



Portsmouth International Port **New Terminal**



The view from here



“ The current passenger terminal has been at the heart of Portsmouth International Port since 1976. Sadly it is now reaching the end of its life. Of course additions and improvements have been made along the way, and major roof repairs in 2005 extended the life of the building. It was clear to all of us on the management team that the entire terminal would need to be replaced by the summer of 2011.

In 2007 we submitted a report to our owners, Portsmouth City Council. The need for a new terminal was quickly understood, and approval was given in October 2008.

The design team then got to work. Chichester-based planners Halcrow and D5 Architects provided the blueprint for the building. It's been designed not only to be a first class terminal for ferry and cruise ship passengers, but also to be the most environmentally friendly building of its type.

In 2009, after a detailed tendering process, builders for the project were approved. Mansell was awarded the contract. Before work could commence more than £1 million worth of levelling and demolition work was carried out. Construction has remained on time and on budget ever since, a credit to the hard work and dedication of all involved with this significant new building.

The new state of the art terminal is part of a £16.5 million package of improvements to our Port. We are sure it will further enhance our reputation as a hassle-free gateway to the continent. As Britain's best connected Port we are closer to London than any other UK ferry port, with excellent road, rail and air links. Our city's historic past is also making us a popular destination for cruise ships.

We look forward to welcoming passengers through the doors of our new terminal in the spring of 2011. ”

Martin Putman
Port Manager

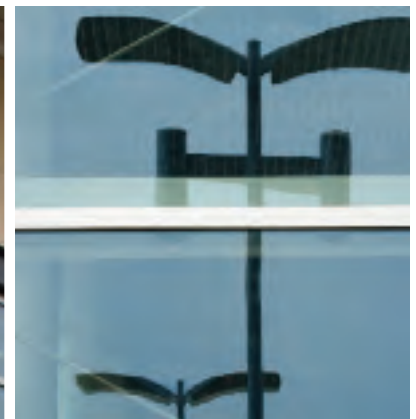


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The Terminal Building

The building covers approximately 2,700 square metres and has a modern glass and stone façade. Inside there is a full height concourse containing check-in desks and the arrival/departure area. On a mezzanine floor at the western end of the building is the bar/café, with views over the concourse and an observation balcony overlooking the Port.

In addition to the building, new drop off areas and roads are being constructed to improve access to and from the terminal building.



Green Technology

From the outset the new terminal has been designed to make the most of the latest 'eco-friendly' technologies. Every aspect of the building has been created to have minimum impact on the environment around it.

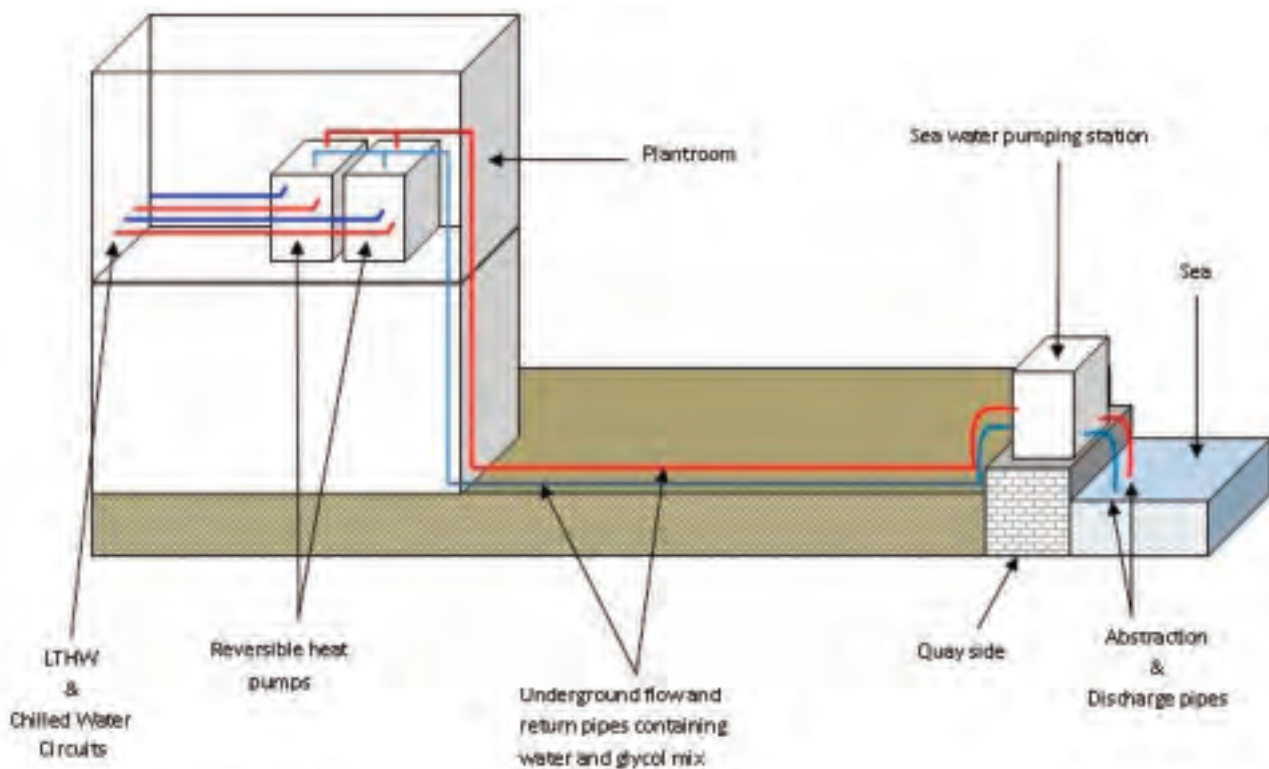
The terminal will be the first public building in the country to use a sea water-source heat pump system. This allows the transfer of thermal energy from the sea to heat and cool the building.

This dramatically reduces the carbon footprint of the terminal, and has a major effect on the ongoing running costs. It is estimated that this specially designed system will only use about 20% of the energy of a traditional boiler/chiller system.

Sea water also plays another important role. It will be used to flush the toilets in the terminal. This will drastically reduce the water consumption of the building.

'Windcatchers' will be used on the roof for natural ventilation; this reduces the requirement for mechanical air-conditioning. Higher wind speeds on the coast will allow the system to supply and extract air to and from the terminal.

The aim is to reduce energy demand and CO₂ emissions by utilising sustainable features. The building is being designed to achieve a minimum BREEAM rating of "very good", with the aspiration of achieving "excellent".



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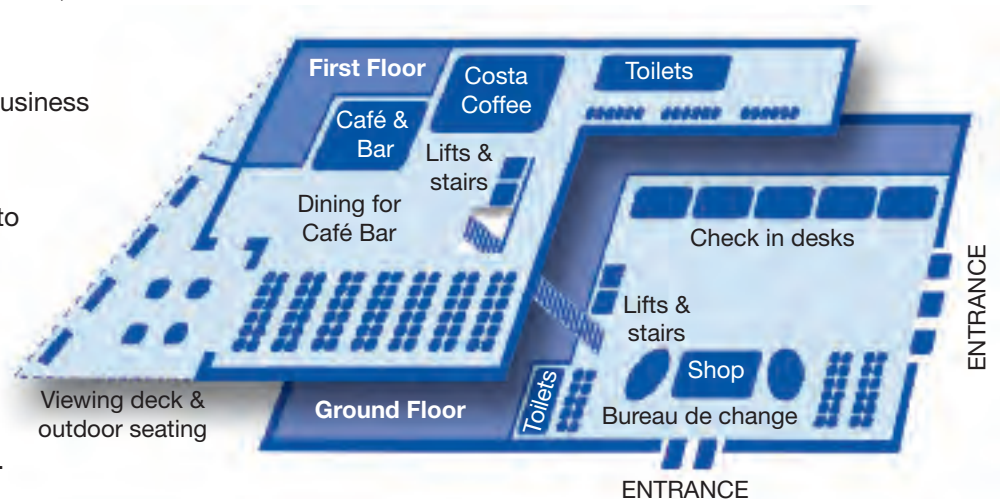
Facts and figures

- The building covers 2,700m².
- 80 staff worked at the site at any one time during the construction.
- There are 500 tons of hot rolled steel used in the building. Then there is cold rolled steel to receive the building fabrics.
- The roof is 3,000m² area of aluminum roofing system.
- Over 11,000m³ of concrete was used in the construction.
- The curtain walling consists of 800m² of glass.
- The terminal is designed to accommodate 2,400 passengers.

Facilities in the new terminal

- Fresh meals, snacks and drinks available from a bright, pleasant café.
- A Costa Coffee and bar area.
- Comfortable seating in attractive, contemporary surroundings.
- A shop perfect for last-minute purchases, travel essentials and a range of souvenirs.
- A bureau de change for holiday or business spending.
- Ticket offices for those still wishing to book on the multiple ferry services operating from Portsmouth International Port to France, Spain and the Channel Islands.
- Facilities for cruise ship passengers.

TERMINAL BUILDING LAYOUT



Terminal Build Timelines

January 2010

The site is set up and ground prepared for work.

February 2010

Turning the sod ceremony

Concrete pile foundations put in place.

February/March 2010

Lift pits dug and ground beams installed

Lift cores drilled.

May 2010

Steelwork frame put in place.

June 2010

Retaining and upstand walls built

Roof and gutters put in place

High level cladding in place.

July 2010

First floor concrete slab installed.

August 2010

Glazing takes place.



September 2010

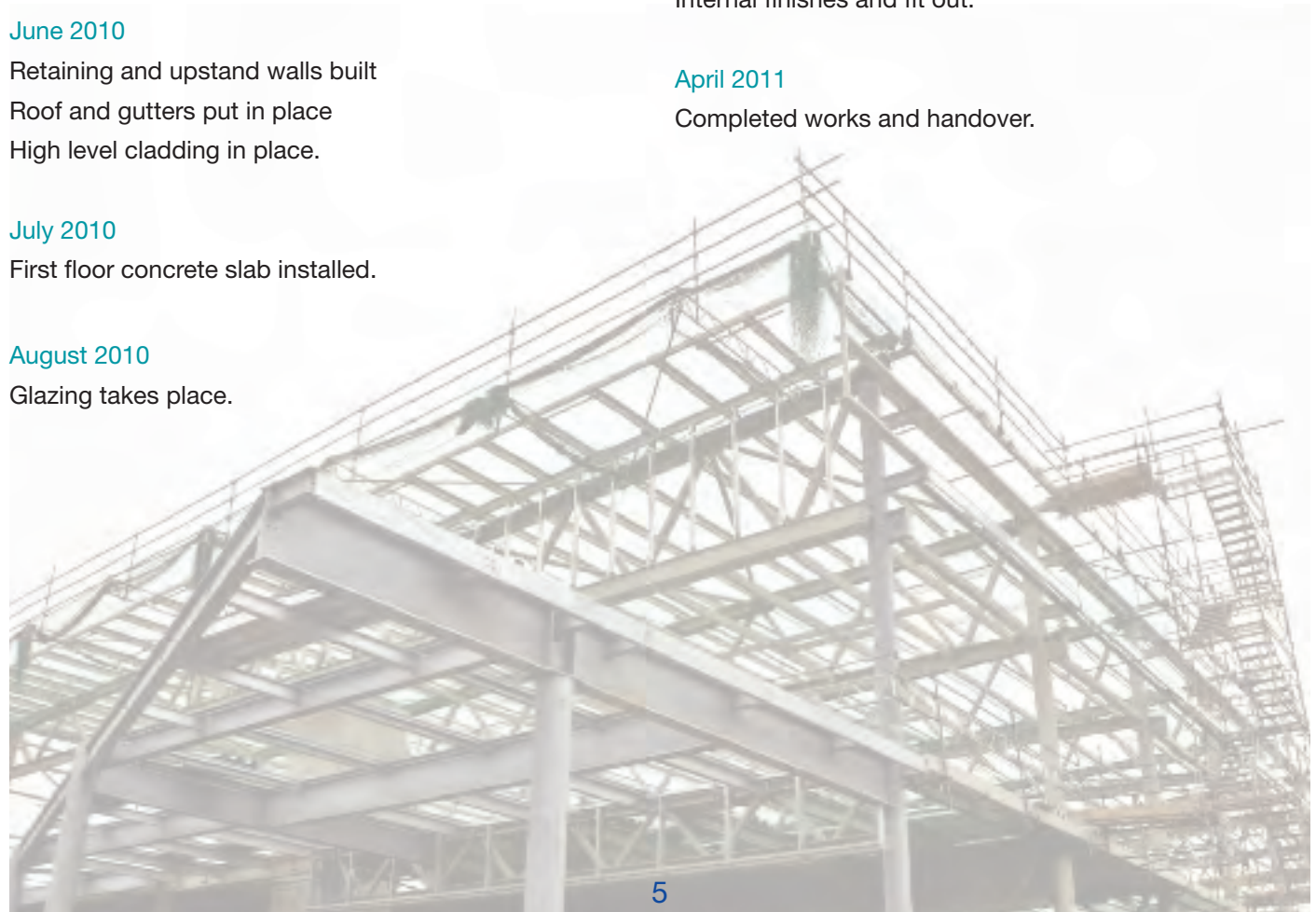
Stone cladding installed.

October onwards

Internal finishes and fit out.

April 2011

Completed works and handover.



Ferry Routes and Services

Portsmouth International Port opened in 1976 and offers regular sailings to 8 destinations: Caen, Cherbourg, Jersey, Guernsey, Le Havre, St Malo, Santander and Bilbao. There are 170 services a week (incoming and outgoing).

There are three passenger ferry companies operating out of Portsmouth International Ferry Port: Brittany Ferries, LD Lines and Condor Ferries.

Condor Ferries (www.condorferries.com) operates a daily conventional ferry service linking Portsmouth to the Channel Islands of Jersey and Guernsey (excluding Sundays). Between May and September it operates a Sunday service from Portsmouth to Cherbourg, ideal for those with caravans or a holiday home in France to get away.

The passenger service departs from Portsmouth each morning whilst a freight service departs each evening.

It is regarded as a lifeline service and apart from transporting the commodities that are required to sustain the population of the Islands, it also provides the method of shipping the Island's produce back to the UK. Amongst this produce are fresh cut flowers, tomatoes, salad, and vegetables including the Jersey Royal potato crop, which usually amounts to about 35,000 tonnes per annum.



Brittany Ferries (www.brittanyferries.com) accounts for over 50% of traffic on the western Channel and is a leading supplier of ferry-inclusive motoring holidays to France and Spain.

Up to three daily return sailings are operated between Portsmouth and Caen by the **Mont St Michel** (with capacity for 2,200 passengers and 800 cars) and **Normandie** (2,120 passengers, 600 cars). The crossing time is 6 hours.

The Portsmouth – St Malo route is served by the ever-popular **Bretagne** (2,056 passengers, 580 cars) with a daily overnight sailing from Portsmouth and a daytime return sailing from St Malo. The crossing takes 8 ³/₄ hours.

From April until November, the high speed ferry, **Normandie Express** (850 passengers, 235 cars) offers a daily return sailing between Portsmouth and Cherbourg, with a crossing time of just three hours, as well as an additional departure from Portsmouth to Caen on Fridays, Saturdays and Sundays.

A new service from Portsmouth to Santander commenced on 18 March 2009, operated by Brittany Ferries' luxurious flagship, the **Pont Aven** (2,400 passengers, 650 cars), with a crossing time of just 24 hours. The Pont Aven along with the 'Cap Finistere' sails to Santander 3 times a week.

From March 2011 Brittany Ferries commenced a twice weekly service to Bilbao with Cap Finistere - the company's first new port destination in 25 years. Cap Finistere completes the journey in around 24 hours.

LD Lines (www.ldlines.co.uk) a subsidiary of the French owner **LDA (LouisDreyfus Armateurs)**, operates a daily year-round return passenger and freight service to Le Havre aboard its ship **Cote d' Albatre**. In March 2010, the **Norman Arrow** began offering a full service through the summer months.

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Cruise

Portsmouth International Port is a very successful newcomer to the UK cruise market, achieving a sixfold increase in cruise calls since becoming a cruise port in 2001.

The Port's excellent transport links, naval heritage and shipping expertise – it has been an international ferry port since 1976 – are major factors in this growth.

Portsmouth operates both as a Turnaround Port (embarkation/disembarkation point) and Port of Call (when ships dock for tourist visits.)

Cruise operators

Leading cruise companies using Portsmouth International Port are:

- Swan Hellenic
- Voyages of Discovery Cruises
- Hebridean Island Cruises
- Fred Olsen Cruise Lines
- Sea Cloud Cruises
- Silversea Cruises
- Classic International Cruises
- Transocean Tours
- Hapag Lloyd
- Plantours
- Linblad Expeditions
- Quark Expeditions
- Hurtigruten Cruises

Destinations

No-fly cruise destinations from Portsmouth International Port include Casablanca and Madeira, Hamlet's Elsinore and St Petersburg, French vineyards and Spanish



cathedrals, Norwegian fjords and Icelandic volcanoes, and the Irish coast and Scottish islands.

Growth

Portsmouth welcomed six cruise calls in its first cruise season in 2001, 22 in 2009 and has 33 booked for 2011, including 28 turnarounds where passengers can begin their cruise. There are already 32 calls planned for 2012. This growth has been achieved with very little marketing in accordance with the Port's 'softly, softly' approach of managed growth and building a reputation. This will allow Portsmouth's five berths to cater both for the expanding cruise business and successful ferry trade.

A Clear Choice

All Leisure Group is basing three ships at Portsmouth International Port during the summer for the next five years: Swan Hellenic's Minerva, Hebridean Island Cruises' Hebridean Princess and Voyages of Discovery's Discovery. Roger Allard, Executive Chairman of ALG, said:

"Portsmouth's naval history and excellent transport links for passengers including road, rail and air made it a clear choice as a home for our cruise ships." London is 90 minutes by train and the Port is five minutes from the Historic Dockyard and Gunwharf Quays leisure waterfront. ALG witnessed an immediate rise in bookings after announcing Portsmouth as an embarkation point.



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