

Spring 2017

## OVERVIEW

Portsmouth International Port is the UK's premier port for the western channel and second busiest cross channel ferry port overall. It is market led and committed to long-term growth through the development of infrastructure and resources in line with market needs.

In January 2011, the Port was renamed Portsmouth International Port, having been Portsmouth Continental Ferry Port. This was to reflect the increasing importance that Portsmouth is playing in the international shipping stage.

### The Port comprises

**The Ferry Port** – opened in 1976 – served by passenger and freight ferries sailing to the Continent and the Channel Islands. Regular destinations currently include:

Caen	Bilbao
Cherbourg	Le Havre
St Helier	St. Malo
St Peter Port	Santander

### Flathouse and Albert Johnson Quays

As a result of considerable investment by lessee MMD, this area of the Port has been developed into a state of the art fruit importing facility, currently handling almost 804,295 tonnes of quality fruit a year. 70% of all bananas consumed in the UK now arrive via Portsmouth along with all of the UK's Moroccan citrus fruit.

Portsmouth City Council purchased MMD Shipping Services on 29 February 2008. The purchase of MMD will help safeguard the business's position as a significant importer of

goods into the UK and therefore help maintain the status of Portsmouth as an important commercial Port in the UK.

In addition, ownership of MMD will bring strategic benefits, as the Port will have control over the facilities and working practices at the company. This will allow the Port to develop the business in line with expected changes to the fruit importing business over the next 15-20 years, and explore new options for short sea shipping and cruise traffic.

**The Town Camber** at Old Portsmouth. Primarily used by Wightlink, the Isle of Wight car ferry company, the city's fishing fleet and occasional small lay by vessels. The waterfront by the Camber is home to Gunwharf Quays – Britain's first world-class shopping and leisure waterfront. Gunwharf has dedicated tall ships' berth and is also frequented by other interesting vessels.

### **Ben Ainslie Racing (BAR)**

In 2014 BAR was successful in securing a national HQ base in Portsmouth. The Camber was successful in selected as a suitable site for this enterprise. In 2015 the HQ was completed with Sir Ben Ainslie taking ownership.

### **Ownership and Organisation**

Portsmouth City Council has owned the Port since 1839. It is the most successful municipal port in the UK.

A small Port Authority with just under 100 direct employees is responsible for day-to-day operations. Ferry operators use their own staff for passenger handling and marshalling of cars. All other functions are operated by contractors. Retail outlets are franchised.

### **Financial and Traffic Statistics**

In 2015/16 the Port's turnover was £14.1 million and the trading surplus was £1.4 million. In 2016 traffic through the Ferry Port comprised 2.06 million passengers and 246,962 freight units, travelling on sailings to the Continent and the Channel Islands.

### **Ferry Services**

**Brittany Ferries** operates multipurpose passenger and freight sailings to Santander, Caen, St Malo and Cherbourg. In 2005, Brittany Ferries introduced a high-speed service to Caen and Cherbourg. In March 2009, Brittany launched a new ferry service from Portsmouth to Santander. In March 2010, the Cap Finistère was introduced for additional services to Santander and a year-round service to Cherbourg. In March 2011, Cap Finistère also

commenced a new route to Bilbao, with the Normandie Express taking over the service to Cherbourg.

At the beginning of 2013 Brittany Ferries added a new route to France, with the high speed express service from Portsmouth to Le Havre. The route operates four days a week and takes just 3hrs 45minutes.

In March 2014 Brittany Ferries started a no-frills service branded Economie which serves Santander and Le Havre. There is a weekend service between Portsmouth and Santander and five return crossings between Portsmouth and Le Havre.

In May 2015 Brittany Ferries started the summer service to Le Havre with the Baie de Seine.

**Condor Group** holds the sole contract to provide passenger and car ferry services between the south coast and the islands of Guernsey and Jersey through subsidiary **Condor Ferries**. The company provides a passenger/freight service Monday through to Saturday and a daily freight only service.

### **Contact Details**

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## **PORT FACILITIES AND SERVICES**

**The Port** is the centrepiece of Portsmouth's commercial maritime activities. Its geographical position makes it the closest UK port to London and Paris. It is Britain's best connected cruise and ferry port, offering more routes and better motorway links than any of its competitors. A motorway (M275) running right to the entrance provides easy, direct access to the Port – Portsmouth is the only UK ferry port with this clear advantage.

### **Location**

Occupies a 17.6 hectare site (44 acres) in Portsmouth on Portsea Island adjacent to the M275 motorway.

### **Access**

The Port is nearer to central London than Dover or the Channel Tunnel. Portsmouth has the best road connections of any UK Channel ferry port and gives easy road access to the Midlands, North and West via a dedicated exit from the Port onto the M275, then the M27, M3, A34, M4 and A3 (M). Since the Hindhead tunnel opened in July 2011, the A3 route from London is now up to 1 hour quicker than before.

A 24-hour, multi-storey car park at Portsmouth International Port provides 516 passenger parking spaces. The pay-on-foot facility is well lit and incorporates the latest automated parking technology and CCTV cameras. The Port received the prestigious 'Secure Car Park Award' in 2004 and has successfully retained it for 2005, 2006, 2007, 2008, 2013 and 2014, 2015 The Port has retained its 'Safer Parking Award' to 2016. The Port also has dedicated parking spaces for people with disabilities and/or reduced mobility. Facilities are in place to help those with reduced mobility travel from the car park to the ship and back (please advise the Port of your requirements before your departure dates).

Public transport is easily accessible with National Express coach services calling at the Port and train services via Portsmouth and Southsea station – reached from the Port either by First Bus or Stagecoach, which operate in peak season, taxi or minibus. A new information style bus stop has been installed at the Port giving passengers up to the minute information on timetables and local tourist information.

A new visitor information point was opened at the Port in July 2014 giving visitors information on how to navigate and explore the city on foot.

### **Access - Destination Ports**

Portsmouth's destination ports are well situated, with Le Havre being the nearest ferry port to Paris via the A13. Cherbourg and Caen are also within a short distance of the A13. St Malo is convenient for scenic Brittany.

### **Passenger Terminal Facilities**

In April 2011, a new state of the art, 2700 square metre passenger terminal opened at Portsmouth International Port, offering a range of new facilities for cruise and ferry passengers including Costa Coffee and a restaurant with wonderful views of the harbour, alongside the ferry company ticket desks, shop and bureau de change.

For more information on the passenger terminal, use the link to the website which can be found at <http://www.portsmouth-port.co.uk/at-the-port/port-facilities>

### **Passenger/Car Facilities**

The Multi Storey Car Park is located just minutes from the passenger terminal, providing passengers with 516 car parking spaces. The four-storey building consolidates all on and off site car parking at the Port, both short and long term, into one secure, easy to find location just off the motorway and incorporates the latest automated parking technology and CCTV cameras. Passengers are advised to inform the Port and their carrier of requirements before departure dates.

### **Defibrillation**

In July 2001, Portsmouth was the first port in the UK to have Automated External Defibrillators (AEDs) and fully trained operators on hand to provide electric shock treatment to people in cardiac arrest. Volunteers from across the Port community underwent a Department of Health competency-based programme and continue to undergo regular reassessment.

### **Pets**

Portsmouth was in the first tranche of UK ports and airports to allow domestic dogs and cats to travel under the Pets' Passports scheme introduced in February 2000. Animals protected with anti-rabies vaccines, microchip tagged, blood tested by a DEFRA – recognised laboratory and meeting other health requirements are not required to spend six months in quarantine.

### **Truck Drivers' Facilities**

The rest room is open 24 hours a day, seven days a week and provides truck drivers with vending services. Showers are available near to the Plummers Building and TSG.

### **Berths/Linkspans**

Portsmouth International Port has five berths and is capable of handling most roll-on roll-off (RoRo) vessels currently in service.

Berth 1 is dredged to 5 metres below chart datum and has seabed protection for high-speed craft. Berths 2, 3 and 4 are dredged to 7 metres allowing the Port to accommodate its largest current ferry of 205 metres in length. Berth 5 is dredged to 6.5 metres and can accommodate vessels up to 150 metres in length. Berth 2 was extended in 2012 to accommodate vessels of up to 240 metres in length.

In March 2004, an £8 million development project to transform Berth 3 was completed. It includes a new state of the art linkspan, enabling it to facilitate an even greater variety of vessels and cargoes including the next generation of cruise ferries and fast craft.

In April 2004, a substantial overhaul to refurbish Berth 1 was completed. It is now fitted with a refurbished linkspan capable of accepting modern high-speed craft.

In May 2010, a new linkspan was installed on Berth 2. The new linkspan brings added flexibility to operations at the Port. New vessels can now be accommodated and ferries can be transferred from other berths.

In December 2010, the Port began an extensive dredging project at the docks, the first phase of a multi-million pound investment programme. The overall project increased the depth of water by around 2 metres, in order to allow larger vessels to call at Portsmouth. The main contract was completed in June 2011.

In February 2012, Berth 2 extension work took place. This was to increase the length of the Berth by 50 metres to 235 metres, to accommodate vessels. The work was started in February 2012 and completed by June 2012.. The first ship to use the new facility was the MS Marco Polo on 31 May 2012.

In 2017 the Berth 4 linkspan is to be replaced with a new facility being ordered from the Netherlands. After more than 25 years service, the double decked structure provided a

smooth service for over 400,000 ferry movements. Work is to be completed by the end of 2017.

These projects have been vital in maintaining the Port's status as the leading port on the western channel.

*Technical details of all berths are available on request.*

Portsmouth operates an open port policy. While certain ships and companies tend to use the same berths/linkspans over a period of years, this is on a strictly allotted time slot basis. Companies book their ships into slots on a particular berth/linkspan for a given time each day, but no berth is dedicated to any one company.

A number of cruise ship calls are accommodated at the Port berths without disrupting the ferries. Other commercial berths or Admiralty moorings are considered when this is not possible.

### **Flathouse and Albert Johnson Quays**

Since 1989, Mainland Market Deliveries Ltd (MMD) has invested £25 million developing a state of the art fruit importing facility on an eight-hectare (20 acre) site adjacent to these quays. Their expertise has led to Portsmouth becoming one of the UK's largest fruit handling ports, handling fruit from Central and South America, Morocco, South Africa, New Zealand and the eastern Mediterranean.

In January 2002, Fyffes bananas returned to Portsmouth after three years shipping into Southampton. The return of the entire operation meant that, between Dole, Fyffes, Geest and Jamaican Producers, 70% of bananas eaten in Britain passed through the Port.

A state of the art pack house is used mainly for citrus; 27,870 sq metres of specialised warehousing is mostly temperature controlled, operating in the range -3/+15 C.

New routes in 2004 allowed exotic fruit to be imported from the West African state of the Ivory Coast, from Cuba and the Dominican Republic. On their return to the Caribbean, these ships carry nearly 97,000 tonnes of general cargo including exported motor vehicles.

In January 2011, global fruit firm Del Monte signed a three year import deal. Bringing its UK bound crops of bananas and pineapples into Portsmouth, it's expected 78,000 tonnes of

fresh fruit will arrive every year from Costa Rica. The new contract adds an extra ten percent a year to the current volume of fruit being brought in through the Port.

MMD delivers produce direct to supermarkets throughout the UK and collects return loads for the Channel Islands.

In September 2011 there was new investment in freight handling equipment. Almost the entire fleet of 55 fork lift trucks was replaced, including the addition of high reach gas powered vehicles. The purchase of four new container trailers now allows any type of shipping container to be easily moved from the vessel to docking bays.

In 2012 MMD improved facilities at Flathouse Quay. In January a brand new specialist fruit warehouse was opened, a building split into four separate areas, each with its own climate control system. This means different fruits can be stored and handled at the perfect temperature. The facility also benefits from a bespoke IT system that allows companies to track the progress of their products through the entire import and distribution process.

Since July 2012, NYKCool, one of the best-known names in international shipping, has been importing fresh fruit from the Caribbean to Portsmouth. The company's specialised reefer vessels make mid week visits to the Port, laden with bananas and pineapples grown in Columbia, the Dominican Republic and Costa Rica.

In October 2012 a further investment of £700,000 was spent refurbishing Stores '4' and '11'. Space has been increased by around 500 pallets, with a new quality control room also constructed.

In 2013/14 a new system for fruit import and distribution was trialled. The Track and Trace system involved new technology to log the arrival of fruit and its subsequent distribution to ripening centres and finally the supermarket or retail establishment. The process gives quality assurance and the ability for suppliers to track the movement of goods.

In April 2014 a new twice-weekly freight service from Northern Spain started at Portsmouth International Port, with the added benefit of an onward route to Belgium. Transfennica, a Netherlands based freight specialist operates a 'triangular' route from Bilbao to Portsmouth, Zeebrugge and back again..

In September 2014 MMD announced a new transport partnership with a leading UK logistics company. Gregory Distribution Ltd who took over responsibility for distribution for fresh fruit



and vegetables handled by MMD at the Port. The family owned company now operates from 17 sites as far afield as Scotland and west Cornwall. It has over 500 trucks driving 70 million miles a year. MMD now benefits from the larger scale operation.

Unfortunately in January 2015 Transfennica ceased the service to Portsmouth due to economic trading reasons.

In February 2015 Africa Express Line (AEL) started a new weekly service carrying cargoes of fruit and vegetables into Portsmouth.

In January 2016 Fyffes started using the Maersk container ships which formed a new business contract for MMD.

### **Albert Johnson Quay**

Albert Johnson Quay. Length: 285 metres of which 240 metres is maintained to 7 metres below chart datum. In 1996 this quay was extended by 108 metres as part of a £5 million project that also included reclamation of a 0.4 hectare (1 acre) of useable land and construction of further temperature controlled storage.

### **Flathouse Quay**

Length: 190 metres. Depth: 8 metres below chart datum. Adjacent to the North-East extremity of Portsmouth Naval Dockyard, Flathouse Quay takes vessels up to 160 metres long. Temperature controlled warehousing and MMD's pack house facility is adjacent to the quay.

### **The Town Camber and Surrounding Area**

Set close to the harbour entrance, this is the site of Portsmouth's oldest commercial berths. Six berths are available for small vessels, primarily local fishing boats and private pleasure craft.

There is a Roll on Roll off (RoRo) berth for the Isle of Wight ferry service, which uses five ferries for car and freight traffic between Portsmouth and Fishbourne. These are operated by Wightlink, the largest Solent ferry service.

High-speed catamarans carry foot passengers between Portsmouth and Ryde on the Isle of Wight. These depart from the railway landing stage at Portsmouth Harbour railway station. In 2001 Wightlink's £11.5m flagship, the St Clare was launched. The ship operates from

Berth 1 at the Town Camber. It has capacity for 180 cars and 750 passengers and offers faster loading onto two car decks and a mezzanine deck plus state of the art on-board facilities.

In 2009, Wightlink launched two new ships to serve the Portsmouth - Ryde route. Wight Ryder I and Wight Ryder II are both state of the art passenger catamarans and entered service on 29 September 2009.

Hovertravel operates a hovercraft service from Clarence Pier, Southsea to Ryde, Isle of Wight.

In 2016 Wightlink announced the purchase of a new ferry and also a new terminal at Gunwharf Quays/Camber. This is to be completed in 2017 in time for the summer season at a cost of £45 million.

Portsmouth International Port is owned by Portsmouth City Council and the Port Management reports directly to the Cabinet Member for the Port. The Port's senior management team is supported by other City Council departments, including finance, legal services and planning.

Working from offices based at the Port, a small port authority headed by the Port Director is responsible for day-to-day management, administration and long-term planning.

Key tasks include:

- Strategic planning for the Port and making recommendations for ongoing development to the owners, Portsmouth City Council
- All day-to-day operational matters of the Port
- Management of tenancy arrangements for quays, land, property and berths at the Town Camber
- Marketing and all commercial matters pertaining to the Port, subject to the normal evaluation and audit procedures legally required for a local authority department
- Management of the Competent Harbour Authority Area including provision of pilotage services for vessels using Portsmouth Harbour (excluding the Naval Dockyard berths).

## **Management Team**

**Mike Sellers – Port Director.** Appointed in November 2016. Carries overall responsibility for long-term development at Portsmouth International Port, heads the management team and coordinates all city departments working for the Port on strategic issues. Prime responsibilities include ensuring the Port meets financial targets and top-level liaison with customers to ensure services meet their requirements. Mike is also a Director of MMD (Shipping Services) Ltd.

### **Kalvin Baugh – Ferry Port Manager.**

Appointed May 2008 (as Deputy Ferry Port Manager). He is responsible for the operation of the ferry port and its operational staff as well as being deputy to the Port Director. Plays a key role in the development of the Port's infrastructure, appointment of main contractors and strategic development.

**Captain Rupert Taylor – Harbour Master.** Joined the Port in 1990 and was promoted to his present role in 2000. Rupert is responsible for the management of the pilotage service for Portsmouth Competent Harbour Authority Area and operational health and safety. This involves close co-operation with all Port users to ensure a safe working environment, and work involving the Port Marine Safety Code – the UK standard for every aspect of port marine safety implemented by the Port.

For more details: visit [www.portsmouth-port.co.uk/pmsc](http://www.portsmouth-port.co.uk/pmsc).

**Mark Willcox – Business Manager.** Appointed September 1998. Responsible for the financial management of the department as well as working closely with the Port Manager on delivery of the Port's strategy and business plans. Day to day activities range from control of all tendering, procurement, personnel and office support services. Mark is also a Director of MMD (Shipping Services) Ltd.

## **Port Services**

**MMD (Shipping Services) Ltd** specialises in warehousing and distribution of perishable goods.

**Bailey's Transport** provides transport for foot passengers between the passenger terminal and the ferries. In October 2010, the Port invested in an improved bus service for passengers adding two additional vehicles to the fleet to improve passenger comfort and reduce the Port's impact on the environment. Using the latest eco-friendly diesel engines, the buses have low emissions.

The vehicles are fitted with a night heater system so that customers arriving early in the morning will have a warm bus to sit in. The heaters have the added advantage of warming the engine, which makes for a more efficient start up from cold.

Each bus has 37 seats with room for 20 to stand. Extra wide aisles make life easier for passengers carrying luggage. Disabled passengers will also appreciate the hydraulic suspension that lowers the bus floor and ramp to ground level for easy access.

**Pilotage** Portsmouth City Council is the Competent Harbour Authority for pilotage in Portsmouth Harbour, serving all shipping to commercial berths.

**Southern Maritime Services** is the newly formed shore-based handling organisation employed by a shipping company that operates from Portsmouth International Port.

The development of the site, which cost €861,000 and was supported by SEEDA, required 425 metres of siding to be installed in addition to 416 metres of concrete 12 metres wide. Planning of the Intermodal development began in 1998 and on 19 January 2009 the first train, operated by DB Schenker, left the Intermodal Goods Yard carrying containers.

## CONTINENTAL ROUTES AND SERVICES

Port	Ferry company	Approx. Crossing time	Frequency
Caen	Brittany Ferries	6hrs by cruise ferry, 7hrs overnight	Up to two sailings a day
Cherbourg	Brittany Ferries	3 hrs fast craft 4hrs 45mins by ferry	April to early September: one fast craft return sailing a day
Le Havre	Brittany Ferries	3hrs 45 / 5hrs 30	Up to two économie sailings per day
St Malo	Brittany Ferries	8hrs 45 by cruise ferry	At least one sailing a day (year round)
Bilbao	Brittany Ferries	24hrs or 32 hrs	Three return sailings a week
Santander	Brittany Ferries	24hrs	Three return sailings a week
St Helier, Jersey	Condor Ferries	10hrs 30 outbound 8hrs 30 return	Six sailings a week
St Peter Port, Guernsey	Condor Ferries	6hrs 30 outbound 12hrs 30 return	Six sailings a week
Fishbourne or Ryde, Isle of Wight	Wightlink	40 mins by ferry, 22 mins by catamaran	Round-the-clock sailings seven days a week
Ryde, Isle of Wight	Hovertravel	10 mins	Frequent crossings seven days a week

## SHIPS ON CONTINENTAL SERVICES

**Brittany Ferries** operates eight ships from Portsmouth, providing a combined passenger/freight service to Santander, Bilbao, Caen, Cherbourg, Le Havre and St Malo. These include the 36,000 tonne Mont St Michel on its Caen passenger/freight service, carrying up to 2,200 passengers, 800 cars and 2,250 lane metres of freight and the high speed, Normandie Express, operating on the Caen and Cherbourg routes (May to September).

An extra service operates to Le Havre and Santander on the Etretat.

<b>Ship</b>	<b>Tourist Vehicles</b>	<b>Passengers</b>	<b>Freight Vehicles</b>
Normandie	600	2,123	84
Mont St. Michel	800	2,200	120
Normandie Express	235	850	N/A
Pont Aven	650	2,400	80
Cap Finistère	500	790	110
Bretagne	580	2056	40
Etretat	300	600	52
Baie de Seine	160	300	84
<b>Occasional visits to Portsmouth</b>			
Barfleur	590	900	75
Armorique	470	1500	40

## CHANNEL ISLANDS SERVICES

**Condor Ferries** operates a combined passenger/freight service to the two largest Channel Islands, Jersey and Guernsey, Monday through to Saturday. There is also a daily freight-only service and a weekly connection between the UK and the Channel Islands.

<b>Crossing Times – Passenger Service</b>	<b>Outbound</b>	<b>Return</b>
St Peter Port, Guernsey	7 hrs	13 hrs
St Helier, Jersey	10 hrs 40 mins	9 hrs 30 mins

<b>Ship</b>	<b>Vehicles</b>	<b>Passengers</b>
Commodore Goodwill	90 x 13.6 metre trailers	Accommodation for 12 drivers only
Commodore Clipper	90 x 13.6 metre trailers and 100 cars	Normal operation 300 Total capacity of 500



## DEVELOPMENT OF PORTSMOUTH INTERNATIONAL PORT

**June 1976.** The Continental Ferry Port opened offering passenger, vehicle and freight ferry services to the Continent.

**1983.** Phase IV completed, which created Berth 4.

**1986.** Port's first double-decker linkspan was installed at Berth 3 in preparation for the arrival of new, bigger P&O Ferries vessels on the Le Havre route and another new linkspan was installed to serve ships on the new Caen route that opened that year. Design work started on the Phase VI land reclamation development and construction of North Quay.

**1993.** Capital expenditure of £11.1 million enabled the Port to upgrade Berth 4, including a lengthening of the existing facility, re-fendering, dredging and the provision of a new linkspan and passenger side loader.

**1994.** The Port spent almost £3 million improving and lengthening Berth 2.

**1996.** The Phase VII capital programme was completed ahead of schedule. It comprised land purchase and reclamation of an area of mudland adjacent to the Port to increase the land area of the Ferry Port from approximately 12.14 ha (30 acres) to over 16.20 ha (40 acres) providing additional space for much needed trailer parking.

**1997.** Work started on six new immigration booths to serve a planned reorganisation of the Port's internal road system. With phased completion, two booths came into service in 1997. The Port was awarded Trans European Network (TENS) funding to conduct a feasibility study in connection with construction of a fifth berth and traffic flows. The Port was awarded a Coastal Protection Grant, worth some £2.7 million, by MAFF (now DEFRA) for essential repair work to quay walls at The Town Camber.

**1998.** Construction started on a £500,000 state of the art building for the statutory services. Berth 3 was modified and a new gangway installed for the fast ferry service to Cherbourg. A major upgrade to the Port's internal traffic system was completed with the opening of a new exit road on to the M275. In its first year the new road carried over half a million cars. A pontoon was built to receive tenders from visiting cruise ships.

**1999.** Construction of Berth 5 started in March for completion early in 2000. Road improvements made at the Port entrance for better passenger vehicle access at peak times.

**2000.** Berth 5 formally opened on 23 March. Berth 3 was modified to fit the P&O Ferries fast craft, Portsmouth Express. The pub was refurbished and opened on the Port site. A waiting area in front of the passenger terminal was redeveloped for better coach and taxi access. Car marshalling area for departures reorganised, to increase capacity at peak times. Additional land (0.4 hectare) reclaimed close to Berth 5 for truck marshalling/parking.

**2001.** Successful dialogue with Portsmouth Naval Base meant that naval berths could be utilised for visiting cruise ships. There was a refurbishment of the Ocean Bar in the ferry terminal, and the creation of a pavement café. Installation of a dog's toilet in the main car lane area. Appointment of port design specialists, Posford Duvivier, to look at the feasibility of providing passenger access and overhead walk ways from the terminal building directly through to the ships. New coach park to specifically accommodate travelling coaches and their passengers. Up to six defibrillators were fitted at the Port's premises as part of Department of Health initiative to provide defibrillators in busy public places.

**2002.** Work commenced on transforming Berth 3 to provide a new double deck linkspan with the flexibility to meet loading requirements of modern cruise ferries and fast craft.

**2003.** In October 2003 the roadway section of the Port's new linkspan was lifted into place, continuing the work on the £8 million project to transform Berth 3. The upper deck support and the roadway sections arrived from Holland in October and installation of the sections progressed through the night.

The Port's web site [www.portsmouth-port.co.uk](http://www.portsmouth-port.co.uk) was completely redeveloped making it a one-stop-shop for continental travel planning.

**February to August 2003.** A £2.5 million onsite multi-storey car park at the Port was constructed. The facility provides passengers with 516 car parking spaces just minutes from the main ferry terminal. The four-storey building was designed and built by specialist contractor Bourne Parking Ltd and consolidates all on and off site car parking at the Port, both short and long term, into one secure, easy to find location just off the motorway. The facility incorporates the latest automated parking technology and CCTV cameras.

**2004.** Completed in March 2004, the new linkspan for Berth 3 provides state of the art facilities, accommodating current ferries as well as next-generation cruise ferries and fast craft.

**March 2004.** The Port received a Secure Car Park Award for its multi-storey car park. Awarded by the Association of Chief Police Officers in England and Wales and the British Car Parking Association (BPA), the Secure Car Park Awards recognise car parks with the highest standards of security across the UK.

**April 2004.** A redevelopment project to refurbish Berth 1 was completed. It is now equipped with a purpose-built linkspan capable of accepting all types of high-speed craft.

An intermodal (rail/road) freight service between Portsmouth (Fratton Goods Yard) and the North-West of England had been introduced, and from there, a multimodal route on to Scotland.

### **2004/2005 Ongoing Strategic Developments**

In 1996 the Port commissioned an extensive study by WS Atkins Planning Consultants in association with MDS Transmodal to provide a framework for expansion up to 2005.

The report, published in May 1997, gave an impartial snapshot of the Port at an important point in its development and expert opinion on the options for the next phase of growth. It is being used by the Port Director as a guide to the best use of public and private sector investment in Port infrastructure in the medium term, having regard to the commercial and economic climate.

The key provisions are now contained within the Port's Vision and Business Plan and comprise of:

- Better links for freight to and from a railhead
- Better car parking facilities and links to 'Park and Ride'
- A new central terminal catering for increased passenger numbers in greater comfort, and a seamless transport scheme to take passengers to their ships
- Improvements to traffic marshalling areas that will smooth the passage of cars and freight through the Port
- A new freight one stop scheme for monitoring, inspection and clearance by statutory bodies
- More flexible berthing and off loading arrangement allowing the Port to take a wider variety of large ferries, fast craft and ROPAX ships, and to allow the Port to operate at full capacity and achieve greater utilisation of berths
- New facilities for cruise ships.

**2006.** The Port's growing reputation as a destination for cruise passengers continued in May when the Port welcomed its largest ever cruise liner. The German charter vessel 'Albatross' arrived en route from Leixoes in Portugal to Bremerhaven in Germany, carrying 779 passengers, keen to explore the sights of Portsmouth – Spinnaker Tower, Historic Dockyard and Gunwharf Quays.

Also in May AT Ferries, part of Acciona Trasmediterranea, Spain's largest shipping company, started a new combined passenger and freight service between Portsmouth and Bilbao. The ship assigned to the new route is the superferry 'Fortuny', which has capacity for 1,000 passengers and a 1,800 linear metre capacity for (RoRo) traffic.

In addition to this Berth 3 was completed along with seabed protection being completed for Berth 5.

**2007.** £800,000 was invested in a new passenger gangway, which is used by passengers to disembark from a ship. The gangway is unique in design and has been installed at the Port's Berth 3. It is built to be flexible and will accommodate a variety of ships making the Port a more attractive offering to ferry operators.

**2008.** The Port appointed a master planner to review its existing passenger and freight facilities, developing the plans for a new, modern terminal to enhance the service the Port provides and meet predicted passenger growth to 2040.

In November 2008, Portsmouth City Council awarded scheme approval to the Port for the building of its new passenger terminal.

Portsmouth City Council purchased MMD Shipping Services on 29 February 2008. The purchase of MMD will help safeguard the business's position as a significant importer of goods into the UK and therefore help maintain the status of Portsmouth as an important commercial port in the UK.

In November 2008, the Port and LD Lines introduced the 'Norman Voyager', a second ship to serve the Portsmouth-Le Havre route, allowing for the route to hold two daily crossings.

The Port announced that during 2009 it would lengthen two of the harbour's five berths. The berths were extended up to an extra 50 metres allowing the Port to cater for much bigger ships.

**2009.** In January 2009, Portsmouth International Port signed a Service Level Agreement (SLA) with UK Border Agency, a recent amalgamation of HM Revenue and Customs, UK Visas and the Border and Immigration Agency, believed to be the first agreement of its kind for a major UK passenger sea port.

In March 2009 the Port welcomed a new Brittany Ferries route to Santander, Northern Spain. The service used Brittany Ferries' flagship vessel, the Pont Aven, with a crossing time of just 24 hours.

In April, the Port was visited by the impressive Saga Rose cruise liner which was finishing its 44<sup>th</sup>, and final, world cruise, breaking the record for the number of round the world cruises completed by a passenger ship. The elegantly furnished vessel gave its 574 passengers a luxury cruise experience offering lavish rooms, restaurants, a ballroom, cinema and fitness facilities. During one of her last 104-day voyages, the Saga Rose called at 39 ports securing her position in the record books. Finishing her 44<sup>th</sup> world cruise, a round-the-world trip for each of her 44 years, the Saga Rose beat the QE2 which completed 25 world cruises.

Moving work on the new terminal forward, November 2009 saw Portsmouth International Port announce that Mansell Plc would build its new terminal and revealed detailed plans of the new £16m facility due to open by Easter 2011. Mansell, who won the bid after a competitive tender process, commenced work on the new site in January 2010. The 2700m<sup>2</sup> new terminal building is situated to the east of the existing terminal building, where Port terminal sheds used to reside. While the footprint of the actual building is roughly the same as the structure, it has gained a further 75 per cent of floor space, including a larger canopy. Also new to the terminal is a large baggage handling hall which holds up to 1,500 pieces of luggage coming off visiting cruise ships.

**2010.** In March 2010 Brittany Ferries introduced the Cap Finistère to the Port, providing fast and frequent sailings to Santander in Spain. At over 200m long and operating at speeds of over 30 mph she's the longest and fastest Brittany Ferries cruise ferry to date.

Spring also saw the Port welcome back its revitalised linkspan for Berth 2. The linkspan, which was rebuilt in the Netherlands, allows for better freeboard adjustment due to the ability to ballast it with water.

In April 2010, prestigious cruise company, All Leisure Holidays Ltd announced that they would base three of their cruise ships at Portsmouth International Port for the next 5 years.

The first phase of a multi-million pound dredging programme began in December 2010, allowing larger vessels to use the Port's facilities.

**2011.** The new year of 2011 brought a new name and new brand to the Port, changing from Portsmouth Continental Ferry Port to Portsmouth International Port. This was to reflect the increasing importance of Portsmouth within the shipping and cruise industry. A new logo was revealed in January 2011.

On March 27 2011, the Bilbao route re-opened with Brittany Ferries operating Cap Finistère.

In April 2011 the new passenger terminal opened offering modern facilities for ferry check in areas, cruise embarkation and disembarkation security. This was part of a £16.5m investment to improve passenger facilities. The terminal building is a light and airy building of glass and steel. There are dining and refreshment outlets on the first floor, with an outdoor viewing terrace over the Port.

Since July 2011 the opening of the Hindhead Tunnel has cut journey times from London to Portsmouth significantly.

In September 2011 major investment in MMD increased the Port efficiency and high standards in freight turnaround, and perishable fruit. New electric forklift trucks make freight transport quicker and smoother between the quayside and warehouses.

In October 2011 the Port Master Plan was unveiled at a European PATCH (Ports Adjusting to Change) conference held in the Portsmouth Guildhall. This forms the strategic plan for Portsmouth International Port for the next 25 years.

In November 2011 Fred. Olsen confirmed the start of the winter cruise season from Portsmouth International Port.

In December 2011 the completion of the new temperature controlled state-of-the-art warehouse represented an investment of £2.6 million for MMD.

**2012.** In January 2012 MMD completed a brand new specialist fruit warehouse, a building split into four separate areas, each with its own climate control system. This means different fruits can be stored and handled at the perfect temperature. The facility also benefits from a

bespoke IT system that allows companies to track the progress of their products through the entire import and distribution process.

In February 2012 Berth 2 extension work took place. This was to increase the length of the Berth by 50 metres to 240 metres, to accommodate larger vessels. The work was started in February 2012 and completed by June 2012. The multi-million pound investment has helped secure existing customers and attract additional trade, as ships continue to grow in size. The first ship to use the new facility was the MS Marco Polo on 31<sup>st</sup> May 2012.

In July 2012 NYKCool, one of the best-known names in international shipping, started importing fresh fruit from the Caribbean to Portsmouth. The company's specialised reefer vessels make mid week visits to the Port, laden with bananas and pineapples grown in Columbia, Dominican Republic and Costa Rica.

In October 2012 a further investment of £700,000 was spent refurbishing Stores '4' and '11'. Space has been increased by around 500 pallets, with a new quality control room also constructed.

In November 2012 preparations were made for HMS Bristol training ship, the Type 82 Destroyer, to leave its berth at the tip of Whale Island for the Naval Base. This allowed work to start on a new home just 100 metres to the east of its previous position. The move eased a pinch point at the entrance to Portsmouth International Port.

**2013.** The work was completed in February 2013. Larger ships are now able to turn more easily, making the most of all the available space.

In May 2013 the Port hosted the CLIA UK & Ireland Expo for travel agents. The Expo attracted 25 travel agents who were invited on board Silversea's Silver Explorer after a presentation in the terminal and tour of the Port.

In June 2013 the Port hosted the Weastflows conference. The delegates were international partners in the Weastflows project, an organisation which aims to improve the efficiency of freight logistics in North West Europe. They were briefed on an innovative 'track and trace' system developed at Portsmouth International Port. The idea behind the system is simple – barcodes are attached to products as they start their journey and a web portal allows organisations to monitor the shipment. It is believed to be the first time that a UK port has used technology in this way.

In July 2013 a new towage company was engaged to assist all the large commercial ships move safely to and from the harbour entrance to their berths. Serco's Marine Services business, which provides towage services to the Royal Navy took over from J Butchers & Sons Ltd. This development has meant that commercial vessels using the Port are now assisted by the same state of the art tugboats used by the Royal Navy ships.

**2014.** In January fourteen Strainstall Quick automatic quick release mooring machines were installed on Berths 3 and 4. They have greatly reduced the need for Port staff to handle heavy mooring ropes. The machines are a combination of single and double hook machines, designed to withstand harsh marine environments.

In April 2014 the Port completed a new canopy over the ferry check in booths in the car lanes, another major improvement for the ferry experience. It ensures that whatever the weather departing passengers are now covered as they hand over documents to ferry company staff. The canopy covers Brittany Ferries, DFDS Seaways and Condor Ferries check in facilities.

In June 2014 Portsmouth became the UK focus for the D-Day 70 commemorative events. Thousands of people travelled through the Port including 500 veterans. The Port was the focus of huge media attention. Veterans from all over the Commonwealth and the USA travelled through the Port to commemorate the Normandy landings.

In July 2014 the Port hosted the CLIA Expo for the second time. Thirty five travel agents attended the event and presentations were given by Hurtigruten, AMA Waterways, Silversea and Swan Hellenic.

In July 2014, to help accommodate the growing number of cycling ferry passengers, the Port installed three new bike racks and shelters. There are now more than 11,000 cyclists travelling through the Port every year.

At the end of 2014 DFDS closed the service between Portsmouth and Le Havre.

**2015.** In January 2015 the Port introduced passenger Wi-Fi access in the terminal building. This was part of the Portsmouth-wide 'My City' Wi-Fi network and covers over 80 locations in the city.



In March 2015 All Leisure Group extended their contract in basing their cruise ships in Portsmouth for a further three years.

In April Brittany Ferries introduced the Baie de Seine on the Le Havre route.

In May the Port played host to over twenty five travel agents invited by CLIA, the Cruise Lines International Association, holding their 'Expedition and Small Ships Expo' in the passenger terminal, discussing latest industry developments and listening to representatives from leading cruise operators.

In July the America's World Cup Series 2017 started at Portsmouth. The city was the focus of huge media attention.

In September the demolition contract for the floating dock jetty was awarded to Herbosch-Kiere. The work will clear the way for larger ships to berth at the MMD quayside.

In September the Port was awarded a Platinum rating by the Loo of the Year Awards, for its facilities in the terminal building.

**2016.** In January the Port officially launched its new website, with a new look and clearer information pages.

The removal of the "Floating Dock Jetty", a large concrete and steel structure built in 1906, was completed in January. This has made it possible for much larger vessels to take advantage of facilities at Portsmouth International Port. The demolition work was part of a £5 million investment in creating a more flexible future, removing a navigational hazard that has not been used in decades. The jetty was designed to secure large floating dry docks once used by the Royal Navy for the maintenance of Dreadnoughts.

The largest cargo ship to have ever called at Portsmouth International Port arrived On January 20th. The Maersk Antwerp Trader was 211 metres long, and arrived from Colombia with a cargo of bananas. This was made possible made possible by the recent work to demolish the floating dock jetty.

In April the Port launched a new look monthly newsletter Stay Connected to compliment the website.

In June the Port celebrated its 40<sup>th</sup> anniversary. A central display including a vehicle from that era was positioned in the terminal and opened by local dignitaries. There was also an event for port personnel on the official anniversary on 17 June.

In June a joint celebration with Brittany Ferries was held in the terminal and a lunch was held on the ferry ship Bretagne whilst in port. An invited guest list with VIPs from Caen and Portsmouth celebrated the 30<sup>th</sup> anniversary of the Brittany Ferries Caen route from Portsmouth.

In July the media once again focused on the America's World Cup and BAR and the city gained huge attention.

In July the Port played host to over twenty five travel agents invited by CLIA, the Cruise Lines International Association, holding their 'Expedition and Small Ships Expo' in the passenger terminal, discussing latest industry developments and listening to representatives from leading cruise operators. This was the 4<sup>th</sup> year the port has been involved with this event.

In August the port opened its Space to Change facility for passengers and visitors. This was opened by the Lord Mayor and Portsmouth is the first UK port to have this facility.

In September the Port went on to win a Platinum Award in the national Loo of the Year Award.

## **2017**

In January 2017 Portsmouth International Port becomes one of the first UK ports to successfully transition to International Quality Standard ISO 9001:2015.

In March the Port announced that Saga has 15 visits booked for 2018.

In April the Port announced that CMV cruise line has booked 5 calls for 2018.

## FINANCIAL AND TRAFFIC STATISTICS

### Financial Performance

<b>Year to end March</b>	<b>Turnover (£ millions)</b>	<b>Surplus (£ millions)</b>
1996	16.50	4.66
1997	15.40	3.00
1998	17.60	5.50
1999	17.80	5.10
2000	18.67	5.69
2001	18.97	6.2
2002	19.15	6.23
2003	20.02	6.61
2004	17.90	6.62
2005	18.66	6.46
2006	18.7	6.0
2007	19.3	6.6
2008	18.6	4.3
2009	15.5	5.8
2010	16.56	6.32
2011	16.12	7.12
2012	16.72	7.20
2013	15.78	7.36
2014	16.00	2.6
2015	14.1	1.4

## Continental Traffic

<b>Year to end March</b>	<b>Passengers (millions)</b>	<b>Vehicle Units</b>	<b>Freight Units</b>	<b>No. of Ships</b>
1996	3.18	926,944	350,089	4,886
1997	2.99	818,153	315,905	4,025
1998	3.28	917,235	341,776	4,173
1999	3.44	957,138	329,471	4,647
2000	3.39	971,902	318,479	4,538
2001	3.32	942,610	322,102	4,665
2002	3.49	1,009,023	313,915	4,678
2003	3.42	999,500	315,370	4,510
2004	3.17	928,700	318,678	4,148
2005	3.15	914,817	298,497	4,676
2006	2.60	758,702	283,283	3,578
2007	2.22	661,715	268,968	2,912
2008	2.20	660,198	266,445	2,917
2009	2.15	651,481	264,249	2,860
2010	2.29	692,848	256,842	4,329
2011	2.27	694,354	258,376	3,182
2012	2.21	704,507	247,570	2,985
2013	2.01	631,560	226,734	2,647
2014	2.06	639,737	232,792	n/a
2015	2.00	655,050	247,271	n/a
2016	2.05	693,387	246,962	n/a

## Isle of Wight and Gosport Ferry Traffic Information

Calendar Year	Car Ferry – Passengers	Car Ferry – Vehicles	Catamaran – Passengers	Hovercraft – Passengers	Gosport Ferry – Passengers
1995	2,295,245	772,136	1,335,479	705,443	2,681,140
1996	2,477,936	823,275	1,306,009	700,283	2,488,202
1997	2,554,035	851,142	1,310,360	700,018	2,522,090
1998	2,579,270	883,117	1,323,770	684,585	2,710,048
1999	2,616,995	913,799	1,408,306	706,276	2,740,969
2000	2,625,764	936,495	1,395,722	691,910	2,773,976
2001	2,662,263	958,310	1,469,934	720,449	3,467,338
2002	2,784,898	986,030	1,454,647	703,117	3,431,716
2003	2,796,660	1,001,188	1,471,246	765,032	3,717,202
2004	2,812,393	1,001,874	1,461,733	763,691	3,860,593
2005	2,760,669	1,046,635	1,459,763	756,579	3,747,533
2006	2,628,510	992,973	1,433,319	779,528	3,597,817
2007	2,551,030	996,329	1,345,541	795,776	3,643,429
2008	2,028,295	761,259	1,141,117	803,795	3,666,119
2009	2,495,971	971,260	1,357,782	849,150	3,534,248
2010	2,446,901	948,572	1,378,370	856,736	3,392,471
2011	2,724,175	949,581	1,257,523	919,816	3,363,179
2012	2,398,484	1,317,404	1,237,643	845,590	3,091,165
2013	2,326,843	1,294,717	1,170,184	829,562	3,033,816
2014	2,247,387	857,983	1,291,567	813,441	2,987,317
2015	2,270,314	871,850	1,216,766	792,667	2,922,502
2016	2,361,811	893,179	1,223,924	818,471	2,733,103

A full set of statistics is available on request or visit our website at [www.portsmouth-port.co.uk/about-us/port-statistics](http://www.portsmouth-port.co.uk/about-us/port-statistics)

## **PUBLICATIONS**

### **Port publications include: -**

- Stay Connected (online newsletter)
- Portsmouth International Port Media Resource Guide
- Cruise brochure
- RUG guide
- Destination leaflet
- Seatrade cruise supplement

You can get all Portsmouth City Council information in large print, Braille, audio or in another language by calling +44 (0)23 9283 4239.

## **ONLINE PRESS CENTRE**

Visit [www.portsmouth-port.co.uk/news/media-and-pr](http://www.portsmouth-port.co.uk/news/media-and-pr) for further information regarding the Port, and to request photography.

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