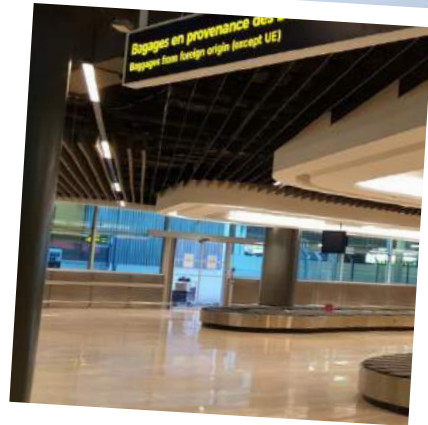


BUILDING THE FUTURE



2020 TRANSITIONING TO THE AIRPORT OF THE FUTURE

Marseille Provence Airport is preparing to undergo a period of major transformations as it enhances the client experience, develops infrastructures to meet passenger traffic growth, carries out renovations, and copes with changes in regulations. Keen to curb disruptions for passengers and local residents, the Airport is staggering the various building projects and will organise its activities accordingly.

The Airport has launched a major investment programme totalling €500 million over 10 years. It is designed to cope with the increase in world traffic and growth in the number of destinations served by flights departing from Marseille Provence Airport. Marseille Provence Airport will thus be able to handle the 12 million passengers expected in 2025 in conditions of optimum safety and comfort.

Projects that will restructure the future Airport include : re-designing the Lavandes roundabout to make it easier to get into the Airport; offering suitable parking options by creating 3 new car parks with solar-panel roofing; and building the new heart of the Airport - the Cœur d'Aéroport - to enhance the passenger experience by centralizing and streamlining passenger flows thanks to a single point of entrance for all destinations.

It is the Airport's ambition : to become the reference for regional airports throughout Europe in terms of quality of services delivered to clients and operational excellence.

KEY PHASES !

2020

Delivery of baggage sorting facility in Terminal 2
Compliance work on primary and secondary runways

2021

Delivery of P4 car park
Delivery of new administrative building
Delivery of new power plant

2022

Delivery of first part of P3 car park

2023

Delivery of P3 car park
Delivery of Heart of Airport

€61 M
OF INVESTMENTS
EARMARKED FOR
2020



OVERVIEW OF BUILDING PROJECTS SCHEDULED FOR 2020



Cutting-edge baggage screening in Terminal 2

Renovations to boarding lounges were completed in 2019. Now it is the turn of the baggage screening hall to undergo a substantial make-over. The dual objectives behind the work that commenced in summer 2019 are increasing baggage sorting capacity, and reinforcing the security thereof in compliance with French Civil Aviation Authority requirements.

A new building will add a further 750m² to Terminal 2 and extend the surface area reserved for baggage screening. Eventually, 4 baggage drop-off points will replace the 2 current belts that convey passenger baggage to screening points. 2 latest-generation tomographs (scanners) will be installed for more precise and faster screening.

Scheduled to minimise disruptions, the work will be carried out discreetly and will have little impact on passengers departing from Terminal 2.

Investment - €5 million (plus machines)
Architect - CARTA Associés
Project Manager - BG Conseils
Contracting Authority, baggage sorting expert - TG Concept
Delivery - September 2020



Safer, smoother access to the Airport

Work started on the Lavandes roundabout at the beginning of 2019 and will be completed by the spring of 2020. The finished infrastructure will be bigger, more ergonomic and safer thanks to the addition of an underground section. The heavy traffic exiting the cargo zone, Terminal 2 and the various parking zones will thus flow more smoothly.

Investment - €8 million
Contract for design & construction
Project Manager - EGIS
Firms - Bouygues & Colas
Delivery - spring 2020

SEPTEMBER 2020 GETTING READY FOR CLOSURE OF RUNWAY 1!

The Airport's runways will be closed alternately for renovation and compliance work in light of the most recent European Union Aviation Safety Agency (EASA) requirements. The work is mandatory if operations are to continue at Marseille Provence Airport. Runway-end safety areas must be added to both runways, a luminous approach ramp needs to be added to the primary runway, and markings on the ground are to be improved.

Marseille Provence Airport has decided to carry out safety work on its runways during the months of September 2020 (primary runway) and October 2020 (secondary runway). This will minimise repercussions on summer traffic whilst also taking advantage of good weather conditions. The work will therefore be completed swiftly and in the best possible conditions.

Investment - €2.5 million
Project Manager - Groupement Artelia / I-Tarmac / Efficiency
Delivery - early October 2020 for the primary runway and early November 2020 for the secondary runway

Repurposing low-cost P3 will increase overall parking capacity by 3,200 spaces .

Creating 3 new car parks where the current low-cost P3 car park stands will meet the need for extra parking capacity close to both terminals. By offering parking on 3 levels, the capacity of the current low-cost P3 will be increased by 3,200 spaces, giving a new total of 5,600 spaces.

Building new car parks in no way detracts from Marseille Provence Airport's ambitions to encourage and enhance the use of public transport.

The three new car parks - P4, P3A and P3B - will be shaded by photovoltaic panels. The power produced by the panels will be used directly by Marseille Provence Airport. On average, this mega solar power plant will produce over 10% of the Airport's annual electricity needs. The rest will be purchased in the form of green energy (as is already the case today). Although Marseille Provence is not the first airport to be fitted with solar panels, this is the first time at an airport that the power produced will be consumed on site.

115 charging stations for electric vehicles will be installed in the 3 car parks; 83 of them will be for passengers. By 2021, 23 charging stations will be set up for passengers and 32 for the needs of employees and the Airport itself. By 2023, 60 further charging stations will be installed for passengers.

Investment - €42 million
Design & Construction contract - Gagnepark (main representative) assisted by Urbasolar and Eiffage Énergie
Architect - ABA Workshop
Delivery of P4 - March 2021
Delivery of P3A - March 2022
Delivery of P3B - March 2023

600 parking spaces will be frozen between February 2020 and March 2021. Passengers wishing to drive to the Airport will be offered alternative parking solutions.



Reducing and recovering primary power sources

The Airport is preparing a construction project to replace its existing heating/cooling production plant with a power generation system that consumes less primary energies (water, gas, electricity) and also recovers them. For example, cold water production will generate heat, which will be recovered to produce hot water; it is estimated that 36% of energy will be recovered for heat production. As for gas, savings are estimated at 36%, reducing annual CO2 emissions by 40%. The new power plant will consume 30% less electricity when producing refrigeration and only half of the amount of water consumed today.

Investment - €10 million
Companies - Engie / MAP / FAUCHE
Delivery - June 2021

Airport employees under one new roof

Employees of the company Aéroport Marseille Provence are currently scattered over several different sites. They are to be brought together in one and the same, more functional, new building. All departments will be united on the new site. The only exceptions are certain technical teams that require a lot of space and use large pieces of equipment (mechanics workshop, etc.); they will be located on a separate site. The goals are clear: to improve the synergy between teams, to foster innovation, and to offer employees a better quality of life at work. The building will be set back in relation to Hall A to make a clear distinction between it and the terminal buildings. This will avoid any confusion for travellers.

The building will meet demanding environmental criteria and carry the French low-energy building labels «BBC» and «Effinergie 2017».

Investment - €14 million
Architect - MAP
Main Project Manager - BETEM
Firm - SPIE Batignolles
Delivery - April 2021

Construction work will have slight repercussions on the passenger experience: a short deviation is in place on the esplanade by the coach station.

AT THE HEART OF NEW TERMINAL 1

The firm Foster + Partners has been commissioned to revolutionise the passenger experience and link the original terminal (the present-day Hall A designed by Fernand Pouillon [1961]) to the more recent terminal (Hall B designed by Richard Rogers [1989 - 1993]).

The new Heart of the Airport, will be a low-consumption building. Its design is driven by two main objectives: streamlining processes and optimising passenger movements. To achieve these goals, it will boast a single entrance for all destinations, and a single security screening facility that subsequently channels passengers towards a single retail area and onwards to their boarding lounges. The project includes 22,000m² of new-build for the heart, plus an existing surface area of 28,000m² that is to be repurposed.

JANUARY 2020, will see the start of preparatory work as the spot where the future Cœur d'Aéroport will stand is cleared (currently the taxi zone). A new footbridge will be built; it will become the new point of entry into Hall B. This preparatory phase will commence in the month of January 2020 then the first brick of the Cœur will be laid in September 2020. Terracing and support work will start in November 2020 and will last for 5 months. The ground work will be delivered in September 2021, when the construction proper of the Cœur will begin. Delivery of the completed structure - including doors, windows, walls and roof - is scheduled for end 2022. Then work can begin to fit out the 22,000m² of freshly-built floor surface and to revamp the existing 28,000m². September 2023 will mark the keenly awaited inauguration of the Heart of Airport. 3 months will then be needed to finish refitting the last remaining spaces.

Plans to build a boarding pier and renovate the taxiways will then be put into action. The pier will greatly increase capacity, making it possible in the long term to handle 12 million passengers at Terminal 1. It will also be able to host wide-bodied aircraft.

As the various phases of construction unfurl, different temporary measures will be taken to minimise disruption and smooth the flow of passengers. Services in Hall B will be relocated to bungalows totalling 700m² opposite P6. The taxis will be moved to the drop-off zone. The footbridge that currently leads into Hall B will be demolished and reconstructed, on a temporary basis, in a spot at the PB Minute car park.

The Airport is determined to minimise the disruption - and curb the noise - caused by these significant building projects. Noise generated by construction works will be measured and monitored. All firms working on the sites will erect sound barriers and work at night whenever possible.

Investment - €259 million
Project Management Group - Foster + Partners / Tangram / WSP / Airbiz
Delivery of the Heart - September 2023

