

I hope the following is of use.....

1/ I think is for Brittany Ferries to answer

2/ As above

3/ Portsmouth has ALWAYS operated as a port shared between P & O Ferries and Brittany Ferries. The various sailings and routes gave choice to hauliers as well as creating competition between the rival Ferry companies for the hauliers business. This competition was to a large extent the only thing stopping the ferry companies from being able to dictate the price of ferry crossings. Ferry crossings from Dover to Calais are competitive because of the number of companies operating. This advantage is passed on to the hauliers. If this element of competition is removed from Portsmouth then we are certainly fearful that over a period of time there would be nothing to prevent price increases. Increases which I think everyone would agree it is not possible to pass onto customers- therefore giving another increase in costs to the haulier. NO THANKS !

4/ I am not sure what this question means. If a haulier is reasonably credit worthy then he will be able to open an account and use the Western Channel if it suits his traffic flows.

5/ It is imperative that there are at least 3 sailings a day from the basic premise of a driver missing one sailing and not having to wait too long for the next one.

6/ We are firmly against the proposed merger for the reasons stated in 3/ above.

7/ If the merger does not go ahead and P & O close the route another company will take their place. This would be an advantage for a Ferry Company operating on another route. If they are not represented on the Western Channel then the possibility of operating from Portsmouth would enable them to offer a service to potential customers on more routes, thus enabling them to try and attract a larger proportion of the hauliers business and hopefully as a result be more competitive for that haulier.

Please let me know if there is any further information we can provide

best regards