

 **THE PORT OF  
LONG BEACH** NEWS RELEASE

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**MEGA-CONTAINER SHIP ARRIVES**  
**French Line's *CMA CGM Hugo* Makes Maiden Call**

Aug. 18, 2004

Dozens of dignitaries celebrated the arrival of one of the world's largest container ships, the 8,200-TEU *CMA CGM Hugo*, on its maiden call at the Port of Long Beach. The vessel, operated by France's CMA CGM shipping line, docked Sunday evening, Aug. 15, at Pacific Container Terminal's south wharf on Pier J.

"It's a thrill to welcome this ship to the Port of Long Beach," John R. Calhoun, Long Beach Board of Harbor Commissioners president, said at a maiden call ceremony Wednesday, Aug. 18. "I can see why some people call this a floating shopping mall."

The newly built *CMA CGM Hugo* is 1,095.8 feet long, which is longer than three football fields; 140.4 feet wide, which is 30 feet wider than the Panama Canal; and has a draft of 47.6 feet. The *Hugo* is able to carry enough cargo to completely fill a 1 million-square-foot regional shopping center with clothing, shoes, toys and other products stacked eight feet high.

The *Hugo* is among a new generation of 8,000-twenty-foot-equivalent-unit (TEU) vessels that have begun to call at the Port of Long Beach, one of the few U.S. ports with the deep channels and large shipping terminals capable of handling these giant vessels fully loaded. Only five years ago, the first 6,000-TEU ships called in Long Beach.

The *Hugo* is the first of 17 8,200-TEU vessels that CMA CGM has ordered from shipbuilder Hyundai Heavy Industries of South Korea. CMA CGM will deploy five of the giant vessels in a transpacific service with Swiss alliance partner, Mediterranean Shipping Co. (MSC), which calls in China in Xiamen, Yantian and Hong Kong, and then Busan (South Korea), Long Beach and Oakland.

With its advanced environmental technology, the *Hugo* was designed to minimize impact on air quality and to preserve seawater quality. Its less-polluting diesel engines and advanced waste-storage systems place the *Hugo* among the cleanest of its class. The ship was built in accordance with the latest international environmental standards of the International Convention to Reduce Pollution from Ships known as MARPOL.

Per TEU, the *Hugo's* air emissions and fuel consumption are 20 percent less than for the previous generation of transpacific vessels. The *Hugo* is equipped with tanks and equipment to store and re-treat oil residue, sludge, bilge and other harmful materials until they can be properly

disposed in port. The ship's hull was painted with tin-free, self-polishing and anti-fouling paint.

Last year, CMA CGM joined the Clean Cargo Group, a subsidiary of Business for Social Responsibility, formed to reduce the environmental impact of ocean cargo shipping. CMA CGM also belongs to the French Shipowners Association Blue Charter, which has a commitment to ethics and to sustainable development.

Based in Marseilles, France, CMA CGM was formed in 1999 with the merger of Compagnie Maritime d'Affretement and Compagnie Generale Maritime. The fast-growing shipping line began calling in Long Beach in June.

Four other lines have or will be calling with 8,000-TEU ships in Long Beach, including Orient Overseas Container Line (OOCL), China Shipping, China Ocean Shipping Co. (COSCO), and Mediterranean Shipping Co. (MSC).

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