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THE CMA CGM T. ROOSEVELT IS THE BIGGEST VESSEL TO HAVE CALLED AT NEW YORK
I would like to wish you all the very best for 2018.

Better serve our customers.

Our Group will pursue its development with the same passion that inspires us to innovate every day to always better serve our customers.

« OUR GROUP WILL PURSUE ITS DEVELOPMENT WITH THE SAME PASSION THAT INSPIRES US TO INNOVATE EVERY DAY TO ALWAYS BETTER SERVE OUR CUSTOMERS »,

PURCHASE OF NINE 22,000 TEU

Order for nine 22,000-TEU container ships

In order to keep pace with the growth of the shipping market, the Group has ordered nine mega 22,000-TEU container ships. These ships, the biggest in the world, will be built in China by the CSSC Group (China State Shipbuilding Corporation).

This purchase, the first ships of which will come into service at the end of 2019, will enable the Group to meet its needs and become more competitive, particularly on the Asia-Europe lines.

APL NAMED ‘CONTAINERSHIP OPERATOR OF THE YEAR’

At the end of September, APL received the ‘Containership Operator of the Year’ award at Lloyd’s List Global Awards 2017. This award casts a spotlight on the results of APL, which has become one of the industry’s best performing companies since it was acquired by the CMA CGM Group last year.

The company’s commercial and operational performance was confirmed by its financial results for the first half of the year: €2.77 billion in turnover - a 29% increase on last year - and an increase of 4%.

CMA CGM THIRD-QUARTER RESULTS

CMA CGM is pursuing its strategy of profitable growth. Once again, it has announced the best operating margin in its sector.

The Group has published strong third-quarter results, with a rise in both revenue and volumes shipped.

This growth can be attributed to a significant increase in volumes shipped as part of the OCEAN ALLIANCE, on Asia/USA and Asia/Europe lines, as well as on most North-South and intra-regional lines.

CMA CGM also remains the leader in its sector in terms of profitability.

These results can be attributed to the Group’s capacity to take advantage of its size and global network in order to optimise both revenue and costs, despite rising fuel prices.
India: A Giant in Full Transformation

Present in this immense land for more than thirty years, CMA CGM supports India’s fantastic economic growth and the reforms which are starting to emerge in New Delhi. In 2015, the Group bought LCL, the Indian expert in logistics. In 2017, it opened a new terminal in Mundra in the northwest of the country, developed its maritime lines and designed new logistical services to continue to better connect India to the rest of the world.

With 1.33 billion people, India is the second most populated country in the world (after China). It is also one of the biggest democracies in the world. As the seventh biggest country, this emerging giant continues to develop at a rapid pace; its annual economic growth rate is around 7%! Open to international investment for more than twenty years, the country has vibrant megacities - Mumbai (formerly Bombay), New Delhi, Kolkata (formerly Calcutta), Chennai (formerly Madras), Bangalore, Hyderabad - and poor rural areas where traditional agriculture is still practised. In this multi-faith country (Hindu, Muslim, Buddhist, Christian, etc.), society is still very unequal, even though a middle class has recently emerged.

International trade is booming and is now almost half of GDP (compared to barely 10% in the early 1990s). India naturally trades with its neighbours (Pakistan, Bangladesh, etc.) but also across the sea, with the whole world. From the north to the south, over 3,214 km of coast, West India has many important ports: Mundra, in the State of Gujarat (where CMA CGM has invested), Nhava Sheva (the great port of Mumbai), Cochin in the extreme south; then, going 2,933 km to the east, the port of Chennai or, much more to the north, that of Kolkata.

The Group offers its customers 14 ports of call in India (including Goa and Mangalore in the west, and then Tuticorin, Krishnapatnam, Haldia and Kolkata in the east). CMA CGM ships sail across all the seas in the world from these Indian ports. The EPIC 1 & 2 and MEDEX services link the northwest of India to Europe and the Mediterranean, whereas the NEMO (North Europe Med Oceania) connects Europe and Australia via the south of India. INDIAMEX goes to the United States via the Red Sea. SWAHILI does the route to East Africa and MIDAS 1 & 2 go to South and West Africa. The Asian market is the biggest market for India, which is why the Group operates 3 dedicated lines there. CIMEX 2 N, 2 CS and the recently launched CIMEX 2X, which link the northwest of India, and Cimex 2E, which leaves from the south of India and calls at ports in South-East Asia and the Far East. The Group also launched in October 2017, the India Gulf service, which offers a superior service connecting the north-west of India to the Middle East Gulf ports in the UAE, Iraq and Iran.

The Group offers its customers 30 stopovers a week in India. We work with major international carriers (Expeditors, DHL, Kuehne Nagel, etc.) but also with local logisticians such as SPJ cargo, (which basically ships buffalo meat by reefer), and large corporations such as Reliance or even Hyundai.
NEW PROSPECTS

A strong trend is taking root, favouring the development of existing port facilities for containers and the creation of new mega-ports, as envisaged in the Sagarmala project. The development of the 4th terminal in Nhava Sheva by PSA and the new container terminals created by the Adani Group in Ennore and Dhamra on the east coast of India are key examples of the country’s ambitions in the field of port development.

The current need, however, is to develop adequate infrastructure that will support the growth of ports and allow easy access inland. The Indian logistics market should represent USD 360 billion by 2032, compared with USD 115 billion today.

India currently spends approximately 14.4% of its GDP on logistics and transportation, when other developing economies inject less than 8% of their GDP in this sector.

To improve the competitiveness of logistics, the Indian Government is investing heavily in road and rail routes, in inland waterway transport and in storage and ‘cold store’ infrastructures. The CMA CGM Group in India is also developing this, where we aim to offer our customers supply chain solutions and better quality services. A specific team has been formed in India and will work with our logistics entities and our inland waterway services to continue this mission and meet the needs of our customers.
It is in this dynamic and very favourable context that CMA CGM announces new developments in India. In April 2017, Rodolphe Saadé, Managing Chairman and CEO of the Group, opened the new container terminal in Mundra port. The port will be jointly operated by CMA CGM Terminals (a fully-owned subsidiary of the Group) and by the Indian company Adani Ports, owned by the powerful Adani family. With a processing capacity of 1.3 million TEU, the brand new CT4 terminal in Mundra port in particular aligns four dock cranes with a capacity of 65 tonnes which can accommodate ships up to 18,000 TEU. « CT4 is boosting Mundra’s activity which should become India’s biggest container port, ahead of Nhava Sheva, in the next few years. In addition, the Group is also developing very strongly in the country », Audrey Dolhen pointed out. « Following an agreement with the national rail company, in particular, we set up a dedicated train for our intermodal customers as a result of its many subsidiaries (CMA CGM Logistics, LCL Logistix, Ameya Logistics, Honeycomb, Ocean Gate, Logix Park, Haldia and Progeco): in total, there are more than 50 destinations inside the country that can be served by road or rail. We have deployed ourselves widely to try and cover all of Mundra and Delhi’s freight needs. This train runs twice a week. Its timetables are based on those of our two major services, EPIC and INDAMEX. » She concluded: « India is a priority for the Group: this country-continent is developing very quickly and is implementing several reforms. We have chosen Mundra port and the State of Gujarat overall as our base, which is very advanced compared to the rest of the country. The Adani family is very present and the current Prime Minister, Narendra Modi, achieved a lot when he was governor of the State. » With its terminal in Mundra and its network of agencies and subsidiaries across the country, CMA CGM has not finished making India one of its home ports.

**Important AMBITIONS FOR CMA CGM**

**NEW LINES DEPLOYED**

CMA CGM launches three new services, INDIAMED, CIMEX 2X and India Gulf Service

CMA CGM has achieved the milestone of 16.18% well ahead of the targeted growth of 15% year on year for 2017, says Audrey Dolhen.

INDIAMED, linking the East Mediterranean to India since 2 July 2017.

To the west, boats depart from Khor Al Fakkan, in the United Arab Emirates, to call at Karachi (Pakistan), Mundra, Nhava Sheva then Djibouti, Jeddah (Saudi Arabia) and finally Damietta (Egypt). From there, ships perform a loop in the Mediterranean via Piraeus in Greece, the CMA CGM hub in Malta, Aliaga as well as Mersin in Turkey and finally Port-Said in Egypt. They then make a one-stop trip to Khor al-Fakkan. INDIAMED, operated in partnership with APL, a subsidiary of the Group, and COSCO, a partner within Ocean Alliance. It is one of fastest services in this strategic area. For example, Mundra port is no more than 15 days of sea from Piraeus! Furthermore, since July 2017, a new service started operating from India to Asia.

CIMEX 2X completes the CIMEX range of services. It connects the ports on the west coast of India - Nhava Sheva, Mundra and Hazira - to the strategic markets located in South-East Asia, and the Far East to the ports of Port Kelang, Singapore, Tianjin, Qingdao and Ningbo. This service also includes an important stop in Colombo in the east, offering the opportunity to connect to the main services from Africa and the United States.

INDIA GULF SERVICE

The India Gulf service commenced in October 2017, connecting the western India ports of Mundra and Nhava Sheva with the UAE, Iraq and Iran.

The service connects India with the strategic ports of Umm Qasr, Bandar Abbas and Chabahar (the first container service directly linking India and Chabahar in Iran) & also provides wide connectivity to all Persian Gulf ports via our dedicated transhipment hub in Khor Al Fakkan and Jebel Ali.
If shellfish are stored in suitable basins on arrival at port, they are still too often transported dry on boats, once extracted from the seabed.

explained Giancarlo Fagiano. His meeting with Jacques Saadé, then Chairman and CEO of CMA CGM, was about to change everything. In partnership with the shipowner from Marseilles, EMYG deployed its Innopure® technology to preserve shellfish and crustaceans within CMA CGM’s reefer containers. The Aquaviva container was created and the first lobsters were ready to be transported live, from the coasts of Canada to Europe. But EMYG and CMA CGM did not stop there! Soon other species (lobsters, oysters, crabs, etc.) will be able to benefit from EMYG’s technology.

« I wanted to develop a solution that would allow us to put the case for this live chain (much as there is a cold chain) between when the product is fished and when it arrives on the consumer’s plate »

explained Giancarlo Fagiano. His meeting with Jacques Saadé, then Chairman and CEO of CMA CGM, was about to change everything. In partnership with the shipowner from Marseilles, EMYG deployed its Innopure® technology to preserve shellfish and crustaceans within CMA CGM’s reefer containers. The Aquaviva container was created and the first lobsters were ready to be transported live, from the coasts of Canada to Europe. But EMYG and CMA CGM did not stop there! Soon other species (lobsters, oysters, crabs, etc.) will be able to benefit from EMYG’s technology.
INTERVIEW

Giancarlo Fagiano
CEO of EMYG Environnement & Aquaculture

For the founder of the SME from Marseilles, the maritime transport of live shellfish and crustaceans is extremely promising. Giancarlo Fagiano returned from his meeting with CMA CGM and told of the epic journey made by lobsters from one continent to another...

How did you meet CMA CGM?
For many years our facilities had great success on land, everywhere shellfish and crustaceans arrive. But we wanted to strengthen this weak link that is transport to create a genuine «live chain» to ensure food security, improve the quality of products and contribute to sustainable global aquaculture. While thinking about CMA CGM’s refrigerated containers, I went to see Jacques Saadé who gave me a very warm welcome, as did Farid T Salem, Executive Officer of CMA CGM. Very quickly, in 2014, we created a joint venture, Sea Food Container Manufacturer, the purpose of which is to build containers specifically designed to transport live shellfish and crustaceans in water.

How are lobsters transported on the Group’s ships?
We can load nearly 2.8 tonnes of lobsters (a lobster weighing between 700 g and 1 kg) in an Aquaviva reefer container. Each lobster is arranged in a special cavity called a rock & holes. This cavity reproduces the natural habitat of the lobster, who likes to hide under rocks. The lobster also needs to be alone, otherwise it has a tendency to attack and devour its fellow lobsters! During the entire crossing, the lobster is not fed but it doesn’t lose weight because it doesn’t move. It is transported in its original water. The water is treated with our technology: the water filters particles with a precision level of less than a micron (bacteria are removed in the form of foam); very fine bubbles allow the water to be perfectly oxygenated; finally, the water constantly circulates and ensures the crustaceans are perfectly watered. May I remind you that Innopure® is a fully mechanical process: no chemical products are added to the water. Lastly, the Aquaviva containers the lobsters are housed in can withstand external temperatures between -30°C and +40°C.

Aquaviva containers will soon carry all kinds of shellfish, not just lobsters!

What state are the lobsters in on arrival?
They are in perfect health. We have a very low mortality rate, close to 0%, compared to 20% mortality for lobsters transported by plane! Crustaceans transported outside of their natural environment are easily stressed: they emit ammonia, which can then alter their taste. On the other hand, with Innopure®, they arrive on land in excellent shape.

Do you have other projects with CMA CGM?
Of course! We don’t want to restrict ourselves to lobsters. We are currently in the process of testing containers for oysters, lobsters, crabs and clams. Each species must have a suitable container. Our future Aquaviva containers will carry oysters from North America to China and Japan, lobsters from the tropics to the Northern hemisphere, crabs from Europe to Canada, clams from Morocco to Europe, etc. In the future, Europeans and Asians can also discover new flavours. Such as the delicious snow crab (a sort of sea spider) caught off the coast of Quebec or the geoduck from the Pacific, a giant shellfish product. We would also like to transport prawns: it would be great to be able to buy them alive in supermarkets! As early as September, Progeco, a subsidiary of CMA CGM, will manufacture new Aquaviva containers in Dunkirk which will be gradually deployed on many maritime routes.

“...
A new FORWARD-LOOKING IDENTITY

SINCE RODOLPHE SAADÉ’S APPOINTMENT AS CEO ON 7TH FEBRUARY, AND CHAIRMAN AND CEO OF THE CMA CGM GROUP ON 24TH NOVEMBER, CMA CGM HAS BEEN WRITING A NEW PAGE IN ITS HISTORY. A NEW STRATEGIC ASPIRATION FOR THE GROUP, BUT ALSO A FRESH START FOR ITS IMAGE. POWERFUL, MODERN, BOLD AND INNOVATIVE: A NEW AND DECISIVELY FUTURE-ORIENTED IDENTITY. WITH «SHIPPING THE FUTURE», CMA CGM IS CONFIRMING ITS ASPIRATIONS TO CONQUER NEW HORIZONS WELL BEYOND THE SEAS.

CMA CGM’s outstanding entrepreneurial adventure began in 1978. At that time the logo was already blue, white and red, a sign of Jacques Saadé’s strong attachment to France, his new country. From Marseilles, the Group’s first vessel travelled to Beirut via Livorno in Italy and Lattakia in Syria. The cargo shipping company (CMA) developed rapidly and opened new lines. In 1981, 12 vessels carried about 5,000 twenty-foot equivalent units per month. Following on from this, the logo was changed to illustrate this new dynamic: it represented a flag flying in the wind bearing the letters CMA. In 1988, 45 CMA vessels transported 150,000 twenty-foot equivalent units per year. This was spectacular progress and the logo developed to mark a new phase: the start of the second decade of business. Later, in 1996, the company acquired CGM (Compagnie Générale Maritime) and designed an image combining the names of both companies: in line with its global aspirations, the Group added a world map to its logo. CMA is written in red, CGM in blue. The merger of CMA and CGM only took effect three years later, in 1999: 65 shipping lines were then plied by 81 vessels and the new group employed more than 3,000 people. CMA CGM became the 12th largest shipping company in the world: to distinguish it from its competitors, the Group’s logo showed the wording «The French Line». A few years later, with the 3rd millennium, it was time for a clean-up. From then on CMA CGM was N° 5 in the world: the words «The French Line» disappeared and the world map was stylised; represented by squares which evoking containers, it gave the Group a more contemporary look. Above all, two waves appeared around the logo: one blue, the other one red. In 2008, the Group celebrated thirty years of its existence and the logo changed again: the world map disappeared, the waves remained and the name of the Group was proudly inscribed on a white background. Finally, with the appointment of Rodolphe Saadé as Chairman and CEO in 2017, a new era began. The image was redesigned again.
A more powerful IMAGE AND SIGNATURE

The year 2017 is a turning point for the company. The CMA CGM Group has set its priorities and established a new strategic course. This strategy is based on four main pillars: client relations, maritime, but also overland and logistics development, innovation and digitalisation and finally human expertise. Our new slogan «Shipping the Future» is this new frontier, which is up to us to explore. To substantiate this new aspiration and support this new course, we have completely re-established the image of the Group. We wanted it to be more powerful, bolder, more modern and more innovative. With our new image we show that we can go beyond imaginable frontiers. We will «transport the future».

Finally, our logo has been completely re-conceptualised and simplified to give CMA CGM more force and power. Of course, the reference to France is still there: the blue, white and red have never disappeared over the years.

Tanya Saadé Zeenny,
Executive Officer of the CMA CGM Group

A ship IN THE STARS

The new image of CMA CGM was publicly revealed on 28th June at an exceptional event organised at the head office at 4 quai d’Arenq in Marseilles and in our offices all over the world to mobilise the employees. A message was widely disseminated on social networks and a giant 528m² laminated sign was also placed on the west façade of the CMA CGM tower facing the sea. This sign shows a ship appearing to float in space far beyond the seas of the globe. This new image will be displayed in the 755 Group agencies around the world. «In terms of marketing, we have always adopted a cutting-edge approach in the world of shipping», says Tanya Saadé Zeenny, «in combination with the new logo and the new slogan, our very striking image perfectly portrays the new aspiration of the Group: our ambition to conquer no longer has any frontiers. We go where it is impossible to go and we take our clients to destinations that other shipping companies are not necessarily able to serve. In the coming years we will be continuously re-inventing global cargo transport.» As from today, the Group’s employees are invited to act as ambassadors for the CMA CGM brand. They will be expected to spread its name internationally, in their professional or friendly relations, in their actual life and on social networks, etc.
CMA CGM, THE FIRST SHIPPING COMPANY TO EQUIP ITS GIANT VESSELS WITH LNG

CMA CGM makes a breakthrough choice and orders nine mega-vessels fuelled by liquefied natural gas (LNG). A worldwide innovation... for ever fewer emissions in keeping with the Group’s CSR strategy!

CMA CGM is once again revolutionising container shipping. By choosing LNG to fuel its nine gigantic 22,000-TEU vessels that will be delivered in 2020, the Group is going a step further and demonstrating its ability to innovate and develop responsibly. «We have made the bold choice of a technology that is resolutely pro-environmental. By choosing LNG fuel, CMA CGM is confirming its resolve to lead the industry ever further in the protection of the environment and the use of responsible technologies,» says Rodolphe Saadé, Chairman and CEO of CMA CGM. While environmental regulations should be more restrictive over the next ten years, the choice of LNG for the propulsion of its 22,000-TEU vessels enables the CMA CGM Group to go beyond current and future regulations. The French government also welcomed this decision, which was taken on November 7 during the COP23 in Bonn. «This responsible choice puts the CMA CGM Group at the heart of the fight for our planet, where I hope all French industry will position itself,» declared Nicolas Hulot, Minister of Ecological and Solidary Transition. «Through the innovation it represents, this courageous decision will, I hope, pave the way for the entire maritime industry to support innovative, ever more responsible projects,» he continued.

LNG: a cleaner fuel, an innovation working for the environment

So what is LNG (liquefied natural gas)? It is condensed natural gas in a liquid state. A major advantage of LNG is that this fossil fuel is one of the cleanest in existence. «Liquefied natural gas is a clean, readily available energy,» says Julien Topenot, the Group’s Security, Safety and Environment Manager. «It produces no polluting emissions, particles or soot and reduces greenhouse gas emissions. LNG accelerates the essential energy transition towards sustainable, low carbon shipping,» he stresses.

Compared to heavy fuel oil (or MGO (Marine Gas Oil), the main fuel used in shipping), LNG does indeed drastically reduce the polluting emissions produced by vessels. Therefore, for its future mega-vessels, the Group did not hesitate in deciding to opt for «dual fuel» power, operating at 98% LNG and using just a little MGO to create the spark necessary for combustion.
Although the large LNG-fuelled vessels will only be delivered in 2020, the Group has been thinking about the development of environmentally-friendly engines for more than a decade. Teams have carried out numerous studies in partnership with shipyards, LNG tank suppliers and energy suppliers, including several French companies such as Total and Engie and the naval engineering company GTT. «This technology is now mature and it is a responsible choice, in line with our environmental policy.» explains Ludovic Gérard, Executive Vice-President of CMA Ships.

The new LNG-fuelled gigantic vessels were designed within CMA Ships Solutions: tank size, hydro-dynamics, engine and fuel specifications, etc., were all modelled upstream before ordering the vessels from the China State Shipbuilding Corporation shipyards, which will deliver them in three years’ time. In terms of architecture, the new vessels will not differ from the existing vessels. With a capacity of 18,000 m³, the LNG tanks will be located under the front fittings and the engine will be located at the rear of the vessel.

Crews will be trained in the use of LNG, in order to meet regulatory requirements. For the nine future vessels, this represents around 180 people (officers and operational staff). Training will take place on simulators, as well as on board real LNG-fuelled vessels. The goal is to ensure that officers are familiar with the physical and chemical properties of the fuel and are capable of smoothly managing bunkering operations.

«LNG for use in container vessels is an emerging market that is set to grow,» says Farid Trad, Deputy Vice-President for Bunkering. In order to ensure that LNG becomes an “indispensable alternative to conventional fuel oils”, CMA CGM is already working with ports and suppliers to establish new supply chains that will ensure optimal efficiency. Through its ongoing dialogue with the various market players, the Group is securing its operations and intends to participate in the development of LNG infrastructures all over the world.

Ludovic Gérard is already looking further ahead: «We are going to study ever more innovative solutions to optimise our vessels and support the Group in its energy transition. Our next goal? The all-electric vessel!»

The Energy Efficiency Design Index (EEDI*), which measures the environmental footprint of a vessel, improves by 20% compared to a conventional vessel.

*A energy efficiency design index compared to a fuel-powered vessel

- A reduction of up to 25% in CO₂
- A 99% reduction in sulphur emissions
- A 99% reduction in fine particle emissions
- An 85% reduction in nitrogen oxide emissions

A carefully CONSIDERED CHOICE

LOW PRESSURE DUAL-FUEL ENGINE: Engine fueled with gas and MGO (less than 2% of MGO needed to create the spark necessary for its ignition)
THE CMA CGM T. ROOSEVELT
IS THE BIGGEST VESSEL TO HAVE CALLED
AT NEW YORK AND AT PORTS ON THE EAST
COAST OF THE UNITED STATES

On 7th September 2017, the CMA CGM T. ROOSEVELT - 366 meters in length and able to carry 14,414 TEU - made a triumphal entry into the Upper Bay, off the coast of Manhattan and home to the Statue of Liberty. Thanks to the raising of Bayonne Bridge, the world’s biggest container ships can now call at the port of New York-Newark.

The city of New York rolled out the red carpet to welcome the CMA CGM T. ROOSEVELT, a brand new vessel that had just left Hyundai’s Asian shipyards. The vessel’s arrival in the bay was greeted by a brass band while a tugboat provided an escort, shooting into the air jets of water that turned iridescent in the sunshine. A truly American show! The city’s inhabitants turned out in force: a large number of tourists and passers-by admired the majestic arrival of this colossal container ship, which, for this inaugural stopover, also took in the Statue of Liberty before docking at the Port of New York and New Jersey (Newark, Elizabeth and Staten Island container terminals).

The arrival of a ship of this size in the port of New York-Newark had never been seen before! Up until the summer of 2017, only ships that carry fewer than 5,000 TEU could stop at this port. The raising of Bayonne Bridge, which connects Bayonne (New Jersey) to the New York borough of Staten Island, marked a turning point. The bridge, built in 1931, benefited from extensive work that was spread over four long years. It now stands at a height of 65 meters, instead of its original height of 46 meters. Since January 2016 and the widening of the Panama Canal, much further south, the shipping route that connects China to US cities on the East Coast has been energised. This is the route now served by the CMA CGM T. ROOSEVELT, which is one of the six vessels named after US presidents. This state-of-the-art container ship operates on the SAX (South Atlantic Express) line. From Shanghai, it travels to Ningbo, Yantian and Hong Kong (China) before crossing the Pacific and entering the Panama Canal. It then calls at Savannah, Charleston, Norfolk and, finally, New York, on the Atlantic coast of the United States. New York has therefore become a regular stopover.

CMA CGM has operated in the US since 1995 and has 1,760 employees in 19 offices in the country. The company’s ships berth at 21 different ports. On behalf of 17,000 clients, the Group transports four million containers per year, half of which are carried on routes that connect Asia to the US. By placing large-capacity vessels in the port of New York, the Group reaffirms its desire to become a major player in US trade. « Since the maiden voyage of the CMA CGM T. ROOSEVELT in September, CMA CGM has offered 28 weekly services to its clients on transpacific and transatlantic routes to and from the United States. In terms of frequency, transit time and number of ports served, our offer is the best on the market, » notes Pascal Hirn, Vice President North America Lines at CMA CGM. Thanks to Ocean Alliance, an operational agreement signed with three other major shippers in 2016, the Group is now more active in the US market than ever before.
SHIPPING THE FUTURE

CMA CGM