Mega Sports Event Transportation and Main Mobility Management Issues

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Olympic Transport Experience

Past Games experience show that Olympic transport:
• is one of the toughest logistical component of the Games
• is often very expensive both in infrastructure and operations
• is very sensitive to mismanagement, accidents, schedule changes, information breakdowns
• is highly exposed to media and client criticisms
• is extremely dependent on security

Olympic Transport Magnitude

The Olympic Summer Games are by far the World largest sport event

- multi-sports 28
- multi-events 300
- multi-competition main sites >13
- multi-non-competition main sites >6
- multi-transport main client groups >8

Olympic generated traffic is estimated at about 20 millions person trips in 17 days
Most Outstanding Olympic Transport and Traffic Challenge

Simultaneous superposition of eight distinct transport operation and traffic management schemes varying day by day

A. ATHLETES + TEAM / IF OFFICIALS 18'500
B. LOGISTICS + WORKFORCE + VOLUNTEERS 145'000
C. MEDIA 20'000
D. IOC + NOC 4'000
E. SPONSORS 50'000
F. TICKETED SPECTATORS 500'000
G. NON-TICKETED VISITORS 150'000?
H. GENERAL BACKGROUND TRAFFIC OF A 4.0 MILLION METROPOLITAN AREA

Transport Multiple Interactions

Main Transport Features

As shown in the preceding graph, Olympic transport:
- requires a very strong organization
- is driven by the sports program
- is highly dependent on existing urban and regional transport infrastructures and their performance
- needs extensive operational testing
- is strongly related to ticketing, accreditation, security
- is an important part of the Games legacy
- must be focused on the best possible service to competition venues (see last illustration)
Sydney 2000 transport: an outstanding mobility management concept

Olympic Transport Plan eight main components:

- Provision for 100% Olympic venue accessibility by public transport using rail access, 13 supplementary Olympic bus lines and shuttle services from rail stations.
- Free use of Olympic public transport by ticketed spectators.
- Full traffic control within Olympic competition venues and strict spectator-parking ban around all venue perimeters.
- More than 25'000 free park-and-ride temporary spaces along the 13 Olympic bus lines and shuttle routes.

- Single or dual Olympic reserved bus lanes on crucial routes.
- An extensive Travel Demand Management (TDM) Program to reduce vehicular traffic through telework, staggered working hours, reduced business activity, employee holiday incentives and State wide school holiday extension.
- Substantially reduced Games time automobile traffic in Sydney CBD by actions such as complete 24 hour on-street parking ban, downtown street pedestrian priorities, downtown night deliveries only, downtown free bus loop.
- Effective transport and traffic communication strategy to diffuse all appropriate Olympic transport and travel information.
All Games are different...

- Sydney 2000: 100% ticketed spectators by public transport
- Salt Lake 2002: ~95% ticketed spectators by car
- Athens 2004: will be very much by public transport
- Torino 2006: planning is starting, but public transport will play an important role
- Beijing 2008: About 80 km of new subway lines to be built before the Olympic Games

Transfer of know-how and Games size

- Since Sydney, IOC does a tremendous effort to monitor the Games: the TOK-Transfer of Knowledge Program
- Debriefing of Salt Lake Winter Games at Torino in April 2002
- IOC new President J. Rogge wants to stabilize or reduce the size of the Summer Games … but how?

Olympic 1980 to 2004 trends

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<td>TICKETS SOLD (Million)</td>
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...with the best wishes for successful Games
and a splendid Marathon race arrival in this
Stadium on August 29th 2004...