

A PRESENTATION OF A SPECIAL OPERATIONAL PLAN FOR OLYMPICS ROAD TRANSPORTS

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1. INTRODUCTION

The daily transportation of thousands of athletes, media professionals, spectators and members of the Olympic Family, as well as the everyday operation of the city, is a complex undertaking that will play a significant role in the success of the Olympic and Paralympic Games.

A Special Operational Plan for Olympics Road Transports has been drawn up by the Olympic Games Security Division (DAOA), in cooperation with the relevant Traffic Police divisions, the Athens 2004 Olympic Games Organizing Committee (ATHOC) and other related agencies, for the management of commuting needs in Attica prefecture and the Olympic Cities.

2. CONTENTS

This presentation will cover the following topics:

- The purpose of the Olympic Road Transports Plan
- The Operational Theater
- The Basic Components of the Planning
- The materialization-support mechanism of the Plan
- The Legislative arrangements in force throughout the Games period
- The foreseen trials to test the efficiency of the Plan and, finally,
- Public Relations management

3. PURPOSE

The Purpose of the Plan is to create conditions of comfortable, smooth, speedy and safe circulation in the road transport of all the participants in the Olympic and Paralympic Games (Athletes, Referees/ Judges, VIPs, Media professionals, Sponsors, Spectators, Working and Technical Staff, etc.) along the Olympic Road Network as well as in the rest of the Road Network, and also in the events venues and sightseeing destinations, without excessively burdening the normal operation of the city with respect to circulation.

4. OPERATIONAL THEATER

The Olympic Games Operational Theater covers:

- Attica Prefecture
- The Olympic Cities (Thessaloniki, Volos, Patra, Heraklio (Crete), and ancient Olympia)
- The National Highway Network accessing the Olympic Cities
- The areas where cultural events will be held, as well as sightseeing destinations (archaeological sites, museums, etc.)

5. BASIC PLANNING COMPONENTS

Included in the basic components of planning are:

- Characterization of the Road Network
- Determination of the Olympic Lanes

- Creation of Zones
- Bus lanes
- The Olympic Family's fleet of vehicles
- Analysis of measures
- Deployment of forces
- Traffic accidents

6. CHARACTERIZATION OF THE ROAD NETWORK

The Olympic Road Network, with a total length of 605 kilometers, comprises:

- The Olympic Perimeter Road
- The Primary road network, and
- The Secondary road network

On a map of Attica Prefecture (the greater Athens area), the Olympic Perimeter Road is depicted in blue.

The Olympic Perimeter Road, 36.6 kilometers long, is outlined by Kifissias Avenue (at the juncture with Attiki Odos), Poseidonos Ave., Syngrou Ave., Kallirrois St., Ardittou St., Vassileos Constantinou Ave., Vassilissis Sophias Ave., Kifissias Ave. (up to the juncture with Attiki Odos), where it converges with Attiki Odos.

The Primary Road Network, in red, is 238.4 kilometers long and is comprised of commuter arteries such as Katechaki Ave., Capodistriou St., Kymis Ave., Petrou Ralli St., Athinon Ave., Varis-Koropiou Ave., etc.

All of the road transportation involving the Olympic Family has been designed to take place throughout the Olympic Perimeter Road and the Primary Road Network.

Finally, in green, is the Secondary Road Network, 330 kilometers long, which is, indicatively, comprised of the following avenues and streets: Messogion, Vouliagmenis, Thivon, Pentelis, etc.

The Secondary Road Network will be used as an alternative, if a special reason arises.

The Olympic Road Network is supplemented by its link roads, the Surrounding Road Network and Access Network at the venues, as well as the Remaining Road Network, which covers the urban areas more.

7. OLYMPIC LANES

For the comfortable and safe movement of accredited vehicles, exclusive Olympic Lanes have been created.

The Olympic Lanes cover the entire Olympic Perimeter Road and a large portion of the Primary Road network.

Accredited vehicles of the Olympic Family, special Express buses for spectators and emergency vehicles (ambulances, law enforcement authorities), will exclusively use the Olympic Lanes.

The Olympic Lanes are situated on the left side of the roadway. The Lanes will be stringently patrolled, so as to avert their use by other vehicles, for parking or stopping, and to avert any other obstacles.

8. ZONES

The creation of two (2) distinct zones has been foreseen in the vicinity of the Venues and certain other non-competition facilities, namely, a Restricted Entry & Circulation Zone (ZEEK), and a Restricted Parking Zone (ZES).

In the schematic presentation, we can observe the planning model of the Zones.

More specifically, we see a facility, up to and including its external fencing, and the access points to it.

The Restricted Entry & Circulation Zone (ZEEK) is outlined in red, with a breadth of 50 to 400 meters.

Entry into the ZEEK is allowed only to accredited vehicles.

The Restricted Parking Zone (ZES) is outlined in yellow, with a breadth of 100 to 1,000 meters.

Entry into the ZES is allowed to all vehicles, but stopping and parking is restricted.

9. MAP OF GOUDI ZEEK & ZES

Here we see the venue at Goudi, where the Modern Pentathlon will be held, in purple. The ZEEK is shown in red, and the ZES in yellow.

ZEEK

Messogion Ave., Messinias St., Aegiou St. Zichnis St., Papadiamantopoulou St., Louloudion St., G. Papandreou Ave., Megalou Alexandrou St., E. Kokkinopoulou St., P. Panellopoulou Ave. (Katechaki).

ZES

Messogion Ave, Arcadias St., Levadias St., Thivon Ave., Lohagou Spiliotopoulou St., Antinoros St., E. Kokkinopoulou St., P. Kanellopoulou St., (Katechaki).

10. BUS LANES - Attica Prefecture

In Attica Prefecture, there are bus lanes on the right side of the road, 36.6 kilometers long, while another 14 kilometers have been constructed to meet the increased needs of the passenger public.

The Bus Lanes will be strictly and systematically patrolled, similar to Olympic Lanes.

11. OLYMPIC FLEET OF VEHICLES

The fleet of vehicles that will serve the transportation needs of the Olympic Family includes 1,284 buses and 3,350 automobiles, as seen in detail in the following chart:

Athletes' Buses		350
Journalists' Buses	580	
Other Buses	220	
Venue Personnel Buses		134
TOTAL	1,284	
Cars for T1-T3		2,200
Auxiliary cars (Car pool)		110
Technical staff-members'		250
Other mini-vans		190
National Olympic Committees' cars		600
TOTAL	3,350	

12. SURROUNDING ROAD NETWORK AND ACCESS NETWORK

The Surrounding Road Network and Access Network covers:

- The Arrival and Departure areas (ports, airports, OSE train stations, etc.)
- The Venues and non-Sport installations and practice installations
- The Events and Sightseeing areas
- The Olympic Family's commuting routes
- The open-road events
- The Accommodation and Hospitality facilities (Olympic Village, hotels, Press Villages, Referees' and Judges' accommodations)
- The Olympic Hospitals and Medical Centers
- The Public Transport stations and terminals
- The major road junctures where Public Transports converge

13. ANALYSIS OF MEASURES

According to the planning, the traffic measures include:

- a) Constant and strict preventative policing, which includes foot patrols and road patrols, to avert stopping and parking along the road axes, but also on the sidewalks and pedestrian walks, so as to ensure a continuous flow of traffic, to avoid obstruction of the circulation of vehicles and pedestrians and to avert traffic accidents.
- b) Intensive, strict policing of Olympic Lanes and Bus Lanes for the unobstructed movement of Public Transport vehicles.
- c) Creation of traffic control teams on a 24-hour basis.
- d) Placement of stationary traffic regulators (police) who, apart from regulating traffic, will ensure that their areas of responsibility are uncluttered by stopped and parked vehicles.
- e) Constant and visible presence of Traffic Police in areas where Public Transport vehicles converge.
- f) Deployment of traffic police at museums, archaeological sites, etc. To facilitate traffic circulation.
- g) Monitoring by air (with 3 helicopters and 1 airship) of the general and specific traffic conditions, with the ability of sending aerial photographs to the THEPEK via the OKA.
- h) Assistance to individuals with special needs.
- i) Monitoring of the road network by cameras under the supervision of the Traffic Control and Monitoring Operations Room (ΘΕΠΕΚ).
- j) Informing road users with constantly updated electronic message boards.
- k) Photo-recording of violations via special devices.
- l) Immediate removal of (violating) vehicles with tow trucks.
- m) Use of sensors to measure traffic concentration and adaptation/application of traffic light programs.
- n) Special measures for Opening and Closing ceremonies.

14. TRAFFIC ACCIDENTS

For the prevention of traffic accidents, implementation is continuing of the Public Order Ministry's "On the Road 2001-2005" program, which contains intense presence of on-foot and seasonal traffic police along the road network, systematic and intense traffic police controls, and confirmation, especially of those violations that are causes of traffic accidents or aggravate their consequences, with full exploitation of electronic and technical means.

For investigation responses in the event of traffic accidents, 57 mobile units have been deployed exclusively to the Olympic Road Network.

In tandem, an adequate number of cranes and tow-trucks have been provided for the movement/ towing of vehicles or removal of other obstacles, for the speedy restoration of the road network.

15.MATERIALIZATION-SUPPORT NETWORK FOR THE PLAN

This unit will refer to:

- The Structure of the Administration
- Coordination with special reference to the Traffic Control and Monitoring Operations Room (ΘΕΠΕΚ)
- Resources earmarked for implementation of the Plan
 - Personnel
 - Training
 - Equipment – Means
- Supplementary measures, and,
- Cooperation with the Agencies

16.STRUCTURE OF ADMINISTRATION

Existing divisions, with reinforced manpower and means, will implement traffic measures.

The Divisions involved in the implementation of the Plan are as follows:

- Attica Traffic Police Division
- Thessaloniki Traffic Police Division
- Achaia (Patra) Police Division
- Heraklio Police Division
- Magnesia (Volos) Police Division

17.COORDINATION

Management of traffic circulation in Attica Prefecture and coordination of the actions of all the departments and agencies involved will be effected by the Traffic Control and Monitoring Operations Room (ΘΕΠΕΚ).

The “Traffic Control and Monitoring Operations Room” (ΘΕΠΕΚ) is a Hellenic Police service under the direct jurisdiction of the Attica Traffic Police Division, with a director, deputy director, etc.

Participating in ΘΕΠΕΚ (THEPEK) are representatives of the Ministry for the Environment Physical Planning and Public Works, the Ministry of Transportation and Communications, the Ministry of State and Media, ATHOC’s Olympic Transports Center, the Fire Brigade and other related agencies.

Headquartered at GADA (Attica General Police Division):

The Traffic Police Operations Center and the system's operators are located in a 300-square-meter hall in the building's ground floor; and ATHOC's Olympic Transports Center, with representatives of the related agencies, in a 200-square-meter area in the building's mezzanine.

18. TRAFFIC CONTROL AND MONITORING OPERATIONS ROOM (ΘΕΠΕΚ)

The Center is structured on three levels

- Tracing
- Verifying
- Confronting

At the first level (tracing), the ability is provided for automated pinpointing and informing the operators of the specific point along the road network where a traffic problem has arisen.

At the second level (verifying), the operators, via the pictures from the CCTV (closed-circuit TV) cameras, have the ability to verify the automated information and to determine the cause of the problem, which could be anything from a stopped or parked car, an accident, etc.

The third level (confronting) is the stage where the necessary actions are taken to ameliorate or eliminate the problem. Such actions could be:

- Regulating the traffic lights, through the selection of the appropriate program from a menu of pre-selected programs, or with the application of contingency programs designed for extreme situations.
- Informing the drivers, via electronic message boards, to enable them to alter their routes so as to facilitate their movement and avoid their adding to the problem.
- Informing drivers also via web pages on the Internet set up for that purpose, and
- Dispatching the appropriate agencies to the scene to handle the problem (mobile unit, tow truck if necessary, ambulance, etc.).
- Coordination in the Olympic Cities will be carried out by the existing Operations Center, which has been upgraded for this purpose and linked up with the Olympic Security Center at the GADA, via the Olympic Security's C41 systems.

19. THEPEK (TRAFFIC CONTROL AND MONITORING OPERATIONS ROOM) POSITIONS

A total of fifty (50) individuals from all the aforementioned agencies will be employed at the THEPEK.

20. PERSONNEL

For the implementation of the Plan, the following staff will be deployed:

2,674 police officers
 395 Armed Forces officers
 812 Security Volunteers, and
 59 Technicians

Specifically, for:

ATTICA

- 2,086 police (147 officers, 1,929 traffic police); 395 Armed Forces personnel (for open-road events); 812 Security Volunteers, 57 Technicians.

THESSALONIKI

- 161 Police (19 officers, 142 traffic police)

VOLOS

- 114 Police (10 officers, 104 traffic police)

PATRA

- 123 police (11 officers, 112 traffic police, two technicians)

HERACLIO

- 175 police (22 officers, 143 traffic police)

Ileia (ancient Olympia) :

- 35 police (five officers, 30 traffic police)

21. PERSONNEL TRAINING

For the fuller professional orientation of the police that will be implementing traffic measures, the following were held in order to meet the increased requirements of the Olympic and Paralympic Games:

- a) General Training in transport security, circulation management, crowd management, violator psychology, evacuation of installations, deportment to people with special needs and understanding of their particularities, aiding people with special needs, traffic accidents, taking traffic and security measures in the transport of VIPs, etc.
- b) Special Training:
 - 20 police in the rapid response patrol cars (20-25 May, 2003)
 - 10 police in driving buses (February 10, 2003-April 3, 2003)
 - 78 police in driving tow trucks (February 17, 2003-November 20, 2003)

- 10 police officers in driving trucks (from June 1, 2003 to December 30, 2003)
- 70 police officers in rapid response motorcycles (from September 8, 2003 to October 24, 2003)
- 80 police officers in road accident investigation (from September 29, 2003 to November 8, 2003)
- 384 police officers in driving patrol cars (from January 3, 2003 to May 31, 2004)
- 412 police officers in driving motorcycles (from January 3, 2003 to May 31, 2004).

22.EQUIPMENT – MEANS

The following technical means will be used to monitor and patrol traffic circulation:

- Traffic monitoring cameras: 546, of which 342 belong to Hellenic Police and 204 to the Environment, Town Planning and Public Works Ministry, through which image and data will be transmitted, in real time, to the Traffic Control and Monitoring Operations Room (ΘΕΠΕΚ) and the Ministry's Circulation Management Center, for assessment.
- Still image cameras recording violations: 17
- Electronic Message Boards (changing messages board): 29, through which all motorists will be informed of traffic conditions.
- Three helicopters and an airship transmitting image to the Traffic Control and Monitoring Operations Room (ΘΕΠΕΚ) on existing traffic conditions. The helicopters have the ability to take still images from an altitude of 1,000 feet, while the airship from 2,000 feet.
- The Digital Radio Multi-Channel Network TETRA will serve as the primary means of communication for Traffic Police operations in Attica.

Therefore, complete integrity of communications is achieved, through the use of a large number of communications channels, the creation of closed and open groups of users, and by ruling out any interference and eavesdropping of conversations.

At the same time, all vehicles have been equipped with AVL, which is a device enabling the pinpointing of the vehicle's position, in real time, resulting in better management as well as immediate response if necessary.

23.TRAFFIC POLICE EQUIPMENT/MEANS

The Traffic Police's equipment and means that will be used during the Olympic and Paralympic Games are shown in detail in the following chart:

Equipment/ Means	Attica	Thessaloniki	Volos	Patra	Heraklio	Ileia	TOTAL
Helicopters	3						3
Zeppelin		1					1
Patrol cars	217	25	12	14	15	10	293
Motorcycles	295	15	12	16	26	12	376
Mobile units	42	5	2	2	2	2	53
Cranes		50	5		1	3	1
Buses	4	2					6
Trucks		2	1				3
Radars		52	6	2	2	2	2
Breathalyzers		50	7	2	2	2	2
Noise meters		20	3	1	1	1	1

24. MAP OF KIFISSIAS AVENUE

Here we see how officers and means are deployed along Kifissias Avenue (5,894 meters). On this section of the Olympic Perimeter Road, which will shoulder a major volume of the circulation burden, a total of 14 traffic regulators, 4 patrol cars, 8 motorcycles and 2 cranes will be deployed per shift.

Also, seven cameras, a helicopter and the airship will monitor circulation.

25.SUPPLEMENTARY MEASURES

The following measures will also be taken, in tandem with and supplementary to the Traffic Police measures:

- a) Police units at major road intersection, mass transport stations, etc.
- b) Municipal police, for the removal of abandoned cars, street vendors, etc.
- c) Teams from co-responsible agencies, to remove obstacles from sidewalks, etc.

26.COOPERATION WITH OTHER AGENCIES

The following agencies will be backing up the Traffic Police in its task:

Fire Brigade

- Freeing individuals trapped in vehicles in traffic accidents
- Extinguishing all types of fires on the road network
- Removal of heavy vehicles with cranes

**Ministry for the Environment Physical Planning and Public Works and
Ministry of Public Order**

- Restoration of wear & tear, damage to the road network and road signs
- Pointing out hazardous spots in order to avert traffic accidents
- Determining alternate routes
- Removal of advertising signs

Ministry of Transportation and Communications

- Ensuring smooth operation of the public transport agencies it oversees
- Supply of information

Local government administrations

- Removal of abandoned vehicles
- Removal of trash bins from the Olympic Road network
- Removal of various objects/obstructions from the road
- Restoration of damage and wear & tear along the road network under its responsibility, as well as road signs
- Removal of advertising signs

Utilities (OTE - Hellenic Telecommunications/ EYDAP - Athens Water Supply and Sewerage Company/ DEPA - Greek National Gas System)

- Immediate restoration of damage, wear & tear in their networks

EKAB (Greek National Ambulance Service)/ Hospitals

- Deployment of ambulances at specific points along the Olympic Road Network for immediate response.
- Olympic Hospitals remain constantly on duty, with adequate staff and means

Athens 2004 Olympic Games Organizing Committee (ATHOC)

- Signs throughout the installations and venues, and open-road events' courses
- Ensuring storage areas for illegally parked vehicles towed away by the Traffic Police tow trucks
- Studies for the issue of decisions for emergency traffic arrangements

27.LEGISLATIVE ARRANGEMENTS

The legislative framework was created for the organization and operation of the Traffic Control and Monitoring Operations Room (ΘΕΠΕΚ).

Other legislation advanced concern:

- Traffic circulation arrangements in general that facilitate the work of the Traffic Police services and those of the other agencies involved (characterization of the Olympic Road Network, Olympic Lanes, additional road signs, designation of parking areas, priority streets, etc.)

- Creation of Zones (ZEEK and ZES)
- Operation of the city (store delivery hours, outdoor fruit markets, street vendors, heavy vehicle circulation, circulation of vehicles carrying hazardous materials (explosives, ammunition, toxic substances, inflammable material etc.).