



## Over 170 Years of Shipping Excellence



Since our first American steamer voyage from New York to the U.S. West Coast in 1848, APL has been at the forefront of the global shipping industry. The business that APL and our predecessors built has touched the lives of millions of people, involved virtually every country in the world, and shaped the future of international ocean container shipping and intermodal transportation. Dynamism, innovation and a pioneering spirit have been the guiding principles of APL for over 170 years. The same values remain integral to our vision of a successful future.

Following are some basic History facts of Four interconnected container owning companies; APL, PACER, NOL and CMA CGM.

**American President Lines Ltd. (now simply referred to as APL), along with its parent company CMA CGM, is the world's third-largest container transportation and shipping company, providing more than 80 weekly services.**

**APL operates a container-ship fleet, including 153 container vessels. Formerly a subsidiary of Neptune Orient Lines (NOL), it is now a wholly owned subsidiary of CMA CGM, a global transportation and logistics company engaged in shipping and related businesses based in France.**

HISTORY - a shortened version, taken from Wikipedia:

- 1848 - Pacific Mail Steamship Company incorporated to haul mail from the US east coast to the west coast via the Panama Canal. In 1893, the Southern Pacific Co. acquired control over the Pacific Mail. In 1912, Congress banned ships owned by railroads from using the Panama Canal, and so Pacific Mail was sold to W. R. Grace and Company, where it operated as a subsidiary from 1916 till 1925, when the company's trans-Pacific fleet was bought over by the Dollar Shipping Company
- 1925 – Dollar Shipping Company – In 1883 The DSC was established to haul Lumber from the Pacific Northwest to US markets. In 1902, Dollar sailed to Asia for the first time on a Pacific Mail ship, the SS China. In 1923 bought seven "502 President Type" liners from the US Shipping Board, pioneering his round-the-world service, marked by the departure of President Harrison on January 5, 1924. These were all named after US presidents, a tradition that Dollar Shipping continued until its end. This was followed up in 1925 by the purchase of eight more "535 President Type" liners. Pacific Mail, was taken over by Dollar Shipping the same year.

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**Pacer Stacktrain** pioneered the use of double-stack rail technology for containerized freight in 1984 under its former operator, **APL**. That triggered the development of today's domestic container-transportation industry and made intermodal fully competitive with over-the-road transportation.

As a result of an acquisition concluded in 1999, the APL Stacktrain system became part of the Pacer International group. Pacer and APL continue to collaborate closely.

### 1984

Stacktrain technology is developed at APL Stacktrain, the predecessor of Pacer Stacktrain. This innovation doubles train capacity by stacking containers two high on specially designed railcars, enabling the efficient integration of international and domestic shipments.

### 1986

We introduce the first 48-foot stacktrain container for domestic use in the United States. Today our fleet of 48-foot containers is the largest in the Continental U.S.

### 1989

The first 53-foot container for U.S. domestic use rolls into service. Pacer Stacktrain is America's largest supplier of 53-foot-capacity containers.

### 1999

Pacer International acquires APL Stacktrain. The new **Pacer Stacktrain** company combines extensive intermodal experience with sophisticated equipment to bring outstanding value to customers throughout the United States.

### 2000

Pacer volume hits 1 million annualized loads. New Pacer Stacktrain shipment options are introduced to & from Mexico.

### 2004

Pacer Stacktrain celebrates 20 years of Stacktrain innovation including designing the new standard in 53' - 110" steel containers.

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- In 1922 the Dollar Line also acquired the Admiral Oriental Line and renamed it the American Mail Line.
- On October 26, 1929, just as the Wall Street Crash of 1929 was beginning, Dollar Steamship Line (renamed that same year) ordered two 21,936-gross register ton (GRT) steam turbo-electric ocean liners—the largest yet built for a US shipping company. SS President Hoover was completed in 1930 and SS President Coolidge was completed in 1931. They were state-of-the-art, luxurious sister ships rivaling the best hotels of the era, but by then the Great Depression had deepened and the ships carried only half their capacity on their maiden voyages.
- In December 1937 President Hoover ran aground off the east coast of Taiwan and was written off as a constructive total loss.
- By 1938 The company was \$7 million in debt, with interest increasing this by \$80,000 per day. In August that year, the United States Maritime Commission judged the company unsound and assumed control over it, appointing William Gibbs McAdoo to succeed R. Stanley Dollar and Joseph R. Sheehan as the new president of the line. The first item of business was an amendment to the corporate charter, renaming the line as "**American President Lines**". American Mail Line was also sold to tobacco magnate Richard J. Reynolds and reorganized as an independent company. With that the Dollar Steamship, a long potent force in American shipping, became part of maritime history.

#### **American President Lines -**

- By 1940, the U.S. government had commissioned 16 new ships for APL, continuing the "president" naming of ships. In 1945, R. Stanley Dollar, son of Robert Dollar, initiated court proceedings in the form of the Dollar case, in an attempt to force the return of the company from the government to his family. This case would last seven years, with the government continuing the operation of APL in the meantime.
- 1950: a settlement was finally reached in the Dollar case. Rather than the Dollar family taking back the company, it was sold to a group of investors led by Ralph K. Davies for \$18.3 million. At this time Davies also acquired control of American Mail Line with the aim of reintegrating it into APL.
- In 1958, the company began investigating the possibility of containerization, and sent research teams into 28 major ports. Following their reports, Davies began integrating containers into the company's business. By 1961, the company had begun launching ships capable of container transport, by 1969, 23% of the company's business moved via container.
- 1973, the last APL liner (passenger), the SS President Wilson, completed her final round-the-world trip and was sold off. Also, in 1973, **American Mail Line** was fully absorbed into APL, and its ships were subsequently given traditional "President" names.
- 1978, the company began work on the concept of seamless integrated intermodal service in the U.S. market: the idea of moving containerized goods via ship, train and truck under one company identity. By 1979, APL started the LinerTrain, a direct rail land-bridge service transporting containers from Los Angeles to New York using its own rail cars, leading to the most reliable delivery of containers of the time.
- 1984, the company started **StackTrain** service, an idea following on from the successful LinerTrain venture. This involved using double-stack rail cars. APL also started a door-to-door service, known as the Red Eagle service. Another initiative was to introduce larger container sizes: 45-foot (14 m) containers in 1982, 48-foot (15 m) containers in 1985 and 53-foot (16 m) containers in 1988.
- The 1990s were a period of continued growth for APL. 1991, APL started stack train service from Chicago to Mexico.
- In 1997, the company was bought by Neptune Orient Lines for \$285 million, keeping its name; the company enters into the New World Alliance agreement.
- In 1999, the stack train franchise was sold off to Pacer, and is now known as Pacer Stacktrain.
- In 2009, APL and other Neptune Orient business moved to a new headquarters in Singapore. Previously, APL had been based in Oakland, California.[30]
- On June 10, 2016, APL and NOL became subsidiaries of CMA-CGM when over 90% of Singapore stocks were purchased by the steamship line.

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**Neptune Orient Lines Limited (NOL)** is a Singapore-based global container shipping company

- 1968, **Neptune Orient Lines** was started as Singapore's national shipping line. Wholly owned by the Singapore Government.
- In the 1970s containerization was introduced. In the mid-1970s, NOL's managing director was Goh Chok Tong, who went on to become Singapore's second Prime Minister.
- In 1975, NOL then entered the Asia-Europe trade as part of the ACE consortium with partners OOCL, K Line, COSCO and Franco-Belgian Services, known as the "third force" in the container-shipping world.
- 1975 NOL entered the key Trans-Pacific Trade with a standalone service.
- 1997 NOL's acquisition of **APL** in 1997 placed it among the top five in its industry worldwide.
- 2001, **APL Logistics** made its first major acquisition, that of **GATX Logistics**, one of the largest logistics providers in the U.S. market.
- 2002 A new subsidiary named Neptune Associated Shipping (NAS) which grouped all of the company's petroleum product tanker operations, previously operated through various subsidiaries. By then, NOL's operations stretched to more than 100 countries, served by one of the world's largest fleets of containerships and Aframax tankers.

#### **Merger with APL**

In 1997, NOL made a \$825 million acquisition of **APL**.

Following the merger, the **APL** name was adopted as the public brand name. The NOL name was retained for the holding company, which was listed on the Singapore stock exchange and was well known to its investors. The company focused on managing global supply chains in 2001 when **APL Logistics** was established as a separate business unit.

In 1998, the Asian economic crisis hit hard, NOL saw losses mount to US\$460 million, while its debt was more the US\$4 billion. The company sold off assets to clear the debt and by 1999 was profitable again.

In 2003, NOL completed the divestment of its tankering businesses AET and NAS, to concentrate on the company's core container shipping and logistics services.

On 17 February 2015, **APL Logistics** was sold to Kintetsu World Express, Inc. for US\$1.2 billion.

#### **Sale of NOL (including APL) to France's CMA CGM**

On 9 June 2016, it was announced that Temasek will tender its **NOL** shares to CMA. **CMA CGM** launched an all-cash voluntary conditional general offer for outstanding NOL shares at SGD\$1.30 apiece. The deal is worth SGD\$3.38 billion and eventually will be delisted from the Singapore Exchange.

The company announced in May 2016 reported net losses of US\$105.1 million (\$\$142 million) for the first quarter ended 31 March, higher than the US\$10.8 million a year earlier. Former CEO Mr Ng acknowledged that the company had been "a bit slow and reluctant to change".

On 28 June 2016, CMA CGM said it will proceed to delist NOL, after it crossed the 90 per cent ownership threshold in the company and NOL was subsequently delisted on 5 September 2016.

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# JACKSONVILLE TERMINAL COMPANY

## Model Trains

### APL 170 YEARS OF CARRYING CONFIDENCE SINCE 1848 | OUR LEGACY



**1848**  
Founded as a California-based steamship company



**1867**  
Pioneered Trans-Pacific services connecting U.S. with Japan and Hong Kong



**1880**  
SS Columbia – first electric powered ship in the world



**1925**  
Dollar Line acquired Pacific Mail. Tradition of naming our vessels after U.S. Presidents began



**1938**  
U.S. Government assumed control and renamed it American President Lines (APL)



**1961**  
APL became among the first adopters of containerisation



**1980**  
Introduced the 45-foot container



**1999**  
Launched HomePort®, industry's first customisable web portal



**1998**  
Joined the New World Alliance



**1997**  
Singapore-based Neptune Orient Lines acquired APL



**1996**  
Pioneered online shipment transactions via the Internet



**1994**  
Entered into the Global Alliance agreement



**1989**  
Introduced the first 53-foot container for domestic use in the U.S.



**1986**  
Introduced the first 48-foot container for domestic use in the U.S.



**1984**  
Pioneered the stacktrain



**2005**  
First shipping company to install real-time container locating system using Radio Frequency Identification (RFID) at the Port of Los Angeles



**2010**  
Introduced SMARTemp, a real-time temperature and atmospheric tracking technology for APL reefer cargo



**2011**  
Formed the G6 Alliance with five leading ocean carriers



**2015**  
Launched U.S.-flagged Eagle Express (EXT) service



**2016**  
World-leading shipping group, CMA CGM Group acquired APL



**2017**  
Began operating as part of the OCEAN Alliance



**2018**  
Launched Eagle Express X (EOX) premium service

