For Marseille Provence Airport, 2014 was marked by a change in its legal status.

The Chamber of Commerce and Industry Marseille Provence (CCIMPI), previously responsible for the airport, handed its management over to an airport company, following suit with the other regional airports. This new company is 60% state-owned, 25% by the CCIMPI and 15% by local authorities (the Provence-Alpes-Côte d’Azur region, the Bouches-du-Rhône department, the Marseille Provence urban district and the municipality of Vitrolles.

A new governance was set in place on the 12th September 2014 with a supervisory board comprised of 15 members and a management board of 4 people.

The supervisory board recognised that Marseille Provence Airport has several strengths: it is a remarkable site which permits growth while respecting the environment and avoiding pollution, or alternatively, compensating the local population. It has a strategic position in the low-cost market with the mp² terminal, controlled landing fees, a sound financial situation and satisfactory operational management.
Besides this major event, which had a great impact on the company in the second half of the year; in 2014 more than 8,200,000 passengers used the AMP which also broke a triple record:

→ **record usage of the low cost airline terminal, mp²**, with more than 2 million passengers passing through,

→ **historic record on express freight**, which, with 47,000 tonnes transported by air, enables Marseille Provence Airport to confirm its position as the Nº 1 airport in the Western Mediterranean, ahead of Rome and Barcelona,

→ **record turnover**, which, in a difficult national context in France, and in spite of a slight decline in air traffic [-0.9%], continues to improve [+ 1.2 %], reaching €128.9 million.

Securely based in its region, Marseille Provence Airport has welcomed more than 4 million tourists visiting Marseilles, Aix and the region. Those visitors generated more than €1 billion in economic benefits in the Marseille Provence region (expenditure in hotels, restaurants, sightseeing, and cultural activities, etc.).

As regards infrastructure, Marseille Provence Airport turned the opening symbolic phase of its big development plan into reality with the inauguration, in November, of the modernisation and expansion of the mp² terminal.

This will be followed up by further works over the next few years with a view to bringing the airport up to the highest level in terms of quality of service for its customers, passengers and airlines.

In 2015 begins the reorganisation of all entry points and roads into the airport. Then the heart of terminal mp1, between current halls 1 and 4, will be constructed in order to improve passenger experience, reinforce operational efficiency, and increase handling capacity and quality.

Finally, air-side, a new boarding area will extend capacity in terms of the number of parking stands for aircraft accessing facilities, particularly for wide-bodied jets.

On this basis, two major priorities will continue to drive us forward:

→ Develop the airport so that it continues to operate as a lever for the growth and attractiveness of the surrounding regions and support the urban dynamism of the “Métropole Aix-Marseille Provence”;

→ Create economic value by ensuring a level of operational and financial performance that matches our French and European competitors.

Jean-Paul Ourliac
Chairman of the Supervisory Board

Pierre Régis
Chairman of the Management Board
Fact Sheet

- 646 hectares
- 2 runways (3,500m and 2,400m)
- 270 aircraft movements per day
- 18 gangways
- 40 boarding gates
- 76 aircraft parking stands
- 95 check-in desks
- 13,000 parking places
- 200 businesses and administrative entities

5,500 employed at the airport of whom 270 are AMP staff

Results 2014

- 44% €56M Non-Aeronautical Income
- 28% €37M Airport Tax (security, safety, environment)
- 28% €36M Aeronautical Income

Turnover

- €128.9M +1.2%

Debt

- €37.4M +4.1%

Gross Operating Profit

- €11.6M
Commercial traffic

8.2

MILLION PASSENGERS
(22,000 PASSENGERS PER DAY)

+100 direct flights to 30 countries
33 scheduled airlines
91,957 commercial aircraft movements
58% international traffic

Air cargo

53,345 tonnes of air cargo among which 46,988 tonnes of express freight and 6,357 tonnes of traditional cargo

1st regional airport in France for express freight

Public transport

More than one passenger in 7 chooses public transport to reach the airport

73 towns with a direct service within 12 departments
200 shuttle departures daily
65 train departures daily from the Vitrolles-AMP railway station
1,200,000 passengers in 2014
3,250 passengers on average per day in 2014
Routes Europe Conference in Marseille

Koreans in Provence
Routes Europe Conference in Marseille

[06-08/04/2014]

AMP, with the valued support of its partners (including the Town of Marseilles, the Council of the Bouches-du-Rhône Département, the Regional Council, Marseille Provence Chamber of Commerce and Industry, and the Urban Community of Marseille Provence Metropole) jointly organised the Xth Routes Europe conference. This brought together 1,200 delegates, and decision makers for international airline companies and European airports from 70 countries. Participants gave the event a satisfaction rating of 94%.

Koreans in Provence

[26/04/2014]

A total of 1,000 South Korean tourists were able to discover Provence thanks to 3 charter flights from Seoul to Marseille Provence arranged by South-Korean tour operator Kaltour.

Company News Summer 2014

[04/2014]

Turkish Airlines increased its flights to Istanbul (daily flights) only 10 months after it started using Marseille Provence Airport.

Aegean Airlines added 2 new destinations to Greece, linking Marseille to Athens and Heraklion.
Commissioning of new parking capacity for freight aircraft

Inauguration of the extension to terminal mp²
Establishment of the Supervisory Board

[12/09/2014]

After 80 years of being managed by the Marseille Provence Chamber of Commerce and Industry (CCIMP), AMP became a limited company with a Management Board and a Supervisory Board. This new airport company’s capital is 60% owned by the State, 25% by the CCIMP, and 15% by the local authorities.

Commissioning of new parking capacity for freight aircraft

[22/10/2014]

In order to support the development of freight activity, AMP is investing in extending freight aircraft parking stands thereby gaining handling capacity.

Inauguration of the extension to terminal mp²

[19/11/2014]

To accommodate growing activity, AMP has re-sited the waiting areas and border check-points of its low cost terminal on a same level.

This gives travellers an easier flow through and greater comfort as well as modern and varied shopping facilities covering 1100sq. m.

Inauguration of the new Marseille-Strasbourg route by Volotea

[27/11/2014]

The Volotea now lands at Marseille and for the first time connects Marseille with Strasbourg (4 flights per week, nearly 60,000 seats planned for late 2014 and 2015).

Achieving "Airport Carbon Accreditation" Level 1

[08/12/2014]

AMP achieved the first level of this accreditation programme set up by the airports of Europe. This therefore recognises the efforts made by AMP to reduce its greenhouse gas emissions.
Activities in 2014
BREAKDOWN OF PASSENGER TRAFFIC

58% DOMESTIC TRAFFIC
42% INTERNATIONAL TRAFFIC

8.2 MILLION PASSENGERS AMONG WHOM 2 MILLION FOR LOWCOST TERMINAL MP²
In 2014, Marseille Provence Airport (AMP) recorded 8,182,237 commercial passengers, a slight reduction of 0.9 per cent on 2013. This is explained by a 2.4 per cent decline in the traffic through the main airport terminal which was particularly affected by the Air France pilots’ strike in September 2014 (with an estimated loss of 120,000 passengers).

On the other hand, the low cost terminal, mp², unaffected by the strikes, saw its traffic grow by 3.7 per cent with 2 million passengers. The mp² traffic now represents a quarter of all the airport’s passenger traffic.

The number of commercial movements amounted to 91,957 for the year 2014, a decrease of 5.4 per cent compared to 2013, reflecting a general improvement in load factors as well as the use of larger aircraft by the airlines.

The share of international traffic grew by 2% compared with 2013 to attain 58% of the total traffic (this traffic represented only 38% 10 years ago): international traffic is likely to remain the main lever of AMP traffic growth in the next few years.

As to Europe, many international companies launched or improved their offer during the Summer of 2014: the Greek company Aegean successfully opened 2 routes to Athens and Heraklion, the Spanish company Vueling opened a route to Palma, while Turkish Airlines and Pegasus have increased the frequency of their flights to Istanbul.

The growth in international traffic is explained principally by the good results recorded for North Africa (+ 1.8 %) and Europe (+ 4.2 %).

The growth in international traffic is explained principally by the good results recorded for North Africa (+ 1.8 %) and Europe (+ 4.2 %).
+100 FLIGHTS DIRECT TO DESTINATIONS IN 30 COUNTRIES

33 SCHEDULED AIRLINES

Aegean Airlines, Aerlingus, Aigle Azur, Air Algérie, Air Austral, Air Corsica, Air France, Air Madagascar, Air Malta, Air Méditerranée, Air Transat, Alitalia, British Airways, Brussels Airlines, Easyjet, EL AL, Ethiad Regional, HOP!, Iberia, Jetairfly, Lufthansa, Norwegian Air Shuttle, Pegasus Airlines, Royal Air Maroc, Ryanair, TAP Portugal, Tassili Airlines, Tunisair, Turkish Airlines, Twin Jet, Volotea, Vueling Airlines, XL Airways France.
Top 10 destinations (commercial passenger numbers)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Destination</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Paris Orly</td>
<td>902,732</td>
</tr>
<tr>
<td>2</td>
<td>Paris CDG</td>
<td>601,876</td>
</tr>
<tr>
<td>3</td>
<td>London</td>
<td>481,370</td>
</tr>
<tr>
<td>4</td>
<td>Nantes</td>
<td>317,297</td>
</tr>
<tr>
<td>5</td>
<td>Algiers</td>
<td>293,177</td>
</tr>
<tr>
<td>6</td>
<td>Lille</td>
<td>259,931</td>
</tr>
<tr>
<td>7</td>
<td>Bordeaux</td>
<td>243,631</td>
</tr>
<tr>
<td>8</td>
<td>Ajaccio</td>
<td>242,596</td>
</tr>
<tr>
<td>9</td>
<td>Brussels</td>
<td>239,942</td>
</tr>
<tr>
<td>10</td>
<td>Amsterdam</td>
<td>234,458</td>
</tr>
</tbody>
</table>

Breakdown of and changes in passenger traffic

<table>
<thead>
<tr>
<th>Category</th>
<th>2014</th>
<th>Change 2014/2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Aircraft Movements</td>
<td>91,957</td>
<td>-5.4%</td>
</tr>
<tr>
<td>Commercial Passengers</td>
<td>8,182,237</td>
<td>-0.9%</td>
</tr>
<tr>
<td>Locals on domestic flights</td>
<td>3,388,543</td>
<td>-5.8%</td>
</tr>
<tr>
<td>Locals on international flights</td>
<td>4,739,617</td>
<td>2.7%</td>
</tr>
<tr>
<td>Connections</td>
<td>54,077</td>
<td>15%</td>
</tr>
</tbody>
</table>

Share of traffic through terminal mp²

<table>
<thead>
<tr>
<th>Airline</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ryanair</td>
<td>1,749,401</td>
</tr>
<tr>
<td>EasyJet</td>
<td>158,747</td>
</tr>
<tr>
<td>Pegasus Airlines</td>
<td>47,913</td>
</tr>
<tr>
<td>Jetairfly</td>
<td>27,420</td>
</tr>
<tr>
<td>Air Méditerranée</td>
<td>16,644</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,000,125</strong></td>
</tr>
</tbody>
</table>
1st

FRENCH REGIONAL AIRPORT
FOR EXPRESS FREIGHT

Network and freight operators 2014
With 53,345 tonnes of air cargo (+ 3.0 %) including 46,988 tonnes of express freight (+ 3.2 %), AMP is still No. 1 French regional airport and No. 1 in the Western Mediterranean for express freight activity, ahead of Rome and Barcelona.

In 2014, to underpin freight traffic growth arising mainly from both import and export e-commerce, our infrastructures were improved with the commissioning of two additional cargo aircraft parking stands. These works, which cost €4.2 million, enable the simultaneous handling of 5 aircraft in this area instead of 3 previously. This brings to 13 the number of aircraft parking areas allocated to freight traffic at AMP.

### Freight Traffic

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>Change 2014/2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Cargo (tonnes)</td>
<td>53,345</td>
<td>3%</td>
</tr>
<tr>
<td>Cargo Aircraft Movements</td>
<td>9,029</td>
<td>-3.6%</td>
</tr>
<tr>
<td>Mail (tonnes)</td>
<td>3,902</td>
<td>-17.1%</td>
</tr>
</tbody>
</table>

### BREAKDOWN OF AIR CARGO TRAFFIC

- **TRADITIONAL CARGO**: 6,357 TONNES
- **EXPRESS FREIGHT**: 46,988 TONNES
The Cezanne lounge, refurbished in 2014, welcomes an average of 65 passengers per day.

Aelia has chosen AMP and terminal mp² to launch, as a world exclusive, its new duty free concept over 420 sq. m.
2014

RETAIL OUTLETS AND SERVICES

To continuously better its levels of customer satisfaction, AMP carried out extensive renovation and modernization works in 2014.

Renovations to the international terminal

In 2014, Marseille Provence Airport continued renovating its lounges and did a full «makeover» of the air-side Cezanne VIP lounge: floor, furniture, lighting and relaxation spaces (TV area, work spaces, press area, free WIFI).

A new snacks outlet has also been included.

6 700sq. m. of flooring in hall 1 were also replaced.

A new generation of shops for mp²

In 2014, more than 2 million travellers were handled through mp² (i.e. one traveller in every four coming through AMP). To accommodate this increasing activity, AMP created a new passenger area of 2,500 sq. m. Opened in November 2014, this offers four unprecedented concepts by pioneering stores. Based around a number of technological innovations, Aelia has developed at AMP a preview of its new generation of duty-free shops over a new 420 sq. m. area.

Relay has also refurbished its sales outlet and introduced a digital kiosk and touch-screen games.

And then, there are two other new concepts drawing their inspiration from the colours and flavours of the region which were launched: the gift shop “Air de Provence”, and the new fast food café-restaurant “La Tapenade”.

These achievements are part of the more comprehensive €6.2 million investment programme allocated to modernization, comfort, and throughput at terminal mp².

Key figures on commercial activity in 2014

107,000 sq. m. let of which
9,000 sq. m. is for shops and restaurants

€19 million in trading revenue generated for AMP (+1.7% compared with 2013)

16 restaurants
19 shops
9 hotels
5 car rental companies
Customer satisfaction and quality measurement

Throughout the year, Marseille Provence Airport makes available several means of communication to its customers so that they can offer comments, suggestions and potential concerns.

Twice a year, AMP also measures customer satisfaction of both visitors and business customers via field surveys at the terminals.

In 2014, the satisfaction rating reached 91.3 per cent for mp1 and 84.1 per cent for mp² (a result slightly affected by the works going on at terminal mp² during the second half of the year).

Satisfaction with the shops and restaurants increased by 1.2 points over the winter season compared to the previous year.
Easy access products and services

In 2014, AMP continued developing new products and services to facilitate its customers’ travel arrangements.

Many products can be booked directly via the airport’s website: advance payments for car parking, fast-track passes, bus tickets, VIP lounges, and meeting rooms in the Business Centre.

By the end of 2014, 5,300 parking spaces could be booked online, 325 of them as part of the “Parking Durée XXL” scheme, a new product launched in December 2014 and aimed at those customers who are travelling for between 25 and 90 days.

The on-line car parking turnover grew by 7% during 2014, reflecting an average of more than 500 car parking reservations per day.

By the end of 2014, more than 200,000 customer accounts had been created on the airport website to which must be added 630 for travel agencies, purchasing advisers, and resellers of these products.

The mobile website, consulted daily by more than 700 customers, and the new i-phone application launched in February 2014 (already downloaded more than 8,000 times by the end of December) also offer a wide range of services: news threads, flight schedules, list of destinations featuring the best prices, search engine for public transport schedules and prices, etc.

New functionalities will enrich these highly popular mobile apps during 2015.

Accessibility to public transport by public demand

Public transport, which is in a continuous process of development, plays a key role in the accessibility of Marseille Provence Airport. More than one passenger in 7 chooses this means of transport as their way of reaching the airport. In 2014, 1.2 million passengers were carried and the number has doubled in 7 years.

This spectacular growth is the result of committed efforts over several years by all the stakeholders involved with serving the airport: organizing authorities, carriers, SNCF (railways), taxis, State services.

These joint efforts across the region are essential because they guarantee conditions for successful operation of the services put in place whilst extending the airport’s catchment area.

1.2 MILLIONS PASSENGERS

i.e 1 passenger in 7
FUTURE PROJECT FOCUS

The reconfiguration of access roads and forecourts

The baggage handling area in departure hall 1 was extended by 650 sq. m.

The initial achievements of the big interior refurbishment project and works on the road network and access to Marseille Provence Airport will be completed in 2015. This project will facilitate customer throughput and make it more understandable, improving the airport’s positioning as a living space.

The objective is to respond to the specific needs of each type of passenger and to changes in society, especially in improving sustainable development, digitalisation, and regional integration.
In 2014, AMP carried out various works aimed at improving the handling and management of passengers, operators, and aircraft.

Hall 1 baggage handling improvements

The baggage handling area in Departures was extended by 650 sq. m. The luggage belts were replaced by longer ones. This capacity enhancing project was undertaken in 2013 and 2014 and represented a total investment of €3.9 million.

Reduction in waiting times at Security and Check-In

In order to reduce waiting times at checkpoints, boarding card readers have been progressively installed where queuing begins. This facility, in conjunction with the readers installed beside the metal detectors, enables waiting times to be known and displayed. This display at the entry to the terminals enables passengers in halls 3 and 4 to make their own choice as to which checkpoint to go through.

In addition, the commissioning of new checkpoints in terminal mp² has brought to a conclusion the effort to reorganise and optimise all passenger control points.

To continue to increase its capacity at peak times and manage passenger waiting times at check-in, AMP is going to install in 2015 two automated baggage drop-off systems in terminal mp1.

This is part of the airlines’ plan to develop web check-in for all check-in operations.

In addition, AMP is the 1 provincial airport to be have PARAFE facilities whereby police formalities can be handled via an automated authorization system in both Arrivals and Departures.

AMP will pursue these developments and install additional equipment to promote the smoother throughput of passengers.
RANGE OF SERVICES

Our fields of expertise meet all the operational needs of our customers:

→ **Audit of processes and organization of jobs at the airport** (security, runway safety, quality, airport marketing, prevention of aviation risks, technical maintenance etc.)

→ **Advice on optimising income and services** offered to customer (financial management and management accounting, testing by the prudent investor rule in the market economy, etc.)

→ **On site operations** for specific projects,

→ **Training** on site or at Marseille Provence airport of staff involved in airport matters (management, supervisory staff, operations staff).
Since the beginning of the 1990s, Marseille Provence Airport has been active in the field of advice, engineering, and management of airports.

In this respect, it is the regional airport with the most long-standing and developed expertise and experience in this field.

Over the course of 30 years, Marseille Provence Airport has completed many engineering projects in France and abroad, especially in association with the Sofreavia group, now called EGIS Airport Operation, one of the sector’s key players at a global level.

Projects carried out in 2014

In 2014, staff of Marseille Provence airport have specifically led projects:

→ Under contracts with Egis Airport Operations:
  • Training of 13 coordination of operations staff from Haiti-Faa’a airport and supervisory staff from various airports.
  • Assistance in the management of wildlife hazards with Abidjan airport (risk assessment and proposals for improvements in prevention of such risks).
  • Preparation of a file on the development of the Abidjan-London Heathrow route.

→ At Point-a-Pitre airport: project to advise and provide support in respect of cleaning services (report analysing what the market is offering, project ownership support).

Prospects: creating an engineering activities subsidiary

As a result of becoming a limited company in June 2014, AMP decided to pursue the development of its engineering activities by creating a dedicated subsidiary: AMP Ingénierie (AMPi).

This company was formally established in April 2015.
Human Resources
AMP STAFF AS OF 31ST DECEMBER 2014

81.8%
OF THE WORKFORCE HAVE HAD AT LEAST ONE TRAINING SESSION*

10,152
HOURS OF TRAINING*

*Only training forming part of the training plan are included
Skills Development

The success of Marseille Provence airport lies with its 5,500 employees who daily work in the airport’s 200 businesses and administrative entities. At every level of the organization, AMP seeks to promote accountability, autonomy, and personal commitment so as to provide the best possible customer service. It also shares a strong safety culture with all parties connected with the airport with the aim of anticipating, managing and reducing risk.

In order to promote skills development, every employee at AMP benefits from personalised monitoring and support arrangements through annual development interviews enabling them to share their mobility plans and their aspirations.

Every two years employees, as part of a joint process to shape the business, also take advantage of a professional development interview enabling them to put forward their ideas about progression and their training needs.

By the end of 2014, 354 of the 368 AMP employees had attended one or several training sessions. Overall, this represents 10,152 hours of training or an average of 27.6 hours per employee.

Selection of a new information system

In 2014, AMP selected its new Human Resources Information System. This shared tool brings together all the HR functional modules such as payroll, training, skills management, payroll and remuneration management.

Resulting from a partnership between the two leaders on payroll management and HR development in France it will promote flexibility and optimization of human resources management procedures.

Expected to be in operation by January 2016, this on-line application will enable all AMP employees to make training requests, consult their career history, their payslips, or even to obtain various certificates.

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**ANALYSIS OF STAFF BY EMPLOYEE STATUS**

By 31 December 2014, AMP had a total staff of 368 (at end of the period).

- 77 managers (21%)
- 81 first line supervisors/technicians (22%)
- 210 workers/employees (57%)
Sustainable Development & Corporate Social Responsibility
In all its plans, the airport is committed to taking into account, not only environmental concerns but also social and economic concerns whether they be about our activities, or those associated with all of our stakeholders (neighbours, local authorities, customers, suppliers, etc.).

Marseille Provence Airport is constantly committed to develop an ever more sustainable airport, one which is responsible, ecologically efficient and a source of wealth for all, and one which has become a standard in matters of corporate social responsibility.
Environmental action

Our environmental policy is composed of 6 elements: limitation of noise pollution, air and emissions, energy, waste, water, and biodiversity.

A new system to measure the noise impact of airport activity

In 2014, Marseille Provence Airport acquired a new system to measure noise and to monitor aircraft flight paths. The objective is twofold: to respond even more effectively to the demands of neighbours and have the availability of an analytical tool which enables, for example, deviations from flight paths to be identified or movements by geographical area to be quantified. The noise measurement system has been integrated into the quality management system in order to ensure its reliability.

Protection of nature and natural environments

As regards biodiversity, Marseille Provence Airport carried out preliminary research in 2014 on the wealth of plant and animal species in the region surrounding it. The purpose was to determine the potential ecological issues for each comparable zone in order, in particular, to anticipate the regulatory impact studies required for certain planned works.

In addition, the airport pursues its policy of conservation and enhancement of the natural salt marshes. This area, which extends over 26 hectares to the East of the freight area, is home to a wealth of bird life amongst which are many protected species. By ensuring the quietness of the site (where hunting and nautical activities are prohibited), good oxygenation of the wetlands (pumping station to bring water from the Etang de Vaine to the salt marshes the summer), and the cleanliness of the site, the airport contributes to the protection of species and the attractiveness of the site.
AMP ensures nature preservation in the salt marches the «salins du Lion» which extend over 26 hectares to the East of the freight area.

**Direct Impact**

- M€ 569.6
- +40.3% vs 2009

**Indirect Impact**

- M€ 1,045.1
- +36.2% vs 2009

**Inferred Impact**

- M€ 2,745
- +37.6% vs 2009

**Total Impact**

- M€ 4,359.7
- +37.6% vs 2009

Source: research carried out in accordance with the ACI Europ methodology 2013

1) Activities of those working at the airport
2) Activities generated by air visitors and tourists
3) Activities of those enjoying the consequential benefits
Managing greenhouse gas emissions

For several years the airport has been involved with reducing its carbon footprint. At the end of 2013, Marseille Provence Airport completed works designed to develop an electricity supply system at 27 aircraft stands so that aircraft on stopover can be supplied with energy, thus replacing electricity generators that were very heavy on fuel consumption. This €3.1 million investment had its full impact in 2014.

In 2014, Marseille Provence Airport committed itself to “Airport Carbon Accreditation”, an accreditation programme set up by European airports which assesses and recognizes the efforts undertaken by airports to reduce their emissions of greenhouse gases. Five French airports have embarked on this process which provides for 4 levels of accreditation. Marseille Provence Airport achieved level 1 at the end of 2014.

Treatment of rainwater

Controlling the impact of rainwater on the natural environment is a very important issue as this contributes to the effective functioning of the ecosystems of the Etang de Berre. The investment programme undertaken as of 2012/2013 designed to construct treatment works was continued in 2014 with the installation of equipment in the airport’s freight area.

Reduction of water and electricity consumption

For 5 years, Marseille Provence Airport has been steadily reducing its water and electricity consumption. In 2014, the water consumption dropped by 2.3% and electricity consumption by 0.8%, despite the commissioning of the 400Hz power supply at the aircraft stands.

An airport at the service of its region

Marseille Provence Airport is convinced that the wealth produced by our activity sector should offer the maximum possible benefit to the surrounding region.

Research published in 2013, based on the methodology developed by the Airport Council International, estimated the total economic impact of the airport on the region to be €4.36 billion. This benefit represents the accumulated direct, indirect, and inferred economic impacts described in the diagram opposite.

Every year, the airport also finances or co-finances locally initiated projects and provides sponsorship in kind on behalf of charitable associations. In 2014 this principally took the form of provision of vehicles and clothing.

In 2014, Marseille Provence Airport also launched the development of the «AeroJobs» web site. This tool, which will officially come on-line from autumn 2015, will help facilitate access to job offers made by the 200 businesses and agencies located on the airport site.
In a difficult economic context, and despite the airlines strike which had a strong impact on revenues, Marseille Provence Airport posted an increase of 1.2 per cent in turnover which reached €128.9 million.

The gross operating profit amounted to €37,390 K in 2014, an increase of 4.1 per cent compared with the previous year. This change is linked to the increase in turnover, which arose from the introduction of new services and products in 2014.

The operating income is €12,376 K, some 9.6 per cent of turnover.

The net income therefore rose to €8,878 K.
BREAKDOWN OF TURNOVER 2014

44% M€ 56
NON-AERONAUTICAL INCOME

28% M€ 37
AIRPORT TAX (security, safety, environment).

28% M€ 36
AERONAUTICAL INCOME
Aeronautical activities

Aeronautical activities increased by 2.5 per cent compared with the previous year mainly because of the introduction of the 400 hertz service at the end of 2013.

The reduction in the number of commercial movements in 2014 (-5.4 %) affected some aviation revenues, but improvement in load factors as well as the use of larger capacity aircraft limited the impact on the passenger receipts.

Marseille Provence Airport also has a dynamic freight operation and its turnover posted an increase of 4% in 2014, facilitated by the commissioning of new aircraft stands.

Non-aeronautical activities

Non-aeronautical income posted a growth of 1.6 per cent mainly due to car parking activities and shops as detailed below:

Direct income from car parks posted a growth of 1.7 per cent despite the slight drop in traffic.

This sector benefited particularly from the introduction of new pricing for on-line bookable parking and advance payments.

After the sharp increase in 2013 arising from the refurbishment of the catering arrangements and shopping in terminal mp1, the revenues from retail operators and services in 2014 stabilized at +1.7% - held back by the strike in September but helped by the policy of putting commercial impetus into the sales outlets at the terminals. Duty free activities and car rental contribute most strongly to this trading income of €19.2 million (15% of AMP’s total turnover).

Of the shops in the airport, those which experienced the most successful growth were in terminal mp², mainly following the modernisation and extension of the space available in November (+30% sales area).
2014
Governance and Shareholder Structure
2014
SHAREHOLDER STRUCTURE

Capital of the Airport Marseille-Provence company

60% STATE

25% CCIMP

5% CONSEIL RÉGIONAL

5% DÉPARTEMENT

4% URBAN COMMUNITY OF MARSEILLE PROVENCE METROPOLE

1% TOWN OF VITROLLES
Governance Structure

Supervisory Board

CHAIRMAN
Jean-Paul OURLIAC

VICE-CHAIRMAN
Jean-François BRANDO
representing the Marseille Provence Chamber of Commerce and Industry (CCIMP)

FOR THE STATE

• Régis BAUDOIN
• Marie-Josèphe BROSSE
• Christine CABAU WOEHREL
• Michel CADOT
• Anne-France DIDIER
• Aymeric DUCROCO*  
• Mauricette STEINFELDER  

*Replaced by Antoine GUTHMANN in February 2015.

FOR THE MARSEILLE PROVENCE CHAMBER OF COMMERCE AND INDUSTRY (CCIMP)

• Régis FORTIER
• Jacques PFISTER
• Lucie MAUREL-AUBERT

FOR THE LOCAL AUTHORITIES

• Jean-Marc COPPOLA  
representing the “Conseil Régional” (Regional Council)

• Loïc GACHON*  
representing the Département Bouches-du-Rhône

• Eric LE DISSES  
representing the Urban Community of Marseille Provence Metropole

*Replaced by Gérard GAZAY in June 2015.

NON-VOTING MEMBERS

THE TOWN OF MARSEILLE
• Dominique FLEURY-VLASTO

THE TOWN OF MARIGNANE
• Laurent LAVIE

THE TOWN OF SAINT-VICTORET
• Eric LEOTARD

THE PAYS D’AIX LOCAL AUTHORITY
• Régis MARTIN

THE TOWN OF VITROLLES
• Isabelle ROVARINO*

THE DIRECTORATE OF CIVIL AVIATION SAFETY, SOUTH-EAST
• Yves TATIBOUET

*Replaced by Loïc GACHON in June 2015.

SUPERVISORY BOARD COMMITTEES

AUDIT AND REMUNERATION COMMITTEE
• Chairman: Marie-Josèphe BROSSE

INVESTMENT COMMITTEE
• Chairman: Régis FORTIER

REGIONAL STRATEGY COMMISSION
• Chairman: Jean-François BRANDO
Management Board and steering committee

Pierre REGIS
Chairman of the Management Board

Patrice ESCORIHUELA
Chief Financial Officer

Daniel GROSSI
Accounting Director

Yves BOSSY
Human Resources Director

Denis CORSETTI
Operations Director

Frédéric HENRY
IT Director

Julien BOULLAY
Marketing & Communications Director

Rémi LASSERRE
Technical Director

members of the Management Board

Chief Financial Officer
Patrice ESCORIHUELA

Accounting Director
Daniel GROSSI

Operations Director
Denis CORSETTI

IT Director
Frédéric HENRY

Technical Director
Rémi LASSERRE

Human Resources Director
Yves BOSSY

Chairman of the Management Board
Pierre REGIS

Marketing & Communications Director
Julien BOULLAY