaquin in the Caribbean, resulting in a complete loss of the vessel, all cargo, and all 33 persons on board. This included the lead representation in the US Coast Guard's Marine Board of Investigation (USCG MBI) and subsequent enforcement action, and co-counsel roles in connection with the National Transportation Safety Board (NTSB) investigation and the civil limitation of liability suit in federal court.
- Represented the owner and operator of the STRETCH DUCK 7, a passenger vessel that sank on Table Rock Lake in Branson Missouri, on July 18, 2018, resulting in the loss of 17 lives, in the National Transportation Safety Board (NTSB) investigation, the US Coast Guard Marine Board of Investigation (MBI), and resulting civil litigation. Commenced limitation of liability proceeding in the Western District of Missouri (In the Matter of The Complaint of Branson Duck Vehicles, LLC and Ripley Entertainment, Inc., 6:18-cv-03339-MDH) and resolved all civil claims within 18 months of the incident.
- Represented a tug and barge owner and operator in connection with an anchor strike incident in the Great Lakes, resulting in damage to underwater cables and a pipeline. This included lead representation during the pollution response and subsequent US Coast Guard and National Transportation Safety Board (NTSB) investigations, and co-counsel role in the resulting civil limitation of liability suit in federal court in which the pollution and property damage claims were resolved.
- Represented cruise line in connection with alleged violations of MARPOL Annex VI (air emissions), within the North American Emissions Control Area (ECA). The matter was resolved with the US Coast Guard and Environmental Protection Agency (EPA) without the filing of an enforcement action or payment of a fine or penalty.
- Represented global shipping carrier during MARPOL criminal investigation. The matter was resolved and no charges were filed.
- Represented towing vessel operator in connection with vessel collision and seaman's manslaughter criminal investigation. The matter was resolved and no charges were filed.
- Represented vessel owner and operator during US Coast Guard and NTSB investigation of major onboard fire resulting total constructive loss of the vessel.
- Advising and representing vessel owners, operators, and trade associations in connection with international (IMO) and US domestic regulation of greenhouse gas emissions (GHG) from ships and the decarbonization of the maritime industry.
- Advising and representing numerous vessel and facility owners and operators in connection with compliance with US and international maritime safety, security, environmental, and trade regulations.
- Advised private maritime security companies on compliance with international and US legal requirements for conducting counter-piracy operations onboard commercial vessels.
- Advising vessel owners and operators on sexual assault and sexual harassment (SASH) reporting, surveillance, and related US Coast Guard regulatory requirements.

- Represented vessel owner and operator during MARPOL enforcement action, resulting in all charges being reduced to a warning.
- Represented and advised vessel owners and operators on compliance with US Coast Guard ballast water regulations and EPA Vessel General Permit (VGP) standards and reporting requirements.
- Advised maritime corporations and conducted Jones Act and other regulatory due diligence for mergers and acquisitions.
- Represented and advised buyers and sellers of US flag vessels during vessel transactions and petitions to MARAD for foreign transfer and reflagging approvals.
- Represented and advised pipeline owner and operator in the aftermath of pipeline strike by a third party, in connection with resulting claims under the Oil Pollution Act of 1990 (OPA).
- Represented vessel owner and operator in investigation and enforcement action in connection with alleged violations of US coastwise laws (Jones Act). The matter was resolved without a fine or penalty.
- Advised global tanker owner/operator on alleged sexual assault at sea and led related internal investigation of the same.
- Advised and represented leading global tanker owner/operator in connection with voluntary reporting under US Coast Guard's Environmental Crimes Voluntary Disclosure Policy (Appendix N).
- Advised clients on the application of the United National Convention on the Law of the Sea (UNCLOS) and related international conventions.