

CMA CGM

CMA CGM is a French [shipping](#) and [logistics](#) company founded in 1978 by [Jacques Saadé](#).^[7]

The name is an [acronym](#) of two predecessor companies, Compagnie Maritime d'Affrètement (**CMA**) and Compagnie Générale Maritime (**CGM**), translating as "Maritime Freight Company" and "General Maritime Company", respectively.

The company is headquartered at the [CMA CGM Tower](#) in [Marseille](#), France,^[8] and is the third [largest container shipping company](#) in the world.^[9] The company's 2023 annual revenue was US\$47 [billion](#).^[4]

CMA CGM business activities include shipping, [port operation](#), [supply chain management](#) and [warehousing](#), with a presence in 160 countries through 400 offices, 750 warehouses, 155,000 employees and a wide fleet of 593 vessels. CMA CGM serves 420 of the world's 521 [commercial ports](#) and operates 257 [shipping lines](#).^[4]

History

The history of CMA CGM can be traced back to the middle of the 19th century, when two major French shipping lines were created, respectively [Messageries Maritimes](#) (MM) in 1851 and Compagnie Générale Maritime (CGM) in 1855, soon renamed [Compagnie Générale Transatlantique](#) in 1861. Both companies were created partly with the backing of the French State, through the award of mail contracts to various destinations, French colonies and overseas territories as well as foreign countries. After the two World Wars, the two companies became "State owned corporations of the competitive sector" (*Entreprise publique du secteur concurrentiel*), i.e., companies that, while owned by the State, were run as private for-profit businesses operating in competitive markets. The French government, under President [Valéry Giscard d'Estaing](#) and Prime Minister [Jacques Chirac](#), progressively merged the two companies between 1974 and 1977 to form Compagnie Générale Maritime, which was still owned by the French government and still run as a competitive business, although sometimes subject to political pressure, for instance on the selection of shipyards to build new ships.

CMA CGM

The [CMA CGM Tower](#) in [Marseille](#), France

Company type [Société Anonyme](#),
[Private](#)

Industry [Freight transport](#)

Predecessor [Compagnie Générale
Transatlantique](#) and
[Messageries
Maritimes](#)

Founded 13 September 1978^[1]

Founder [Jacques R. Saadé](#)

Headquarters [CMA CGM Tower](#)
[Marseille](#), France

Area served Worldwide

Key people [Rodolphe Saadé](#)
([Executive Chairman](#) and
[CEO](#))
[Tanya Saadé Zeenny](#)
([Director](#) and [Executive
Officer](#))

Compagnie Générale Maritime (CGM) operated as such from 1974 to 1996 when it was privatized by the French state under President Chirac and Prime Minister [Alain Juppé](#). During these 22 years it operated freight and container liner services in various global trade lanes, as well as a fleet of dry bulk ships, and a few large oil tankers and Liquefied Natural Gas (LNG) tankers, with headquarters located in Paris' western suburbs, first in Paris- [La Defense](#), then in close by [Suresnes](#).

The CGM liner services, mostly containerized but also operating a significant fleet of "Con-Ro" vessels able to load [roll-on/roll-off](#) cargoes, were re-structured from the two parent companies' main trade lanes, i.e.

Western trade lanes (Americas) for [Compagnie Générale Transatlantique](#) (CGT) and Eastern trade lanes (Asia, East Africa, Pacific, plus Eastern South America) for [Messageries Maritimes](#) (MM). After the merger and re-structure, CGM's liner services were managed in four distinct Trade Divisions, North America & Far East (AMNEO, for Amérique du Nord & Extrême Orient) which also managed the bulk and tanker fleets, South America & Caribbean (AMLAT), Pacific & Indian Ocean (PACOI) and Short Sea Trades (Cabotage).

Separately, [Jacques Saadé](#) had created CMA in 1978 as an intra-Mediterranean liner service operator, based in [Marseille](#). In 1996, CGM was privatized and sold to Compagnie Maritime d'Affrètement (CMA) to form CMA CGM.^[10]

In 1998 the combined company purchased [Australian National Lines](#) (ANL).

Products	Container shipping and terminals , logistics and freight forwarding, ferry and tanker transport
Revenue	▲ \$74.50 billion (2022) ^[2]
Operating income	▲ \$33.31 billion (2022) ^[2]
Net income	▲ \$24.88 billion (2022) ^[2]
Total assets	▲ \$51.98 billion (2021) ^[3]
Total equity	▲ \$23.91 billion (2021) ^[3]
Number of employees	155,000 ^[4]
Subsidiaries	List of subsidiaries
Website	cma-cgm.com (http://cma-cgm.com)
Footnotes / references ^{[5][6]}	

[Container ship CMA CGM Balzac](#) in the port of [Zeebrugge, Belgium](#)

In September 2005, CMA CGM acquired its French rival [Delmas](#) based in [Le Havre](#) from the [Bolloré Group](#) for €600 million. The acquisition was completed in early January 5, 2006. The resulting corporation became the third largest container company in the world behind the Danish [A.P. Moller-Maersk Group](#) and the Swiss [Mediterranean Shipping Company S.A.](#)^[11]

In May 2007, a consortium represented by CMA CGM completed its acquisition of [Compagnie Marocaine de Navigation](#) (Comanav) for a sum of €200 million.^{[12][13]}

In July 2007, CMA CGM acquired Cheng Lie Navigation Corp. (CNC Line), Intra-Asia container line based in Taiwan.

In 2014, CMA CGM signs the Ocean Three agreements. The group strengthens its offer by signing major agreements on the biggest worldwide maritime trades with [CSCL](#) and [UASC](#).

In April 2015, the group acquired a strategic stake in LCL Logistix, a logistics leader in India, via its subsidiary CMA CGM LOG.

In December 2015, [CMA CGM Benjamin Franklin](#) called at the [Port of Los Angeles](#) and thus became the largest vessel ever to call the United States.^[14] The container-ship, 1,300 ft (400 m) long and 177 ft (54 m) wide, was inaugurated in Port of Long Beach on February 19.^[15]

In July 2016 CMA CGM finalized its acquisition of Singapore-based [NOL](#) (Neptune Orient Lines) and its container line [APL](#) (American President Lines) after an all-cash offer of US\$2.4 billion. The takeover is CMA CGM's largest acquisition and the purchase added 12 percent market share to the CMA CGM group. The Singapore Exchange Securities Trading suspended trading of NOL shares at the end of the offer.^{[16][17]}

In June 2017, CMA CGM acquire Mercosul Line, a Brazilian shipping company specialized in multimodal door-to-door container transportation and logistics.^[18]

In October 2018, CMA CGM finalized the acquisition of Finland-based container-transportation and logistics company Containerships.^[19]

In April 2019, CMA CGM completed its public tender offer to acquire [CEVA Logistics](#).^{[20][21]} With this acquisition, the CMA CGM Group becomes a global leader in transport and logistics, 110,000 people strong with more than \$30.3 billion in revenue. CEVA operational center is transferred in [Marseille](#), France, where is located the Head Office of the CMA CGM Group.^[22]

In February 2021, CMA CGM Group completes its logistics offer by creating a new division dedicated to air freight: [CMA CGM Air Cargo](#). With its four [Airbus A330-200F](#) cargo aircraft, this airfreight division links Europe to North America.^[23] The first flight from [Liège](#) to Chicago marks the debut of commercial operations.^[24]

In September 2021, CMA CGM announced a partnership with fellow Breton-based operator [Brittany Ferries](#). The partnership involves a €25 million investment, plus a CMA CGM representative joining Brittany Ferries' supervisory board.^{[25][26][27]}

In May 2022, CMA CGM signed a strategic partnership with [Air France–KLM](#) to develop their air cargo capacities together. However, this partnership, implemented in April 2023,^[28] was terminated by mutual agreement in January 2024 without change in the 9% stake acquired by CMA CGM in the Franco-Dutch airline group.^{[29][30]}

In January 2024, a [takeover offer](#) for [Wincanton plc](#) was made.^{[31][32]}

Ownership

CMA CGM is 73% owned by [Rodolphe Saadé](#) and his family through Merit France SAS. The Turkish family-owned company [Yildirim Holding](#) has a 24% stake and French public sector investment bank [BPIfrance](#) has a 3% holding.^{[33][34][35]}

Subsidiaries

Maritime activities

- [Australian National Line](#) (ANL) (specializes in Australia, New Zealand, Oceania and Asia container transportation)
- [Compagnie Marocaine de Navigation](#) (Comanav) (passenger ferry and container services from Morocco to Europe)
- Cheng Lie Navigation Corp. (CNC Line) (specializes in Intra-Asia container transportation)

- Mercosul Line (specializes on the East Coast of South America container transportation) ●

Containerships (specializes in Intra-European container transportation)

- [American President Lines \(APL\)](#) ([Singapore](#)-based container line) Terminal activities

- Terminal Link – container terminals developer and operator, ranked N°12 worldwide ●

CMA Terminals Holding

Intermodal activities and logistics

- Progeco (container: sales, leasing & repairing) ●

CMA CGM Logistics

- Rail Link (multimodal rail transport)

- River Shuttle Containers (Rhône – Saône axis containerised river transportation)

Support activities

- CMA Ships (a wholly-owned subsidiary managing all fleet-related operations) Air services

- [CMA CGM Air Cargo](#), active since February 2021, operates a total of 4 [Airbus A330-200Fs](#) and 2 [Boeing 777Fs](#).

Joint ventures

- CMA Systems, a business entity in partnership with [IBM](#) involving development of new technologies like the [cloud computing](#).

Fleet

In 2023, CMA CGM's fleet included:

- 593 vessels
- 4,500,000 container TEUs
- 600,000 reefer container TEUs

The fleet has 200 maritime services and calls at more than 420 ports in 160 countries. There are 521 commercial ports in the world at the moment.

Container ship classes of CMA CGM

Ship class	Built	Capacity (TEU)	Ships in class	Notes
CMA CGM Vela-class	2008–2009	11,262	4	
CMA CGM Andromeda-class	2009–2011	11,388	12	
CMA CGM Explorer-class	2009–2015	13,830–17,859	14	
CMA CGM A. Lincoln-class	2017–2018	14,414	6	
CMA CGM Antoine de Saint Exupery-class	2018	20,954	3	
CMA CGM Argentina-class	2019–onwards	14,812–15,052	11+	Long-term charter from Eastern Pacific Shipping
CMA CGM Jacques Saadé-class	2020–2021	23,112	9	LNG-powered container ships ^[36]
CMA CGM Patagonia-class	2021–2022	15,000	5	
CMA CGM Zephyr-class	2021–2022	15,000	5	
	2023–onwards	5,500	10	VLSFO-powered container ships ^[37]
CMA CGM Bahia-class	2023–onwards	13,000	6	LNG-powered container ships ^[37]
	2023–onwards	15,000	6	LNG-powered container ships ^[37]
	2025–onwards	8,000	6	To be built at Hyundai Samho Heavy Industries ^[38]
	2025–onwards	7,900	3	Biogas-powered container ships ^[39]
	2025–onwards	7,300	4	Biogas-powered container ships ^[39]
	2025–2026	24,000	10	LNG dual-fueled container ships ^{[40][41]}

Some emblematic group's vessels are:

- [CMA CGM Jules Verne](#) (16,020 TEUs) was christened in June 2013 by the French President François Hollande. At that time, this vessel sailing under the French flag was the world's biggest container ship.
- [CMA CGM Marco Polo](#) (16,020 TEUs)
- [CMA CGM Alexander von Humboldt](#) (16,020 TEUs)
- [CMA CGM Kerguelen](#) (18,000 TEUs)

- [CMA CGM Vasco de Gama](#) (18,000 TEUs)
- [CMA CGM Bougainville](#) (18,000 TEUs)
- CMA CGM Georg Forster (18,000 TEUs)
- [CMA CGM Zheng He](#) (18,000 TEUs)
- [CMA CGM Benjamin Franklin](#) (18,000 TEUs)
- [CMA CGM Antoine de Saint Exupery](#) (20,800 TEUs)
- [CMA CGM Jacques Saadé](#) (23,112 TEUs); flagship and largest French-flagged container ship as of 2023

Air fleet

Accidents and incidents

On April 4, 2008, pirates seized the CMA CGM luxury cruise ship [Le Ponant](#) off the coast of Somalia.

CMA CGM and its affiliates have been implicated in various arms-shipping incidents.

- November 2009: South Africa seized arms traveling from North Korea by way of China. The seizure amounted to two containers filled with tank parts and other military equipment from North Korea, which included "gun sights, tracks and other spare parts for [T-54 and T-55 tanks](#) and other war material valued at an estimated \$750,000." The military equipment was concealed in containers lined with sacks of rice and shipping documents identified the cargo as spare parts for a "bulldozer". According to the report, the containers were originally loaded in [Dalian](#), China onto CMA CGM [Musca](#), a UK-flagged container ship. The shipment was reportedly destined for [Pointe-Noire](#) in the [Republic of Congo](#).^{[42][43]}
- July 2009: The United Arab Emirates seized a shipment of weapons from North Korea destined for Iran. The shipment was made in violation of [UN Security Council Resolution 1874](#), which bans all North Korean Arms exports. The weapons, which included RPGs, detonators, ammunition, and rocket propellant, were shipped by a Bahamian-flagged vessel of ANL Australia, a wholly owned subsidiary of CMA CGM.^{[44][45]}
- October 2010: Nigerian authorities seized 13 shipping containers carrying illegal Iranian weaponry at Lagos' [Apapa Port](#). The containers included 107 mm artillery rockets ([Katyushas](#)), explosives and rifle ammunition. The arms were to be shipped next to [The Gambia](#), with the final destination of the cargo possibly the [Gaza Strip](#). MV CMA CGM [Everest](#) originally picked up the containers from the Iranian port of [Bandar Abbas](#). CMA CGM said it was the victim of a false cargo declaration, claiming the weapons were shipped in packages labeled as "glass wool

and pallets of stone" and that the Iranian shipper "does not appear on any forbidden persons listing".^[46]

- March 2011: Israeli forces intercepted the vessel *Victoria* in international waters in the Mediterranean Sea, stating that it was carrying weapons by Iran via Syria. According to Israeli officials, the arms shipments included "roughly 2,500 mortar shells, nearly 75,000 bullets and six C-704 anti-ship missiles". Israel said the ultimate destination of the cargo was for the Hamas-controlled Gaza Strip.^[47] CMA CGM, which chartered the vessel, stated, "The ship's manifests do not show any cargo in contravention [of] international regulations, and we do not have any more information at this stage."^[48]

As a result of CMA CGM's involvement in Iranian weapons smuggling, US congressmen have called on CMA CGM to be investigated and urged the US Treasury Department to consider levying sanctions against the shipper.^[49] The company has since implemented tighter procedures for accepting shipments bound for Iran,^[50] including scanning all containers destined for the country.^[51] CMA CGM has also ceased exporting from Iranian ports since November 2011.^[51]

CMA CGM Centaurus

On 4 May 2017, the container ship *CMA CGM Centaurus* made heavy contact with the quay and two shore cranes while under pilotage during its arrival at [Jebel Ali, United Arab Emirates](#). The accident resulted in the collapse of a shore crane and 10 injuries to shore personnel.^[52]

CMA CGM Washington

On 20 January 2018, the container ship *CMA CGM Washington* was on-route to [Los Angeles, US](#), from [Xiamen, China](#), when it experienced heavy waves in the North [Pacific Ocean](#). The crew discovered that three bays, 54, 58 and 18, collapsed, which led to the loss of 137 containers and damage of another 85.

CMA CGM Norma

On 24 December 2018, the container ship *CMA CGM Norma* was involved in a collision with the China-flagged general cargo ship *Yusheng366* in the waters south of [Hong Kong](#). All the crew from *Yusheng366* were rescued as they abandoned ship before she sank, while *CMA CGM Norma* suffered minor damages.^[53]

CMA CGM Rabelais

On 6 April 2022, a fire broke out in a container on the ship's deck on the 6,552 TEU *CMA CGM Rabelais*. The vessel was en route to [Nhava Sheva, India](#), after departing Singapore and was navigating the [Malacca Straits](#), some 100km north-west of [Port Klang](#), when the fire was discovered at about noon, local time.^[54] A spokesperson for vessel owner Danaos Corporation, said the master had “immediately implemented firefighting protocols” and emphasised that “the fire is still burning, but it is under control.” One crew member was injured during the firefighting operations, when he slipped and fell, breaking some ribs.^[55]

APL Vanda

On 3 July 2022, the Singaporean-flagged container ship APL Vanda was on-route between [Singapore](#) and [Suez](#) as part of CMA CGM's Asia – North–Europe Fal 3 service, when it lost 55 loaded containers in the [Indian Ocean](#) whilst the vessel was facing heavy weather, just before entry to the [Gulf of Aden](#) according to CMA CGM.^[56] No injury was reported and all crew members were safe. The ship, which left Singapore on June 26, stopped on July 9 in [Djibouti](#) “to clear some damaged containers on deck before safely continuing its voyage.”^[57]

CMA CGM Symi

On 25 November 2023, US defense officials reported that the ship was targeted in a suspected Iranian drone attack while in the Indian Ocean, en route from [Jebel Ali](#), United Arab Emirates to [Port Klang](#), Malaysia.^[58] The ship has an Israeli owner and the incident happened a short time before the [2023 Israel–Hamas ceasefire](#).^{[59][60]}

See also

[List of largest container shipping companies](#)