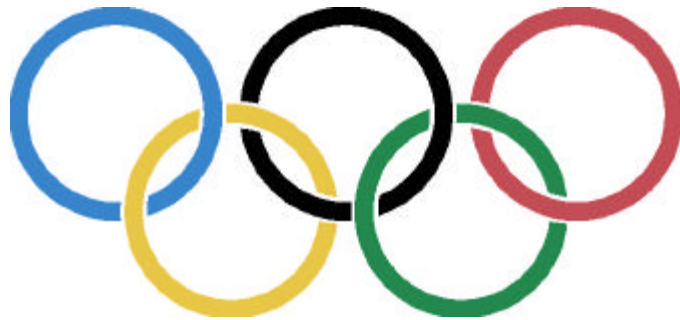


INTERNATIONAL OLYMPIC COMMITTEE



CANDIDATURE ACCEPTANCE PROCEDURE

**GAMES OF THE XXIX OLYMPIAD
2008**

**REPORT BY
THE IOC CANDIDATURE ACCEPTANCE WORKING GROUP
(hereafter "the Working Group")**

**TO THE EXECUTIVE BOARD OF
THE INTERNATIONAL OLYMPIC COMMITTEE
(hereafter "the IOC EB" or "the EB")**

August 18, 2000, Lausanne

NOTE TO THE READER

The original version of the present report was drafted in English. This is the version that was approved by all the members of the Working Group. Consequently, in the event of a discrepancy between the French and English texts of the present report, the English text shall be deemed authentic.

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INTRODUCTION

The Games of the XXIX Olympiad will be celebrated in 2008 (hereafter "the 2008 Olympic Games"). Ten cities (hereafter "the Applicant Cities") have applied to become Candidate Cities to host the 2008 Olympic Games, namely (in alphabetical order):

Bangkok, Thailand	Kuala Lumpur, Malaysia
Beijing, People's Republic of China	Osaka, Japan
Cairo, Egypt	Paris, France
Havana, Cuba	Seville, Spain
Istanbul, Turkey	Toronto, Canada

The recommendations adopted by the 110th IOC Session in December 1999 in Lausanne have resulted in fundamental changes regarding the procedure leading to the election of the Host City for any Olympic Games. Such changes have been incorporated into the Olympic Charter, more particularly Bye-law to Rule 37 (*Annex 1*). Pursuant to such provisions, a new "Candidature Acceptance Procedure" (*see also Annex 1*) was adopted on 18 February 2000 by the IOC EB. This first or preliminary phase will be led by the IOC EB which will decide, on 28-29 August 2000 in Lausanne, which cities, among the Applicant Cities, will be accepted as Candidate Cities.

The IOC EB has instructed the IOC administration to prepare and send to all Applicant Cities a "Questionnaire for cities applying to become Candidate Cities to host the Games of the XXIX Olympiad in 2008" (hereafter "the Questionnaire") (*Annex 1*), review all answers and other related information received from all Applicant Cities, and to establish, for the attention of the IOC EB, a report assessing the ability of each Applicant City – including its country – to host, organise and stage high level international multi-sports events, more particularly possibly Olympic Games. It will be up to the IOC EB to determine which cities shall be accepted as Candidate Cities. The purpose of this report is to assist the IOC EB in the preparation of its decision.

Section 1.3.3 of the "Candidature Acceptance Procedure" provides the following:

"The IOC may appoint experts and representatives, including experts from the IFs, the NOCs and the IOC Athletes' Commission. If so requested, the Applicant Cities shall receive such experts and representatives in their respective cities and shall respond to their questions. The costs of such visits shall be borne by the IOC.

The above mentioned experts shall be at the disposal of the IOC Executive Board for the performance of their duties."

In order to perform its task and prepare this report, the IOC administration, pursuant to Section 1.3.3 of the "Candidature Acceptance Procedure", has commissioned a certain number of studies and appointed a number of experts and representatives, including experts from the IFs, the NOCs and the IOC Athletes' Commission, and established an IOC Candidature Acceptance Working Group (hereafter "the Working Group") composed of the following persons (in alphabetical order) :

Professor Philippe BOVY	Transport expert Professor of Transportation Swiss Federal Institute of Technology in Lausanne Expert on the IOC Coordination Commissions for Sydney, Salt Lake City and Athens
Mr. François CARRARD	IOC Director General
Mr. Robert CTVRTLİK	Athlete representative Member of the IOC Athletes' Commission Member of the IOC Gold medallist in 1988, bronze medallist in 1992, participated in 1996 Olympic Games
Mr. Gilbert FELLI	IOC Director of Sports, Olympic Games Coordination and Relations with the International Federations
Ms. Deborah JEVANS	IF representative General Secretary of the International Tennis Federation
Mr. Olav MYRHOLT	Environment expert Member of the IOC Coordination Commissions for Nagano, Sydney, Salt Lake and Athens Member of the IOC Evaluation Commission for 2004 and 2006
Mr. Richard PALMER	NOC representative Former Secretary General of the British Olympic Association Member of the IOC Coordination Commission for Sydney IOC Advisor for NOC matters
Mr. Tullio PARATORE	Director of the Department for the Organisation of International Sports Events and International Cooperation Italian Olympic Committee Assistant Chef de Mission at ten winter and summer Olympic Games
Mr. Petter RONNINGEN	Former Director General of the Lillehammer Olympic Organising Committee Member of the IOC Evaluation Commission for 2004

Mr. Santiago de SICART	Director of Security, Barcelona Olympic Games 1992 Security expert on the IOC Coordination Commissions for Sydney, Salt Lake City and Athens
Mr. Thierry SPRUNGER	IOC Director of Control and Coordination of Operations
Mr. Howard STUPP	IOC Director of Legal Affairs
Mr. Philippe VERVEER	IOC Director of Technology

All ten Applicant Cities have replied to the IOC's questionnaire within the deadline set by the IOC (20 June 2000). All members of the Working Group have received all documentation sent by each Applicant City.

External expertise

The following outside experts have been instructed to undertake specific research and have presented reports to the Working Group in the following areas:

- | | |
|---|--------------------|
| <p>• IDATE
European Audiovisual and Telecommunications Institute</p> <p>BP 44167, 34092 Montpellier, France</p> | Telecommunications |
|---|--------------------|
- | | |
|---|--|
| <p>• Pricewaterhouse Coopers</p> <p>Avenue C.F. Ramuz 45
1001 Lausanne, Switzerland</p> | Legal aspects, finance, government structure |
|---|--|
- | | |
|--|------------------------------------|
| <p>• Swiss Federal Institute of Technology in Lausanne,
Institute of transportation and planning
Transport and environmental design unit</p> <p>EPFL, 1015 Lausanne, Switzerland</p> | General Infrastructure & Transport |
|--|------------------------------------|
- | | |
|---|-------------------|
| <p>• Decision Matrix</p> <p>Decision Software Development
77 Havelock Street, Ottawa, Ontario,
Canada</p> | Decision software |
|---|-------------------|

The Working Group has verified that all above-mentioned experts are not commissioned by any Applicant City. Their studies and reports have been performed and submitted in full independence.

Decision Matrix

Decision Matrix was formed in 1983 for the purpose of developing decision software catering to large and very specific decision problems in organisations.

The Decision Matrix software programme uses modern graphic-user interfaces to display results in an easily interpretable fashion.

Decision Matrix are experts in the development of decision models in the area of human resources, purchasing and acquisitions, strategic planning, restructuring of companies and technology forecasting. The foremost users of these programmes are large corporations in North America and Europe, government agencies and panels for the optimisation of new military hardware and strategies.

Working Group meeting

The Working Group met in Lausanne on 10-14 July 2000 and following presentations made by experts (including external), representatives and IOC Directors, decided to assess the Applicant Cities on the basis of a number of technical assessment criteria. A weighting of 1-5 (5 being the most important) was attributed to each criterion. The technical assessment criteria are :

	<u>Weighting</u>
1. Government support and public opinion	1
2. General infrastructure	5
3. Sports infrastructure	4
4. Olympic Village	4
5. Environmental conditions and impact	2
6. Accommodation	5
7. Transport	4
8. Security	3
9. Experience from past sports events	2
10. Finance :	
was not assessed as a separate criterion as financial aspects were taken into account in each of the above criteria and, as such, no weighting was attributed. However, general remarks have been included in this respect.	
11. General concept	3

The Working Group established sub-groups for the purpose of studying each above mentioned criterion in more detail.

In the performance of its duties, the Working Group has taken into account the substance of Recommendation 50 which was adopted by the 110th IOC Session in December 1999 in Lausanne. According to such recommendation, only cities adequately prepared should be authorised to be accepted as candidates, thus avoiding unnecessary expenditure for those cities not sufficiently prepared yet.

The Working Group has limited itself to the examination of technical and factual data provided by the Applicant Cities and the reports provided by external experts. The assessment has also taken into consideration the quality of the information provided by the Applicant Cities.

The Working Group has not taken into account any other considerations or criteria such as Olympic Movement general policy or geopolitical factors. Such considerations or criteria belong to the sphere of authority of the IOC EB alone.

METHOD OF ANALYSIS

Following the decision of the IOC EB to adopt a new procedure for the election of Olympic Games' host cities and, in view of the importance of this procedure, the EB considered that the assessment of Applicant Cities in Phase I should be backed up by a software decision making programme. Having considered a number of options, the IOC selected Decision Matrix to assist with the assessment of the ten Applicant Cities for 2008, based on its experience with projects of a similar nature.

In consultation with the IOC, Decision Matrix has developed the "OlympLogic" decision model - based on an already proven decision model "OptionLogic" - which computes the best option amongst a number of contenders.

Several preparatory meetings were held between the IOC administration and Decision Matrix to adapt the OlympLogic programme to enable a comparison of Applicant Cities on the basis of a number of IOC-specific criteria and to define possible analysis criteria for approval by the Working Group.

Mathematical background

Real life decisions are often based on incomplete information and subjective criteria to describe the situational parameters at hand and their inexact numerical estimates. This is also the case for the selection of future Olympic sites. Thus, it is imperative to use so-called “fuzzy logic” since the assessment criteria concerning, for example, future plans and financing, are inherently uncertain. OlympLogic caters to this uncertainty and permits the user to input “fuzzy” grades for subjective criteria, criteria for which information is incomplete, or criteria for which only estimates can be given. A “fuzzy” number is given as an interval, comprising a minimum and maximum grade. The more uncertain a criterion grade, the wider the span between the minimum and maximum grade. For example, the concept proposal of the Olympic Village of one city may be rated as 6.0 to 9.0 on a scale of 10, while another city might obtain the specific number of 6.0 where the minimum and maximum numbers are identical. Clearly, in the case of the latter city, the assessor was absolutely certain in the judgement of the concept as described by that city, with all Village components given a medium rating. In contrast, the former city proposed an Olympic Village with some elements of medium value while others were excellent. Numerous literature exists to describe the mathematics of “fuzzy logic”, for example, in Kacprzyk¹, and Böhme².

Most traditional decision models such as the widely used Average Weighted Sum cannot be used for the IOC’s assessment of Applicant Cities as these methods may mask some weak grades with strong grades when combining them to an average. The result could be misleading since the combined average of a city may be acceptable while there exists a hidden unacceptable weakness in a criterion grade.

OlympLogic overcomes this problem by using the entropy principle which simultaneously involves computing the respective performance of Applicant cities for all criteria in relation to one another. The result is that the entropy considers the volatility, turbulence, or unevenness of the grades, thus preventing the masking of weak grades and leading to more accurate results.

The entropy principle was formulated by H.L.F. von Helmholtz, a German physicist in 1847 and is the underlying basis by which the universe functions. In OlympLogic, the entropy principle is employed to measure the turbulence of the scores an evaluator gives to the criteria for assessing Applicant Cities. For example, if there are a number of criteria by which an Applicant City is evaluated and if the grades fluctuate widely between 1 and 10, the turbulence is high and thus there is a high degree of uncertainty in this Applicant. In other words, the entropy is a measure of trust in the capability of an Applicant City to host the Olympic Games. Many references describe the use of entropy in decision making, as for example, in Hwang and Yoon³.

¹ Kacprzyk J., “Multistage decision-making under fuzziness”, Verlag TÜF Rheinland, Köln, 1983.

² Böhme G., “Fuzzy Logik”, Springer Verlag Berlin, 1993

³ Hwang C., Yoon K., “Multiple Attribute Decision Making”, Section 5.3, “Entropy Method”, Springer Verlag, New York, 1981.

Evaluation Procedure

OlympLogic requires a number of steps to evaluate Applicant Cities.

1. Creation of a list of criteria to describe the readiness of a city to host the 2008 Olympic Games.
2. Not all criteria are of the same importance or weight. To account for this, weighting factors have been given.
3. Establishment of the IOC benchmark. This benchmark constitutes the minimum desirable grade for any criterion by the IOC. The Working Group set the IOC benchmark at 6.
4. Assessment of the Applicant Cities through the set of criteria.

Results

“Fuzzy” grades produce “fuzzy” results expressed by performance bars of varying length. A long performance bar indicates that the underlying grades of a particular city were very “fuzzy”. There are three basic interpretations of the results:

1. The entire performance bar lies inside the IOC benchmark. Such a city is proposed by the Working Group as a possible Candidate City for the 2008 Olympic Games.
2. The entire performance bar lies outside the IOC benchmark. In this respect, the Working Group feels that such city is not ready at this point to host the Olympic Games.
3. Part of a performance bar lies inside the IOC benchmark, while the rest of the bar is outside. The interpretation of such a scenario is as follows: If everything proposed by the Applicant City was to work perfectly, the city could be considered as a possible Candidate City. If, on the other hand, this was not the case, the city would perform at the lower end of the performance bar and thus would not be ready to host the 2008 Olympic Games.

ASSESSMENT

Below are to be found the results of the Working Group's assessment of each of the ten Applicant Cities according to the technical criteria.

The results of the assessment are two-fold : textual and graphical. The textual part comprises a brief introduction of how each sub-group approached the criteria in question, as well as an explanation as to how and why the relevant grades were awarded to the ten cities.

The graph at the end of each criterion shows the position of each of the ten Applicant Cities for the particular criteria, in relation to the IOC benchmark and in relation to each other.

DEFINITION OF TERMINOLOGY USED IN THE REPORT

Benchmark	Minimum required grade (on a scale of 0 to 10). The Working Group established the benchmark at 6.0.
Feasibility	Probability of a project being achieved in the proposed timeframe, taking into account financing, political issues, time, location, speed of growth of the city/region and post-Olympic use. A factor (value of 0.1 to 1.0) applicable to the grades, can penalise the project to which it is attributed.
"Fuzzy"	Attribute of a value used to characterize a grade, result or number in the format of an interval comprising a minimum and maximum grade, result or number.
Grade	Value (on a scale of 0 to 10) attributed by the Working Group to the main and sub-criteria for each Applicant City, reflecting the assessment of the Working Group (quality, number, location, concept, etc.)
Main criteria	Criteria defined in relation to the IOC's questionnaire to Applicant Cities and on which the assessment of cities is based. The Working Group has attributed a grade of 1-10 to each criterion.
Sub-criteria	Sub-division of a criterion by the Working Group in order to facilitate the assessment.
Weighting	Importance given by the Working Group to a main or sub-criterion in relation to other criteria or sub-criteria. A weighting with a value of 1-5 is given to each main criterion. A weighting with a value of 1-3 is given to certain sub-criteria, where judged necessary by the Working Group.

1

GOVERNMENT SUPPORT AND PUBLIC OPINION

Weighting : 1

INTRODUCTION

A low weighting (1) was attributed to this very important criterion as, in this preliminary phase, no in depth study was conducted into the matters of government support and public opinion. This will be carried out for Candidate Cities in phase II of the Candidature Procedure by the IOC Evaluation Commission. Only then would a much higher weighting be justified.

The Working Group took the following elements into consideration when reviewing the information provided by the Applicant Cities concerning government support and public opinion : general level of support provided by their governments, commitments regarding services to be provided at no cost to OCOG, the funding of general and sports infrastructures as well as coverage of shortfalls and deficits.

The Working Group established and assessed four sub-criteria, with a specific weighting factor for each of them :

	Weighting
1. Government support	1
2. Government commitment – financial aspects	1
3. Legal aspects	1
4. Public opinion	2

A grade of 1-10 was attributed to each of the above sub-criteria. These grades were then multiplied by the weighting factor attributed to each sub-criterion to achieve the minimum and maximum grade on the summary table. In conducting its work, the Working Group did not contact any government. Nor did it verify the accuracy and significance of any polls mentioned by any Applicant City.

BANGKOK

The bid enjoys the support of the Prime Minister, the Government and the Governor of Bangkok who have expressed their commitment to the bid. The government has committed to prioritising any infrastructure projects required to host the Olympic Games. The relevant authorities are committed to providing services at no cost to OCOG. In addition, all sports and non-competition venues owned by the public authorities will be made available to OCOG either at no cost or at a rental cost to be approved by the IOC.

Public opinion : The Applicant City states that a poll conducted in April 2000 showed 70% in favour of the project and 20% against.

BEIJING

The bid enjoys the support of the Chinese Government via a resolution adopted by both the Beijing Municipal People's Congress and the Beijing Municipal Committee. Most of the municipal infrastructure projects required for the Games have been included in the city's development plans.

The Beijing Municipal Government and the District and County governments have given written assurances that they will meet Olympic Games' needs in terms of funding, land, personnel, competition venues and other sports facilities. The Chinese Government and the Beijing Municipal Government will undertake to cover any shortfall.

All publicly owned venues will be made available to OCOG either free of charge or at a rental cost to be approved by the IOC.

The Beijing Municipal Government and relevant department of the Chinese Government have undertaken either to finance the construction of all necessary infrastructure projects or adopt preferential policies for their construction.

Public opinion : According to the Applicant City, an opinion poll conducted in Beijing in February / March 2000 by a survey institution, showed 94.6% in favour of the project.

CAIRO

The Egyptian Government and the Government of the City of Cairo have guaranteed to cover all necessary expenditure for Games' facilities, to undertake and finance all required infrastructure developments and to cover any deficit.

The Government guarantees to provide services at no cost to OCOG. The Minister of Youth guarantees to make available all sports and non-competition venues to OCOG.

Public opinion : there is no mention of an opinion poll. The Applicant City declares that the majority of the public supports the hosting of the Games. All 14 political parties express their support to hosting the Olympic Games.

HAVANA

The bid enjoys the support of the Cuban Government. All public institutions of Havana City, including the 15 municipalities, support the application to host the Games, together with the Cuban Olympic Committee and the National Institute of Sports, Physical Education and Recreation. The Central Government, the Havana City Government and the Governments of the 15 municipalities commit themselves, through the state budget, to providing services, sports facilities and other facilities at no cost to OCOG.

Public opinion : no opinion poll has been mentioned. The Applicant City states that the entire country supports the project to which there is no opposition.

ISTANBUL

The "Bid Committee" (IOBC) has the full support of the national and local public bodies. This is reflected in Turkey's Olympic legislation which obliges all public bodies to support the IOBC in the preparation for and the organisation of the Games.

The "Olympic Law" guarantees IOBC financial resources and, as such, the State Planning Organisation has incorporated related investment into the eighth, "Five Year Development Plan". State subsidies will cover the capital investment needed to stage the Games. All services will be guaranteed to OCOG at no cost.

Public opinion : According to the Applicant City, the results of an opinion poll conducted in Istanbul in October 1996 show that 96.2% of the population of Istanbul supports the organisation of the Games.

KUALA LUMPUR

The relevant Federal Ministers and the Lord Mayor of Kuala Lumpur support the bid. Government support is demonstrated by the agreement of the Malaysian Prime Minister to be Chairman of the 2008 Olympic Games Committee.

The information provided by the Applicant City concerning Government contributions was unclear. The Government has agreed that services and all publicly owned sports stadiums and venues will be available at no cost to OCOG.

Public opinion : no opinion poll has been mentioned. According to the Applicant City, there is widespread support for staging the 2008 Olympic Games. On November 6th 1999, over two million Malaysians walked in support of the 2008 Olympic Games' bid.

OSAKA

The Osaka bid enjoys the unanimous support of the Osaka City Council (1995), the Osaka Prefecture and other National Associations and was approved by the Japanese Government in December 1998. The Government has pledged financial support to Osaka City in constructing major sports facilities and infrastructure required for the Olympic Games. Osaka's solid financial standing enables the city to provide most of the financial support required for the organisation of the Games.

The National Government and Osaka Prefecture will provide infrastructures and services at no cost to OCOG. The Government has promised to cover up to half of the construction cost of major sports infrastructure required for the Games.

Public opinion : The Applicant City states that the results of an opinion poll held in 1994 in Osaka show 79.4% in support of the bid. Opposition : The Japanese Communist Party in the City Council (15 out of 90 seats) declared itself against the bid in July 1999, a change from its former favourable position.

PARIS

The Paris bid enjoys the support of the City of Paris, the Ile-de-France Region, the State and the NOC which have jointly constituted a group of Public interest (GIP) to present the bid. The Government is committed to taking all necessary means, notably on a financial level, to guarantee the successful organisation of the Games.

The public authorities undertake to cover the cost of Olympic Games' capital investments.

Public opinion : According to the Applicant City, an opinion poll carried out on 16th-17th November 1999 shows 79% of the citizens of the Ile-de-France region in support of the project.

SEVILLE

The Seville 2008 project enjoys the support of all public administration : local, provincial, regional and state. The financing of the sports venues and infrastructure is fully guaranteed by the budget of the Public Administration including services, human resources and sports venues (private and public) at no cost to OCOG.

Public opinion : The Applicant City states that an opinion poll conducted in May 2000 shows 76.2% of Seville citizens to be familiar with the project and 93.3% of these to be in favour.

TORONTO

The application of Toronto enjoys the support of the Federal Government, the Government of Ontario, the City of Toronto and the Greater Toronto area (Regional Government). The Government of Ontario has agreed to provide a guarantee in respect of any cost overrun in the Games operational budget.

The Government of Canada has signed a covenant in which it commits to providing all services within its jurisdiction at no cost to OCOG. The province of Ontario and the City of Toronto have agreed to provide services within their jurisdiction at no cost to OCOG. The Regional Government signed a memorandum which includes cost-sharing arrangements for the construction and/or upgrade of competition and training venues located in their respective municipalities.

Public opinion : The Applicant City states that a nation-wide opinion poll conducted in May 2000 shows 90% of Canadians in support of Toronto's application to host the Olympic Games.

GOVERNMENT SUPPORT AND PUBLIC OPINION – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	5.3	6.0
Beijing	6.8	7.4
Cairo	5.4	6.1
Havana	5.3	6.0
Istanbul	6.1	6.7
Kuala Lumpur	5.1	5.7
Osaka	6.7	6.7
Paris	6.7	6.7
Seville	6.7	6.7
Toronto	6.8	7.5

2

GENERAL INFRASTRUCTURE

Weighting : 5

INTRODUCTION

The Games of the Olympiad are the largest sports event in the world with 28 sports competitions held almost simultaneously in multiple venue locations during 17 days. Transport requirements for the more than 150,000 accredited participants / Olympic family and often more than 500,000 spectators per peak day, place considerable pressure on any metropolitan transport system.

High capacity transport infrastructures are required to handle Olympic traffic loads superimposed on general metropolitan traffic. Since transport infrastructures take much time to be developed and require very heavy investments, a two-level analysis of existing and planned general transport systems and their performance was conducted for each Applicant City.

Airport and all forms of high capacity urban rail public transport, expressway and metropolitan motorway transport systems were examined according to two sub-criteria :

- a) existing general transport infrastructure and its current performance;
- b) general transport infrastructure planned to be in place in 2008 in relation to the Games' concept presented by each Applicant City.

Both sub-criteria were graded on a scale of 1-10 as defined below :

1	2	3	4	5	6	7	8	9	10
Unsatisfactory				Average					Excellent

For sub-criterion b) which pertains to the future situation in 2008, a feasibility factor with values between 0.1 and 1.0 was assigned. This factor reflects the potential ability of the city to complete all planned transport and supporting infrastructures by 2008.

Feasibility factor :

0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
Unfeasible		Low probability		Moderate probability			High probability		Feasible

BANGKOK

The fast-growing capital of Thailand with its 9 million inhabitants is well-known for its traffic congestion. New elevated toll expressways and a brand new elevated metro system have been put into service to help relieve this congestion. However, due to the ever increasing motorization and urban sprawl on both sides of the river, these new developments do not appear to have had much effect on traffic fluidity.

BANGKOK	Minimum	Maximum
Current metropolitan transportation performance	2	5

Huge metropolitan expressways, a high capacity public rail transport system, as well as a new 50 million passenger airport, are planned and announced to be in service for the 2008 Games. Composed of 150 km of new high capacity expressways and more than 200 km of high performance urban rail and light railway systems, this programme, in particular its rail public transport component, appears extremely ambitious over a 7 year time span.

If Bangkok were able to execute all planned improvements by the year 2008, the general infrastructure would be satisfactory in relation to the proposed Games concept.

BANGKOK	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.2	5	7

BEIJING

Beijing, the fast growing capital of China (more than 10.5 million inhabitants) is witnessing considerable motorised traffic growth and substantial congestion. Its subway system (two lines) is being developed, but is challenged to meet the huge surge of mobility demand generated by economic development and fast expanding urban sprawl.

BEIJING	Minimum	Maximum
Current metropolitan transportation performance	4	6

The amount of transport infrastructure to be delivered for 2008 is very challenging : 2 new ring roads totalling 200 km, 3 light rails of 65 km and 2 subway lines of 45 km including the "Olympic Green" link are planned.

If Beijing were able to execute all planned improvements by the year 2008, the general infrastructure would fit in well in relation to the proposed Games concept.

BEIJING	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.6	6	8

CAIRO

Cairo, the fast growing capital of Egypt (population 12 - 16 million) is experiencing significant transportation problems due to the pressures of traffic growth combined with an overall insufficiently developed main transport infrastructure. Traffic conditions are difficult and most public transport systems lack reliability.

CAIRO	Minimum	Maximum
Current metropolitan transportation performance	1	4

A third, very long east-west subway line, a full metropolitan ring motorway, as well as many other road projects are planned to help relieve current transport problems and bottlenecks. The considerable amount of planned new transport infrastructure does not seem feasible in the short time span to 2008.

If Cairo were able to execute all planned improvements by the year 2008, such improvements would not necessarily have a significant impact in relation to the proposed Games concept, other than possibly to alleviate some traffic congestion around Games venues.

CAIRO	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.2	1	3

HAVANA

Havana, the capital of Cuba, has a population of 2 million. Its transport system, especially as regards public transport, is limited and would require comprehensive improvements to face the burden of a huge transport and logistics organisation such as the Olympic Games.

HAVANA	Minimum	Maximum
Current metropolitan transportation performance	1	3

Transport improvements are planned for 2008, but do not seem sufficient to substantially improve current transport drawbacks.

The general transport infrastructure planned to be existing in 2008 does not appear to be sufficient in relation to the extremely dispersed Games' concept proposed by the Applicant City.

HAVANA	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.2	1	3

ISTANBUL

Istanbul is one of the World's fastest growing metropolis', with a population of more than 12 million straddling the Bosphorus. The arterial road and public transport systems are under great pressure to face up to rapidly growing traffic demands. The pressure is such that more than 50% of public transport is serviced by minibuses or shared taxis.

ISTANBUL	Minimum	Maximum
Current metropolitan transportation performance	5	6

Substantial major transport infrastructures are planned on the European side of the metropolis (where more than 90% of the Olympic Games are planned to be held) to substantially strengthen both the highway/expressway system (50km) and the rail system (135 km of metro, light-rail and suburban rail).

If Istanbul were able to execute all planned improvements by the year 2008, the general infrastructure would fit in well in relation to the proposed Games concept.

ISTANBUL	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.4	6	8

KUALA LUMPUR

With its strong developing economy, the Kuala Lumpur metropolitan area with a population of 1.3 million, has witnessed very sharp increases in car ownership, one of the highest in South East Asia. Impressive developments in new rail public transport systems have been made, as well as new expressway facilities to cope with increasing highway traffic demands.

KUALA LUMPUR	Minimum	Maximum
Current metropolitan transportation performance	5	7

The planned development of new transport infrastructures appears to be reasonable for such a metropolitan area.

The general infrastructure would appear to fit in well in relation to the proposed Games concept although its assessment is somewhat difficult due to the lack of details on the maps submitted.

KUALA LUMPUR	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.8	5	8

OSAKA

With a population of more than 16 million, the Osaka metropolis is the second largest in Japan. Very close to Nara and Kyoto, two former imperial capitals, Osaka faces the interior Sea of Japan along with Kobe. The new Kansai Airport is directly linked to Osaka by expressway, express rail, and high speed boats.

OSAKA	Minimum	Maximum
Current metropolitan transportation performance	7	8

Most of the infrastructure is in place and new elements for 2008 are part of the general mobility improvements planned for the Osaka Region.

The general infrastructure would fit in particularly well in relation to the proposed Games concept.

OSAKA	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.8	9	10

PARIS

Paris is the centre of the Ile de France Region (11.5 million population). During most of the year the reserve capacity on the central expressway system (Boulevard Périphérique) and most radial motorways is limited, but significant improvements can be registered during the end of July / early August period due to substantial vacation traffic reductions. Paris has one of the most powerful and dense public rail transport systems with 12 subway lines and 4 regional express metro lines. During the 1998 Football World Cup, more than 75% of spectators used public transport to the Stade de France.

PARIS	Minimum	Maximum
Current metropolitan transportation performance	7	8

The amount of planned new transport infrastructure is reasonable. All proposed projects have already been included as part of the normal governmental transport development procedures.

The general infrastructure would fit in particularly well in relation to the proposed Games concept.

PARIS	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.9	9	10

SEVILLE

Seville, the capital city of Andalusia with a population of 700,000, is the smallest of the ten Applicant Cities. Traffic conditions are typical of a city of such size, with usual congestion linked to economic and tourist activities. Significant efforts are being made to improve general traffic conditions and in particular to upgrade public transport.

SEVILLE	Minimum	Maximum
Current metropolitan transportation performance	5	6

Based on the maps presented, no precise idea of the transport concept was made available. A new light-rail system is in an early planning stage and no commitment has yet been made on any system (labelled as metro by the Applicant City). Many technical and financial issues are to be resolved before such a system could be implemented.

Due to the magnitude of Summer Olympic Games traffic, it is uncertain that the proposed Games' concept and planned new transport infrastructures will adequately meet requirements.

SEVILLE	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.5	4	8

TORONTO

With a population of 4.2 million, Toronto is the largest metropolis in Canada. The project takes advantage of Toronto's location along the waterfront of Lake Ontario. Like almost all North American cities, Toronto has a low average urban density and therefore relies heavily on an extensive system of motorways and expressways. But in contrast to most cities of North America, Toronto has a rather elaborate and efficient public transport system with rail facilities, metro, suburban rail, light rail, etc.

TORONTO	Minimum	Maximum
Current metropolitan transportation performance	7	8

The planned development of new transport infrastructure appears to be reasonable for such a metropolitan area. However, it is not known to what extent Olympic land development on Lake Ontario is feasible.

The general infrastructure would fit in particularly well in relation to the proposed Games concept.

TORONTO	Feasibility	Minimum	Maximum
Future transport infrastructure related to Olympic Games	0.8	7	9

SUMMARY TABLE – GENERAL INFRASTRUCTURE CRITERIA

Applicant City	Minimum Grade	Maximum Grade
Bangkok	1.5	3.2
Beijing	3.8	5.4
Cairo	0.6	2.3
Havana	0.6	1.3
Istanbul	3.7	4.6
Kuala Lumpur	4.5	6.7
Osaka	7.1	8.0
Paris	7.6	8.5
Seville	3.5	5.0
Toronto	6.3	7.6

TELECOMMUNICATIONS (as part of General Infrastructure)

The IOC questionnaire for Applicant Cities does not include questions on telecommunications as it was considered that replying to detailed questions in this area in Phase I would require Applicant Cities to undertake in depth studies which should rather be dealt with by Candidate Cities in Phase II. For this reason, no specific grades have been given.

Nevertheless, telecommunications is an important component of the general infrastructure necessary to organise the Olympic Games. Therefore, the IOC has commissioned the European Audiovisual and Telecommunications Institute (IDATE) to provide a background report on the telecommunications situation in each of the countries of the Applicant Cities. The report deals with matters such as regulation, fixed and mobile telephony, data network and Internet, International telecom and cable TV.

The IDATE report indicates that the ten Applicant Cities can be divided into 3 main levels :

<p>Cities / countries which already have the necessary telecommunications infrastructure to support the Olympic Games</p>	<p style="text-align: center;">Istanbul Kuala Lumpur Osaka Paris Seville Toronto</p>
<p>Cities / countries which do not yet have the necessary telecommunications infrastructure to support the Olympic Games, but which are rapidly developing this infrastructure</p>	<p style="text-align: center;">Bangkok Beijing To a lesser degree, Cairo</p>
<p>Telecom liberalisation does not appear to be planned in Cuba; the level of infrastructure development is presently very low, both in telecom and Internet sectors. Whilst the Havana network is fully digitised, the majority of Cuba's telephone equipment is old. The penetration rates are amongst the lowest in the world, both for fixed and mobile services. Growth in the near future would require investments far more substantial than the present levels.</p>	<p style="text-align: center;">Havana</p>

3

SPORTS INFRASTRUCTURE

Weighting : 4

INTRODUCTION

The Working Group assessed the sports infrastructure taking into account the following types of facilities :

- **Existing** facilities (facilities already built)
- **Planned** facilities (facilities planned and budgeted irrespective of the application to host the Olympic Games)
- **Additional** facilities (facilities to be built only if the city is awarded the Olympic Games to meet Olympic requirements)

Firstly, and in order to have an overview of the sports infrastructure, the percentage of existing, planned and additional facilities was calculated for each city.

These percentages were then given a weighting of 1 to 3 for each sport in relation to the complexity of construction of the facilities in question. If a facility was regarded as complicated to build, the sport concerned was given a 3; if the facility was regarded as “easy” to build, a weight of 1 was given to the respective sport (e.g. the Olympic stadium and swimming facilities were given a 3).

Each group of facilities (existing, planned and additional) was judged against the following sub-criteria :

- **Quality** (date of construction and spectator capacity)
- **Sports concept** (suitability of the project with the IOC's preference to have all sports located within a 50km / one hour radius of the Olympic Village)

These grades were then balanced by a **feasibility factor** determined by the potential of completing the project, the pertinence of the choice for the proposed sport, post-Olympic requirements, etc.

For each Applicant City, the final sports infrastructure grade was determined by adding the grade given to each group of facilities (existing, planned and additional) proportionally to their percentage.

Certain cities do not appear to have evaluated the possible use of facilities in Olympic mode. On the other hand, the majority of cities indicating a low number of existing sports facilities in their application appear to have better studied Olympic needs. Different

interpretations seem to have been used for “planned” and “additional” facilities. For certain cities, “planned facilities” are only those for which a decision has been taken and a budget allocated. For other cities, the same designation appears to be the expression of a wish or intent. This is reflected in the feasibility factor attributed by the Working Group.

Note: The proposed dates of the Olympic Games and whether these are suitable for the Applicant Cities is taken into account in the section of the report dealing with “Environmental Conditions and Impact”.

BANGKOK

The sports facilities are grouped in four major competition sites, two of which will host seventeen sports. Even though the application states that twelve sites will be located near the Olympic Village, the Main Stadium (athletics, football final and ceremonies), as well as five sports with a large quota of athletes, will be located 52 km away from the Village. Sailing, beach volleyball, cycling (road and mountain bike) and triathlon will take place at Jomtien Beach, 209 km away from the Olympic Village.

The existing sports facilities mentioned in the application are considered to be of a good standard since the majority were used for the 1998 Asian Games. There is concern however as to whether construction of new venues would be completed in time, given that the 1998 Asian Games commenced with some venues still under construction. Amongst the venues to be constructed for the Games three sports with a weighting of 3 are concerned.

Concern was expressed regarding the overall sports concept - and this is reflected in the low rating – taking into account the location of the Olympic Village in relation to five major sports, including the Main Stadium.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	80%	7	8	2	4	0.8	1
Planned	-	-	-	-	-	-	-
Additional	20%	10	10	4	6	0.5	0.7

BEIJING

Facilities for eleven sports, as well as the Olympic Stadium, will be located in one site, close to the Olympic Village. The other facilities are spread between 14 different sites, between 6 and 20 km from the Village. Rowing, canoe-kayak, equestrian, triathlon and modern pentathlon will be located 35 km away from the Village. Sailing will take place at Qingdao, 667 km away.

The majority of existing sports facilities were used for the 1991 Asian Games and may require some major work to meet Olympic requirements. Some facilities required for the Games are planned to be constructed by 2007 which may be too late to hold test events. The Olympic Stadium will only be built if the Games are awarded to Beijing. Three of the planned venues have a weighting of 3.

The overall sports concept in relation to venue locations and the Olympic Village is good.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	48%	6	7	7	9	1	1
Planned	41%	7	8	7	9	0.9	0.9
Additional	11%	10	10	7	9	0.7	0.9

CAIRO

The majority of sports facilities, including the Olympic Stadium, appear to be located in one site 18 km from the Olympic Village. Sailing will take place in Alexandria (260 km), rowing and canoe-kayak at Ismalya (150 km) and shooting (45 km) from Cairo.

The feasibility of the sports concept seems to be a challenge as many of the sports are proposed at the same venues and too many sports are clustered at one site. Some facilities were built for the 1991 All Africa Games and may require major work to meet Olympic requirements.

Based on the information provided by the Applicant City, the Working Group noted an overall lack of clarity which is reflected in the span of grades.

The Olympic Village appears well situated for the majority of sports.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	71.5%	6	7	5	8	0.5	0.8
Planned	9%	6	8	5	8	0.6	0.8
Additional	19.5%	10	10	5	8	0.6	0.8

HAVANA

Six sports facilities are grouped together in one site, 17 km from the Olympic Village. Other venues are spread across the city between 7 and 18 km from the Village, with the exception of badminton which will be located 45 km from Havana.

Many of the existing sports venues do not appear to be of Olympic standard or have the required spectator capacity even though some of them were built for the 1991 Pan-American Games. Major work may be required to ensure that these facilities meet Olympic requirements.

The Main Stadium is relatively small and it is proposed to increase capacity to only 50,000 for the Olympic Games.

The Olympic Village is situated in close proximity to the majority of sports facilities. However, concern was expressed with regard to access given their dispersion.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	80.5%	2	6	4	6	0.6	0.9
Planned	3.5%	7	8	4	6	0.4	0.6
Additional	16%	10	10	4	6	0.4	0.6

ISTANBUL

One major competition site will contain sixteen sports and the Olympic Stadium. With the exception of sailing, equestrian, archery and tennis, all sports facilities are located in the city between 2 and 26 km from the Olympic Village. Sailing will be located 42 km away from the Village. Equestrian, archery and tennis will take place at Klassis (75 km). Facilities exist for equestrian and archery. No explanation is given as to why tennis should be so far from the Village.

The existing facilities are of a relatively good quality. Required facilities for approximately 50% of sports will only be built if Istanbul is awarded the Games and some concern was raised regarding their post-Olympic use.

The Olympic Village appears to be well situated in relation to the majority of sports facilities.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	34%	6	8	6	8	1	1
Planned	10.5%	7	8	7	8	0.8	0.9
Additional	55.5%	10	10	7	8	0.7	0.9

KUALA LUMPUR

The sports facilities in the city will be located at four main sites, with the majority of sports less than 30km from the Olympic Village.

Concern was raised over the fact that four sports would be located 60km from the Village, two sports 80km from the Village and the shooting venue one hour away by plane.

The application states that 91% of facilities required for the Games exist. The majority were used for the 1998 Commonwealth Games and are considered to be of a good standard. However, it must be noted that an analysis of Olympic requirements does not appear to have been carried out. The additional facilities required will only be built if Kuala Lumpur is awarded the Olympic Games.

Concern regarding the overall sports concept and the location of some of the sports venues for the Olympic Games in relation to the Olympic Village, is reflected in the low rating.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	91%	7	8	3	5	0.6	0.7
Planned	-	-	-	-	-	-	-
Additional	9%	10	10	3	5	0.7	0.8

OSAKA

Facilities for six sports, including the Olympic Stadium, will be located in one site situated on Maishima Island adjacent to Yumeshima Island where the Olympic Village will be built. The remaining sports facilities are spread around the city between 5 and 28 km from the Olympic Village. Rowing will be situated 127 km away from the Village, canoe-kayak and mountain bike 78 km away. Shooting and triathlon will be located 45 km away from the Olympic Village.

The proposed location of the Olympic Village close to the Olympic stadium and six sports on man-made islands is good but concern was expressed with regard to access due to this island concept. For canoe-kayak and rowing, a second Village is proposed.

The existing venues are believed to be of good quality. Five planned facilities with a weighting of 3 will only be built should Osaka be awarded the Games. The scale and feasibility of this construction plan raises concerns as to post-Olympic use.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	43%	8	9	8	9	1	1
Planned	19.5%	8	9	7	8	0.7	0.9
Additional	37.5%	10	10	7	8	0.5	0.8

PARIS

The sports facilities are previewed in 3 main sites, one of which will be close to the Olympic Village and includes the Olympic Stadium.

With the exception of rowing, canoe-kayak, mountain bike and sailing, the distance from the Olympic Village to all sports facilities is between 3 and 23 km. Rowing and canoe-kayak will be 37 km away, mountain bike 39 km and sailing 470 km away from the Olympic Village.

The existing venues are of a good standard and five of these have a weighting of 3. Of the additional facilities that will only be built if Paris is awarded the Games, the Applicant City states that five of the 11 required facilities will be permanent and clearly identifies post-Olympic needs. Only one of these facilities has a weighting of 3.

The overall sports concept in relation to venue locations and the Olympic Village is good.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	53.5%	8	9	8	9	1	1
Planned	12.5%	7	9	8	9	0.8	1
Additional	34%	10	10	8	9	0.7	0.9

SEVILLE

The sports facilities will be located between four main sites, the largest of which will contain ten sports including the Olympic Stadium. The majority of sports facilities are located between 2 and 20 km from the Olympic Village. Sailing and equestrian will be situated in Cadiz (approximately 100 km away from the Olympic Village) where a second village is proposed. The 2002 World Equestrian Games will take place in Cadiz.

A good percentage of facilities exist and are of good quality, although some additional work is required to meet Olympic standards. Of the five required facilities, two have a weighting of 3. Concerns were raised as to post-Olympic use for some facilities due to the size of the city.

The Olympic Village appears to be well situated in relation to the majority of sports facilities.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	71.5%	7	8	7	8	1	1
Planned	7%	7	9	6	8	0.7	0.9
Additional	21.5%	10	10	6	8	0.7	0.8

TORONTO

The sports facilities will be located in 3 sites (the largest of which will contain the Olympic Stadium and the Olympic Village) with the exception of canoe slalom (124 km away from the Olympic Village), cycling - road and mountain bike - (84 km and 109 km), equestrian (63 km) shooting (50 km) and archery (37 km) from the Olympic Village. For these five sports, no reason has been provided for their distance from the Olympic Village.

With these exceptions, the overall location of the venues is considered to be good. However, concern was raised regarding the location of the sprint canoe and rowing course adjacent to the Olympic Village, which may cause significant security and access problems to the Village.

The existing facilities are of a good standard. Of the facilities to be built if Toronto is awarded the Games, four have a weighting of 3. There could be some doubts with regard to the post-Olympic use of some of these.

Concern over the location of two sports immediately adjacent to the Olympic Village and five sports over 50km away from the Village, as compared with the good standard and overall location of the majority of facilities, is reflected in the wide span of grades on the chart.

Facilities	Percentage	Quality		Sport concept		Feasibility	
		min	max	min	max	min	max
Existing	52%	8	9	7	9	1	1
Planned	5.5%	7	8	6	8	1	1
Additional	42.5%	10	10	6	8	0.7	0.9

SPORTS INFRASTRUCTURE – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	3.6	5.9
Beijing	6.3	7.9
Cairo	3.1	6.3
Havana	2.0	5.3
Istanbul	5.9	7.9
Kuala Lumpur	3.1	4.6
Osaka	6.0	8.0
Paris	7.2	8.5
Seville	6.5	7.8
Toronto	7.2	8.6

4

OLYMPIC VILLAGE

Weighting : 4

INTRODUCTION

The "IOC Olympic Village Guidelines and NOC Requirements" call for an Olympic Village capacity of 16,000 (athletes and team officials) and the Working Group has taken this figure into consideration when reviewing the Applicant Cities' plans for the Olympic Village. While awaiting revised figures from the IOC, the Applicant Cities appear to have based their capacity figures on past Summer Olympic Games Villages, i.e. 15,000. Values from 1 to 10 were assigned to each city based on the four following sub-criteria :

1. Location of the Village (with particular emphasis on travel time to venues)
2. Post-Olympic use
3. Overall Village concept
4. Financing of the Village

The sub-criteria were weighted in the following manner :

- | | |
|--------------------|------------------|
| - Location | high weighting |
| - Post-Olympic use | low weighting |
| - Overall concept | medium weighting |
| - Financing | low weighting |

BANGKOK

The proposed location of sports venues is quite widespread from the Olympic Village and concern was raised in terms of Games transport. Some of the more important sports venues would be located at significant distances from the Olympic Village and could cause concern for athletes and officials. The Olympic Village is not ideally located in regard to non-sports venues in the city.

For sports located over 50km away from the Olympic Village, no alternative housing solution is mentioned. It should also be noted that some of these venues are over 200km from the Olympic Village.

There would be no apparent problems in extending the existing athlete village and University campus (used for the 1998 Asian Games for 10,000 athletes and officials) to meet the IOC requirement of 16,000, even though the application proposes accommodation for 15,000.

Post-Games, the Village will provide additional campus accommodation. No details are provided concerning the financing of the Village.

BEIJING

The proposed location of the Olympic Village in relation to the sports venues is excellent, with the exception of the sailing venue (667 km away). It was generally felt that athletes would not have to spend a significant amount of time travelling to the venues.

The financing of the Village is viewed as low risk and will be a partnership between the private sector and the Government, with the Government providing the land and constructing the accommodation.

Accommodation capacity is for 15,000.

Generally, the concept is good and clearly presented. Post-Games, the Village will be used for residential housing (rented or sold).

CAIRO

The Olympic Village is well located in regard to athlete access to the venues. Two sub-villages would be required, though are not mentioned in the application. The construction of the Village is a Government and private sector partnership.

The overall concept of the Village is considered satisfactory, but lacking in detail – particularly regarding the post-Olympic use of the Village.

HAVANA

No detail is provided regarding the concept of the Olympic Village, its capacity or construction.

The Village would be centrally located in relation to the sports venues, with manageable athlete travel distances.

The financing of the project would be Government controlled and post-Games the Village would be used for social housing.

ISTANBUL

The proposed location of the Olympic Village is considered to be satisfactory, though there is some concern regarding travel times to and from the venues due to extensive infrastructure requirements. No information is provided regarding a sub-village for archery, equestrian and tennis.

In addition to existing laws, the promise by the Government to build the required facilities if the Games are awarded to Istanbul, provides a solid degree of financial security for the project.

The post-Olympic use of the Village is for social housing and is included in Istanbul's Master Housing Plan.

KUALA LUMPUR

The Olympic Village is not ideally located as several venues such as volleyball, rowing and cycling are some distance away. In addition, air travel would be required between the Olympic Village and the shooting venue. No details are provided as to alternative accommodation for these outlying sports.

The Government has provided assurances regarding the financing and construction of the Village.

Accommodation capacity for 20,000 athletes and officials will easily meet IOC requirements and post-Olympic use is as University campus housing.

OSAKA

The proposed Olympic Village is considered to be well located in relation to the sports venues with 80% of these within 20km of the Village. A sub-village for rowing is proposed at 40km from the venue.

The “island concept”, whilst novel, raises some positive and negative issues, mainly in terms of security and movement of people.

The concept of individual rooms for each athlete was seen as highly desirable but ambitious.

Post-Games, the Village would be used for residential accommodation (rented or sold). Financing would be through private and public funds, including national and local government subsidies.

PARIS

The location of the proposed Olympic Village in relation to the sports venues is considered to be excellent, with the exception of the sailing venue (470 km away).

The concept of the Olympic Village is not detailed but is sufficient for the construction of such a village in a major city.

Plans for financing are not clear, particularly in terms of ownership responsibility.

Post-Games use was considered to be a minor issue in such a large city. No mention is made regarding the capacity of the proposed villages.

SEVILLE

The location of the proposed Olympic Village in relation to the sports venues is considered acceptable due to the size of the city. A sub-village is proposed for sailing and equestrian.

The concept of the Olympic Village is a complicated one involving the relocation of a dockland area, building on industrial land and providing housing for 16,250 on 35 hectares. The waterfront location would be an attraction.

Financing would be provided by private and public funds. Post-Games use would be affordable social housing.

The proposed capacity is 16,250.

TORONTO

The location of the proposed Olympic Village in relation to the sports venues is considered to be generally good. The island location raises some positive and negative issues, particularly in terms of security and movement of people. In addition, concerns exist regarding possible congestion should a large number of sports venues be built in close proximity. Distances to many of the sports venues is minimal. Equestrian, mountain biking, shooting, and cycling are located some distance away.

The canoe and rowing course planned adjacent to the Olympic Village is perceived as a potential problem in terms of Village access and security.

Financing of the Olympic Village revolves around Government owned land, to be privately constructed and sold after the Games; a system which has proved reliable at previous Games. Post-Games, the Village will provide accommodation for Toronto's urban development programme.

The proposed capacity is 15,000.

OLYMPIC VILLAGE – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	5.3	6.8
Beijing	8.0	9.0
Cairo	4.4	6.5
Havana	6.8	8.1
Istanbul	5.5	7.2
Kuala Lumpur	5.3	6.8
Osaka	5.8	8.2
Paris	7.2	8.7
Seville	7.2	8.6
Toronto	5.9	8.0

5

ENVIRONMENTAL CONDITIONS AND IMPACT

Weighting : 2

INTRODUCTION

The assessment of this criterion was based on a single question to Applicant Cities: "What environmental impact do you foresee by staging the Olympic Games in your city?". In carrying out its assessment the Working Group concluded that environmental impact would be a reflection of the current environmental conditions of the city, the consequences of land use and resource consumption, of new construction and infrastructure, versus the utility of new development in the context of the city's needs, also offset against positive environmental initiatives and mitigation efforts.

The criteria used were:

1. Current environmental conditions (weight: 1)
 2. Environmental impact (weight: 3)
 3. Projects and organisation (weight: 2)
-
1. The assessment of current environmental conditions focused on the basic assumption that certain conditions are conducive to athlete performance and spectator comfort. Climatic conditions were included along with air and water quality. In two instances cities recommended holding the Games at a later date to accommodate better conditions, and this was reflected in the assessment as a wider grading.
 2. The environmental impact of the Olympic Games in a city is based on several factors and variables. Given the complexity of the matter, the assessment was based on a broad impression of the information delivered by the Applicant City, estimated on a scale from negative to neutral to positive environmental impact. In cases where exact information was unclear or absent and a prospect for wider potential was present, a wide span of grades was used to allow for this uncertainty and potential.
 3. Projects and good organisational capacity and skill serve as a measure to offset or mitigate negative impact. Good, relevant projects created to improve environmental conditions already existing in the city, or to counteract or balance the expected negative impact of the Olympic project, can bring a positive environmental legacy for the city.

BANGKOK

While air and water quality are fairly low at the present time, the city of Bangkok is making strides in improving environmental quality. The government currently has several major environmental clean-up and infrastructure programmes, and these will be accelerated in view of Olympic Games' requirements. Much new construction and infrastructure development is planned; the information regarding environmental impact is not deemed as sufficiently precise to assess an exact outcome, and while the envisaged projects are undoubtedly positive, the lack of concrete plans introduce a level of uncertainty about the total environmental effect of the Games.

BEIJING

While Beijing is planning much new construction for the Games, it is in line with long-term sports, recreation and housing planning for the city. The large land area to be used for the "Olympic Green" is a dedicated urban development zone. The city's urban growth problems result in pollution and traffic congestion, and environmental plans and projects address some of these, such as environmentally-friendly housing for the Olympic and Media Villages. Beijing recommends hosting the Games at the end of August and beginning of September, a cooler and less rainy period.

CAIRO

Cairo faces enormous environmental challenges and, while the Olympic Games could offer excellent opportunities to address these, limited attention is given to the environment in the application. The location of Olympic facilities will be in an area of low environmental impact. However, some of the venues need to be constructed. Improved public transportation and less polluting fuel is an envisaged legacy of the Games. The climatic conditions at the proposed time of the Games can be uncomfortably hot. Therefore Cairo proposes holding the Games the last two weeks of September and into October.

HAVANA

Havana is relatively richly endowed in terms of environmental conditions and, given the envisaged use of existing sports facilities scattered around the urban area, environmental impact is moderate. While newly-introduced legislation will cope with some issues, there is a lack of detailed information which could have served to elaborate the city's plans and projects in the field of the environment.

ISTANBUL

Istanbul's plans for environmental improvement as part of the Olympic development are integrated into the overall project and seen as a major legacy of the Games. It is proposed that the impact of the Games will be offset by thorough environmental mitigation efforts in housing development, urban public transport, erosion control, water and air quality improvement as well as other areas.

KUALA LUMPUR

The environmental information provided by Kuala Lumpur is very limited, but states that partly due to little need for new construction, the environmental impact will be moderate. Stringent environmental legislation safeguards the environmental quality of the construction required for the Games.

OSAKA

Osaka aims to stage exemplary Games from an environmental point of view, and utilisation of the most advanced "green" technology is a central element. The Olympic Village and other facilities will be constructed in an environmentally-friendly manner. Osaka has established environmental Games' guidelines. The environmental impact of the Games is addressed through an advanced environmental audit system, and relevant measures will be devised based on this and the guidelines, minimising negative effects of the Games. However, the environmental quality of the landfill of the Olympic islands is not detailed. Several other projects in various areas are envisaged.

PARIS

The Olympic Games are seen as an opportunity to upgrade and re-develop the northern, formerly industrialised sector of Paris, and the required construction falls within the city's desired urban development and environment plans. Major principles for an environmental policy and management plan as an integrated part of the overall project have been defined. The approach will be pro-active, focusing on pollution clean-up, transport and improvement of environmental management and quality of the urban landscape. Paris experiences periods of severe transport-related air pollution.

SEVILLE

The application states that the city intends to address public transport, energy consumption, greening of the city landscape and wastewater treatment. The environmental strategy draws on the guidelines set by the Local Agenda 21. Spells of high temperatures can be experienced during the time of the Games.

TORONTO

Environmental management will be integrated in all aspects of the Games, and a progressive environmental policy outlines the guiding principles. A rigorous assessment process will be put in place to meet the challenges of environmental impact, and ensure the enhancement of quality of life and the surrounding bioregion of Toronto. New facilities and infrastructure will provide an international model for sustainable living in terms of design, pollution and waste minimisation and energy management. Environment-friendly technologies will be used in transportation.

ENVIRONMENTAL CONDITIONS AND IMPACT – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	4.3	6.2
Beijing	5.3	6.8
Cairo	2.8	3.8
Havana	4.3	5.3
Istanbul	5.8	7.2
Kuala Lumpur	3.0	4.8
Osaka	7.0	8.0
Paris	7.0	8.0
Seville	5.0	6.8
Toronto	7.5	8.2

6

ACCOMMODATION

Weighting : 5

INTRODUCTION

In carrying out the assessment of accommodation, the following factors have been taken into consideration :

IOC needs: according to the IOC's requirements for phase 2 of the 2008 candidature process, the number of rooms required is :	31,500
+ a contingency (approximately 15%) for rooms not available due to the regular needs of the city, business etc.	4,500
+ a quota for spectators	6,000

The minimum number of rooms required is thus : 42,000

Out of the total number of 42,000 rooms, 15,000 should be 4* – 5* rooms (hereafter first group) and 27,000 should be 3* rooms (hereafter second group) Both first and second group rooms are expected to meet the standards and requirements for the services needed for a particularly extensive occupation by persons performing demanding functions.

For rooms which do not exist today but are planned to be existing in 2008, a feasibility factor has been introduced, representing the working group's conviction that plans will be matched by reality.. Therefore, the number taken into consideration when assessing the number of rooms proposed by each Applicant City is:

Existing rooms + planned (x feasibility coefficient) = total proposed

Only rooms within a radius of 50 km from the city centre have been taken into consideration.

For media accommodation, if a media village has been proposed, the estimated number of these rooms (2/3 single, 1/3 double) have been added to number of second group rooms. For cities which propose a media village but do not specify the number of rooms, a quota of 6,500 rooms has been added.

Rooms outside the first and second groups, including other types of accommodation which will be used for volunteers, security forces, spectators, etc. have not been included in the total number of proposed rooms.

BANGKOK

The number of proposed rooms meets IOC requirements. Furthermore Bangkok plans to build a media village, the capacity of which is not indicated (6,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	36 960	3 170	0.7	0.9	39 179	39 813
Second group <i>Media Village</i>	19 800	420 6 500	1	1	26 720	26 720

BEIJING

The number of proposed rooms meets IOC requirements. In addition Beijing plans to build a media village, the capacity of which is 15,000 beds (12,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	29 290	4 340	0.7	0.9	32 328	33 196
Second group <i>Media Village</i>	20 000	1 720 12 500	0.7	0.9	29 954	32 798

CAIRO

The total number of proposed rooms is insufficient, even though the first group hotel room capacity is appropriate. The lack of second group rooms could be partially offset by a planned media village with 8,000 beds (6,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	17 660	0	-	-	17 660	17 660
Second group <i>Media Village</i>	3 620	0 6 500	0.7	0.9	8 170	9 470

HAVANA

The number of proposed rooms is insufficient, especially due to the fact that only one third of hotels already exist.

The lack of capacity in second group hotel rooms could partially be offset by building a media village for which no details regarding capacity have been provided (6,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	6 100	16 400	0.4	0.6	12 660	15 940
Second group <i>Media Village</i>	1 600	2 000 6 500	0.5	0.6	5 850	6 700

ISTANBUL

The number of proposed rooms is just sufficient, since Istanbul plans to build a media village with a capacity of 15,000 beds (12,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	14 474	6 450	0.5	0.7	17 699	18 989
Second group <i>Media Village</i>	11 971	950 12 500	0.7	0.9	21 386	24 076

KUALA LUMPUR

The total number of proposed rooms is insufficient, even though the first group hotel room capacity is appropriate. Despite the low number of second group hotel rooms, Kuala Lumpur does not plan to build a Media Village.

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	19 930	6 700	0.4	0.6	22 610	23 950
Second group <i>Media Village</i>	4 190	2 400	0.5	0.6	5 390	5 630

OSAKA

The number of proposed rooms meets IOC requirements. Furthermore, Osaka plans to build a media village, although the capacity is not mentioned (6,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	27 800	1 630	0.9	0.9	29 267	29 267
Second group <i>Media Village</i>	27 170	3 000 6 500	0.7	0.9	33 820	35 720

PARIS

The number of proposed rooms meets IOC requirements. Paris is ready to build a media village if required, but feels that this is not necessary, given the number of hotel rooms available.

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	67 300	7 500	0.7	0.9	72 550	74 050
Second group <i>Media Village</i>	57 550	2 700 6 500	0.7	0.9	63 990	65 830

SEVILLE

The total number of proposed rooms is insufficient. The lack of first group hotel rooms could partially be offset by cruise ships, and the lack of second group hotel rooms will be partially offset by a planned media village with 10,000 beds (8,300 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	8 990	3 050 2 450	0.5 0.8	0.7 0.9	12 200	13 330
Second group <i>Media Village</i>	3 790	470 8 300	0.7	0.8	9 929	10 806

TORONTO

The number of proposed rooms is sufficient. Furthermore, Toronto plans to build a media village, although the capacity is not mentioned (6,500 rooms have therefore been added by the Working Group).

	Existing rooms	Planned rooms			Total rooms	
		Planned	Feasibility		Min.	Max.
First group	21 200	3 500	0.3	0.5	22 250	22 950
Second group <i>Media Village</i>	25 500	0 6 500	0.6	0.7	29 400	30 050

ACCOMMODATION – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	10.0	10.0
Beijing	9.8	10.0
Cairo	4.4	4.6
Havana	3.2	3.9
Istanbul	5.9	6.5
Kuala Lumpur	5.1	5.4
Osaka	9.6	9.8
Paris	10.0	10.0
Seville	3.6	3.9
Toronto	7.7	7.9

7

TRANSPORT

Weighting : 4

INTRODUCTION

The transportation assessment methodology is based upon the potential performance of the transport system at Olympic Games' time. This criterion is essentially judged from an operational point of view, taking into account previous Olympic Games experience. Four sub-criteria were used :

1. Quantity and amount of transport needed for Games operations

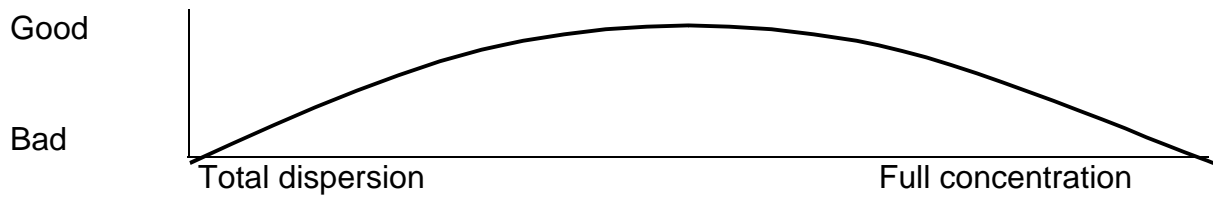
Transport requirements for the Olympic Family and Olympic logistics are heavily dependent on distances between the Olympic Village and all competition and non-competition venues, as well as between non-competition venues themselves. According to distances shown in the information provided by the Applicant Cities (Chart II) three calculations were performed :

- a. distances between the Olympic Village and venues
(competition and non-competition)
- b. distances between the main gateway airport and non-competition venues
- c. distances between non-competition venues themselves

All distances take into account a weight given to each Olympic sport, according to event frequency and venue capacity, based on Sydney 2000 facilities and calendar.

2. Transport efficiency and clustering

This parameter considers to what extent the layout of the Games is dispersed (i.e. many sites with only one sport) or concentrated (i.e. clusters with many sports). From a transportation point of view, the optimum lies between the two. A dispersed layout is unfavourable because transportation services have to be carried to a very large number of locations implying heavy and expensive logistics. On the other hand, a very high concentration of Olympic activities in one cluster puts too much pressure on the transportation system, as huge amounts of people need to arrive and depart from that area, in addition to Olympic Family logistics. The following chart explains this principle, and cities were rated according to this performance.



3. Linkage of main Olympic venues to high performance transport

This parameter evaluates the level of accessibility - quality and capacity - to all venues, especially by public transport, on the basis that all improvements proposed in the application are completed by 2008. This approach tries to relate transport conditions and improvements to the metropolitan location of Olympic clusters and venues. No feasibility factor has been included in this specific assessment as this has already been taken into account under general transport infrastructure feasibility in sub-criterion 2b.

4. Airport performance at Games time

The main gateway airport is judged according to its ability to handle peak Olympic traffic in 2008. The feasibility factor reflects the probability of carrying out the proposed air infrastructure by 2008.

Feasibility factor :

0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
Unfeasible		Low probability		Moderate probability		High probability			Feasible

SUB-CRITERIA WEIGHTING

The above four sub-criteria have been weighted differently :

1. Quantity and amount of transport needed for Games operations - very important : **2**
2. Transport efficiency and clustering (geographical parameter) : **1**
3. Linkage of main Olympic venues to high performance transport – extremely important : **3**
4. Airport performance at Games time : essential for the Games : **1**
(considering that traffic movements through the airport take place only twice during the Games, as compared to other sub-criteria where mobility conditions must be considered over the whole 17 day period of the Games).

BANGKOK

The Olympic Games application proposes a five cluster system: four in metropolitan Bangkok and one on the coast, 175 km away from the main hotel area to the south-east. Olympic competition and main non-competition venue cluster dispersion, north, north-east and east of the centre of Bangkok, results in considerable travel distances, times and transport logistics. Average distances between the Olympic Village and venues and between non-competition venues are substantial : 20 and 30 km respectively. Three of the proposed Olympic clusters will not be directly linked by high performance public transport.

A new airport is proposed in the project, but the start date of construction has been delayed and its final layout revised due to various reasons including the Asian economic crisis and to a slow down in traffic.

Applicant City	Quantity		Clustering		Linkage		Airport		
	Min	Max	Min	Max	Min	Max	Min	Max	<i>Feasibility</i>
BANGKOK	3	5	7	8	3	5	8	9	0.5

BEIJING

The proposed Olympic structure is partly centralised on a single, well-developed main cluster, the “Olympic Green” comprising 12 sports, the Olympic Stadium, the Olympic Village, the MPC/IBC and the media village, namely approximately half of all Olympic activities. This cluster will be served by a subway side branch linked to the planned north-south main line 5. Other Olympic activities are scattered in 5 small clusters and 12 sites each with one Olympic sport. The average distance between the Olympic Village and all competition venues is 12.5 km. The weighted average distance between main non-competition sites is 7.1 km.

“Beijing Capital” Airport is able to handle Olympic traffic but will experience sharp traffic increases during the Games. An airport rail link is proposed.

Applicant City	Quantity		Clustering		Linkage		Airport		
	Min	Max	Min	Max	Min	Max	Min	Max	<i>Feasibility</i>
BEIJING	7	9	7	8	6	7	6	8	0.8

CAIRO

The proposed Olympic Games structure is the most concentrated of all ten applications with a single, very large cluster containing 24 sports, the Olympic Stadium and the MPC/IBC, i.e. approximately 4/5 of all Olympic activities.

The Olympic and media villages are grouped approximately 18 km away, with no current adequate direct transport connection to the main sports cluster. Access would be partly provided by a new, planned east-west subway line as well as by a new urban arterial road.

The airport is medium sized and is proposed to be linked to the planned east-west subway line. Although mentioned in the application, the airport extension programme is not clearly presented.

Applicant City	Quantity		Clustering		Linkage		Airport		
	Min	Max	Min	Max	Min	Max	Min	Max	<i>Feasibility</i>
CAIRO	5	6	3	4	3	4	6	7	0.7

HAVANA

The proposed Olympic Games structure is very dispersed. Except for the Pan American Village (grouping 4 sports to the extreme north-east of Havana) and 3 sports at Expo Cuba, all other competition and non-competition venues are dispersed.

Due to the good central location of the Olympic Village, travel distances to competition venues are reasonable (average 10.5 km).

With its limited capacity, the proposed Olympic gateway airport will experience problems in handling the huge amount of traffic generated by the Olympic Games. No expansion programmes are mentioned.

Applicant City	Quantity		Clustering		Linkage		Airport		
	Min	Max	Min	Max	Min	Max	Min	Max	<i>Feasibility</i>
HAVANA	7	9	3	4	2	4	3	4	0.7

ISTANBUL

The proposed Olympic Games structure is centred on a well-developed main cluster, the “Olympic Park” encompassing 16 sports, the Olympic Stadium, the Olympic Village and the media village. Located approximately 20 km from the City Centre and 12 km from the gateway airport, this site will be served by two rail transport links (light rail under construction and suburban rail extension). More than half of all Olympic activities are concentrated there. The rest is split between 4 minor clusters and 6 single sport sites. The average distance from the Olympic Village to the venues is 16 km.

Taking into account capacity improvements, Istanbul airport appears able to handle Olympic traffic. Travel distances between the gateway airport and main competition clusters are short.

Applicant City	Quantity		Clustering		Linkage		Airport		<i>Feasibility</i>
	Min	Max	Min	Max	Min	Max	Min	Max	
ISTANBUL	6	8	7	9	6	7	6	8	0.9

KUALA LUMPUR

The transport concept is not clear. The proposed Olympic Games structure is focused on a medium size Olympic cluster with 8 sports, the Olympic Stadium, the MPC/IBC and the media village, i.e. less than half of all Olympic activity. A second, minor cluster, the “University Sports Centre”, encompasses 3 sports and the Olympic Village. Other Olympic activities are scattered on a wide perimeter resulting in an average Olympic Village to venue distance of 30 km.

Distances between Kuala Lumpur gateway airport and the main Olympic venues are also high (average 67 km).

A new airport was opened in 1998 and has sufficient capacity for substantial traffic growth. An airport to city rail link will be completed by 2002.

Applicant City	Quantity		Clustering		Linkage		Airport		<i>Feasibility</i>
	Min	Max	Min	Max	Min	Max	Min	Max	
KUALA LUMPUR	3	5	6	8	6	8	9	10	1.0

OSAKA

The proposed Osaka Olympic structure is rather complex :

- v 1 average size cluster with 7 sports and the Olympic Stadium
- v 3 small size clusters, one with 3 sports and the MPC/IBC (Sakishima Island), the second with 3 sports (Osaka Dome) and the third with 1 sport and the Olympic Village and the media village (Yumeshima Island)
- v 22 competition venues scattered throughout the large Osaka Region.

The average weighted distance between the Olympic Village and the venues is 22 km.

Kansai airport was one the first offshore airports in the world. It is well linked to the city with all ground transport modes as well as with high speed boats. Whilst an expansion of the airport is previewed, it appears that the current airport facility could handle Olympic traffic.

Applicant City	Quantity		Clustering		Linkage		Airport		<i>Feasibility</i>
	Min	Max	Min	Max	Min	Max	Min	Max	
OSAKA	6	7	5	6	8	9	8	9	0.9

PARIS

The proposed Olympic Games structure is concentrated on one main Olympic cluster in the area of the Stade de France and a host of Olympic venues in existing facilities around the south-west part of the Paris Internal Ring Road. The average distance between the planned Olympic Village and all Olympic venues is 12.5 km.

Charles de Gaulle airport has adequate reserve capacity and could handle 2008 Olympic related traffic without problems. This airport is well linked to Olympic venues by all major metropolitan transport modes.

Applicant City	Quantity		Clustering		Linkage		Airport		<i>Feasibility</i>
	Min	Max	Min	Max	Min	Max	Min	Max	
PARIS	7	9	7	8	8	9	9	10	1.0

SEVILLE

The proposed Olympic Games structure is concentrated in four clusters. The first cluster has 11 venues and the Olympic Stadium. Two other clusters have 6 venues each, one with the Olympic Village and the MPC/IBC, and the other with the media village, and one in the centre with 5 venues.

The transport concept is not clear. Although Seville is comparatively smaller than other Applicant Cities, the average distance between the Olympic Village and the competition venues is 12.5 km.

The small-sized airport will experience difficulties in handling the huge upsurge of Olympic related traffic. The arrival and departure concept is supplemented by Madrid Barajas Airport, which will significantly expand in the next few years. The Madrid-Seville high-speed rail link is proposed to provide supplementary air access. Although this line is not connected today to Madrid-Barajas International Airport, it is not stated whether this high-speed rail link will be directly connected to the airport in 2008 to allow convenient direct air to rail transfers.

Applicant City	Quantity		Clustering		Linkage		Airport		
	Min	Max	Min	Max	Min	Max	Min	Max	<i>Feasibility</i>
SEVILLE	4	6	7	8	4	7	3	5	0.7

TORONTO

The proposed Olympic Games structure is concentrated around three main clusters :

- v Eastern Olympic Rings with 10 sports, the Olympic Stadium, the Olympic Village, MPC/IBC and the Media village
- v Western Olympic Ring with 11 sports
- v Central Olympic Ring with 7 sports

These three Olympic clusters accommodate 4/5 of all Olympic activities within a 6 to 10 km corridor along the lakefront. The average travel distances between the Olympic Village and all competition venues is 9.5km, and 2 km between main non-competition sites.

Toronto Airport is a typical medium to large size North American airport under constant expansion. A rail connection to the city is also planned.

Applicant City	Quantity		Clustering		Linkage		Airport		
	Min	Max	Min	Max	Min	Max	Min	Max	<i>Feasibility</i>
TORONTO	8	10	8	9	7	8	8	9	0.9

SUMMARY TABLE – TRANSPORT INFRASTRUCTURE CRITERIA

Applicant City	Minimum Grade	Maximum Grade
Bangkok	3.7	5.4
Beijing	6.3	7.6
Cairo	3.7	4.7
Havana	3.6	5.3
Istanbul	6.1	7.6
Kuala Lumpur	5.6	7.4
Osaka	6.9	7.9
Paris	7.7	9.0
Seville	4.2	6.4
Toronto	7.5	8.7

8

SECURITY

Weighting : 3

INTRODUCTION

The object of this evaluation is to assess, by means of a scale, the approximate grade of the Olympic security operation. The assessment is based largely upon information and expert advice independent of the Applicant files, as well as upon information provided by the Applicant Cities.

The working group has considered the following sub-criteria :

- 1) Level of Crime Street Control
- 2) Level of Terrorism Control
- 3) Level of Security Apparatus
- 4) The quality of information in the Applicant City's document

A weighting of 1 has been given to sub-criteria 1-3 and a weighting of 0.5 to sub-criterion 4.

In carrying out its assessment of the risk of terrorism in the Applicant Cities, the Working Group concluded that any city in the world can be subject to a terrorist attack either by local or international terrorist groups. The risk of terrorism presently varies from city to city. However, this risk will have to be reexamined for those cities which will be accepted as Candidate Cities, taking into account the fact that such risk will always have to be considered as a major concern and that the evolution of the political situation in the world and in each Candidate City will have to be closely monitored at all times.

BANGKOK

Applicant City document : Identifies the need of an integrated system but does not mention the OCOG. No reference is made to the participation of private security and security volunteers.

BEIJING

Applicant City document : A clear, integrated concept. The Security Minister is designated as the single, highest security authority during the Games.

CAIRO

Applicant City document : States that the Ministry of the Interior will be highest security authority without providing any further details. Little information is provided.

HAVANA

Applicant City document : Does not specify if there will be a single authority and creates doubts and confusion as to the roles of the Minister of the Interior and the Head of the Revolutionary Army. The security concept is not clearly elaborated.

ISTANBUL

Applicant City document : Identifies the supreme security authority and refers to an integrated system but does not mention defence resources, civil protection or emergencies, or the possible participation of private security.

KUALA LUMPUR

Applicant City document : Refers only to the Malaysian Royal Police which could be assisted by other forces.

OSAKA

Applicant City document : Identifies an integrated system and the participation of the OCOG. However, some management concepts need to be revised.

PARIS

Applicant City document: The document reflects operational reality.

SEVILLE

Applicant City document : The document reflects operational reality.

TORONTO

Applicant City document : The document reflects operational reality.

SECURITY – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	5.4	7.3
Beijing	6.4	7.7
Cairo	4.9	6.4
Havana	6.3	7.0
Istanbul	5.7	7.1
Kuala Lumpur	6.1	7.1
Osaka	7.4	8.7
Paris	7.0	8.4
Seville	6.6	7.9
Toronto	8.0	9.0

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EXPERIENCE FROM PAST SPORTS EVENTS

Weighting : 2

BANGKOK

The city has good experience in multi-sport events (four Asian Games), but limited experience in organising World Championships in specific sports.

BEIJING

The city has experience in multi-sport events (1991 Asian Games), but limited experience in organising World Championships in specific sports.

CAIRO

The city has experience in multi-sport events (1991 All African Games), but limited experience in organising World Championships in specific sports.

HAVANA

The city has got experience in multi-sport events (Pan-American and Regional Games). It has also hosted many World Cups or regional competitions, but few World Championships in specific sports.

ISTANBUL

The city does not have any experience in organising multi-sport events, but has good experience in organising European and World Championships in specific sports.

KUALA LUMPUR

The city hosted the 1998 Commonwealth Games. It has started to organise many international competitions but has limited experience in organising World Championships in specific sports.

OSAKA

The city has good experience in hosting international competitions but limited experience in organising World Championships in specific sports. Japan has hosted many multi-sport events.

PARIS

The city has excellent experience in organising major sport events and France is well experienced in hosting multi-sport competitions.

SEVILLE

The city has excellent experience in organising international competitions and World Championships. Spain is well experienced in hosting multi-sport events.

TORONTO

The city has good experience in organising international competitions and World Championships and Canada has good experience in hosting multi-sport events.

EXPERIENCE FROM PAST SPORTS EVENTS – SUMMARY TABLE

Applicant City	Minimum Grade	Maximum Grade
Bangkok	6.0	7.0
Beijing	6.0	7.0
Cairo	5.0	7.0
Havana	5.0	7.0
Istanbul	4.5	6.5
Kuala Lumpur	5.0	7.0
Osaka	7.5	8.5
Paris	8.5	9.5
Seville	7.5	8.5
Toronto	7.0	8.5

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FINANCE

(No weighting)

NATIONAL REVENUE GENERATING POTENTIAL

The following question was put to the Applicant Cities:

“ In addition to the TV revenues and TOP Marketing revenues you will receive from the IOC, what other revenue do you expect to be able to generate ? Please indicate source and estimated amount.”

In Phase I, the Working Group did not expect to receive answers of a sufficient level to enable the Working Group to grade the revenue generating potential of each Applicant City and, in this respect, no weighting or grades were attributed to this subject. The Working Group nevertheless wishes to make the following comments to the IOC EB.

BANGKOK

General marketing revenue estimates look very high, with too great an emphasis placed on recent Games' revenues without adjustments for local market conditions. Ticket sales at US \$500 million and local sponsorship at US \$325 plus licensing, is out of proportion to the market place. Revenue estimates would need to be substantially reduced, with the Government providing a greater level of direct funding through the lottery and other sources.

BEIJING

General revenue estimates are considered to be conservative. In view of corporate interest in the market, it is not anticipated that there would be any problems in achieving or significantly exceeding these estimates. The basis of the lottery income should nevertheless be further investigated (current lottery revenues and government legislation to be undertaken).

CAIRO

General revenue estimates far exceed current revenues and are not in line with any forecasts. Ticket revenue, at more than double Sydney figures, would not be achievable, nor are local marketing programme revenues, when taking into account local economic conditions. The level of Government support should also be reviewed, bearing in mind that the application specifically states “No additional taxes will be imposed on the citizens to finance the Games”.

HAVANA

No detailed financial / revenue plan is provided, although the Applicant City indicates that - outside of the IOC contribution – no commercial revenue was expected to substantially finance the cost of the Games. Thus, in addition to providing the financing for general and sports infrastructure improvements, as well as all the required public services during the Games, the national Government would also have to fund the balance of the operating costs of the Organising Committee.

ISTANBUL

General revenue estimates are seen as reasonable.

The construction of a certain amount of sports infrastructure is very dependent on a substantial increase in lottery revenue provided under the existing Turkish Olympic Law. Information to-date would seem to indicate that the planned increases are feasible.

KUALA LUMPUR

No detailed financial / revenue plan is provided. The expectation of achieving the same financial proportions as Sydney between International and local programmes would seem overly optimistic, and potentially push ticket and local marketing targets to unachievable levels.

OSAKA

The general marketing revenue estimate is on the high side, but the potential of the Japanese economy is such that no problems are anticipated in this respect.

PARIS

General revenue estimates are conservative, and there is significant potential for higher returns.

SEVILLE

The general marketing revenue estimate is considered to be reasonable.

TORONTO

The general marketing revenue estimate is considered to be reasonable – although ticket estimates are somewhat on the high side.

GENERAL CONCEPT

Weighting: 3

The Working Group concluded its assessment of the Applicant Cities with a general review of the concept proposed by each City for the organisation of the Olympic Games.

This review took place after the assessment of all other criteria, as it was found that the concept was a factor in many of the subjects studied (e.g. sports concept, general infrastructure concept etc). In this manner the experts had the opportunity to confirm their general opinion of the project after assessing each criteria.

The Working Group also took the following elements into consideration when reviewing the general concept :

- understanding of Olympic needs
- how Olympic needs fit into the general / sports infrastructure of the city
- post-Olympic legacy

A minimum and maximum grade was awarded to each city, as can be seen from the summary table below :

Applicant City	Minimum Grade	Maximum Grade
Bangkok	4.0	5.0
Beijing	7.0	8.0
Cairo	4.0	5.0
Havana	4.0	5.0
Istanbul	6.0	7.0
Kuala Lumpur	3.0	5.0
Osaka	6.0	7.0
Paris	8.0	9.0
Seville	4.0	7.0
Toronto	6.0	8.0

CONCLUSION

The Working Group wishes to thank and commend all Applicant Cities for their remarkable work and efforts and for the most valuable information provided, as well as for their enthusiasm and dedication. The Working Group is aware that its recommendations will unavoidably cause disappointments for those Applicant Cities which will not be accepted as Candidate Cities for 2008 by the IOC Executive Board. These cities must not forget they may well have other opportunities in the future.

The IOC 2000 Commission has recommended the introduction of a new bid acceptance phase under the responsibility of the IOC Executive Board. Such is the contents of Recommendation 50, which was adopted by the 110th IOC Session in December 1999. The aim of the said recommendation is to

“ensure that only cities adequately prepared and in conformity with IOC policy would be authorized to go forward into the full bid process thus avoiding unnecessary expenditure for those cities not sufficiently prepared at that time”.

As stated in the introduction to this report, the Working Group unanimously considers that the minimum acceptable grade which, on a scale from zero (0) to ten (10), shall constitute the benchmark shall be six (6). This was established at the beginning of the Working Group’s work, prior to any assessment of the Applicant Cities.

Taking into account all information submitted by all ten Applicant Cities as well as the opinion expressed by the various experts and all its members, the Working Group has reached the unanimous conclusion that the average overall grades for six Applicant Cities (by order of grades) – Istanbul, Kuala Lumpur, Seville, Bangkok, Cairo and Havana – have been found to be below the benchmark set at 6. This does not mean in any way that these cities do not have the potential aptitude to host Olympic Games at a later date. Should they – or any city not accepted as a Candidate City by the IOC Executive Board – maintain an interest in organizing Olympic Games at a later date, the Working Group strongly recommends that they consult with the IOC Administration before they publicly express their interest. The IOC will do its utmost to advise and assist them.

Based on the above, the Working Group has come to the unanimous conclusion that the following Applicant Cities should be accepted by the IOC Executive Board as Candidate Cities to host the Games of the XXIX Olympiad in 2008 (in alphabetical order) :

Beijing, Osaka, Paris and Toronto.

Whilst all four above mentioned cities have been awarded average overall grades above the benchmark 6, the Working Group has considered appropriate neither to disclose the actual overall grades and ratings of these cities, nor to indicate any ranking so as to reduce the risk of influencing the evaluation procedure in Phase II.

The Working Group wishes to state that the results obtained by the use and application of the "OlympLogic" software, fully reflect the opinions of the experts.

Finally, the Working Group hereby recalls that it is entirely up to the IOC Executive Board to decide, in its sole discretion, which Applicant Cities shall be accepted as Candidate Cities. The contents of this report merely includes the Working Group's conclusion following an assessment based on technical criteria.

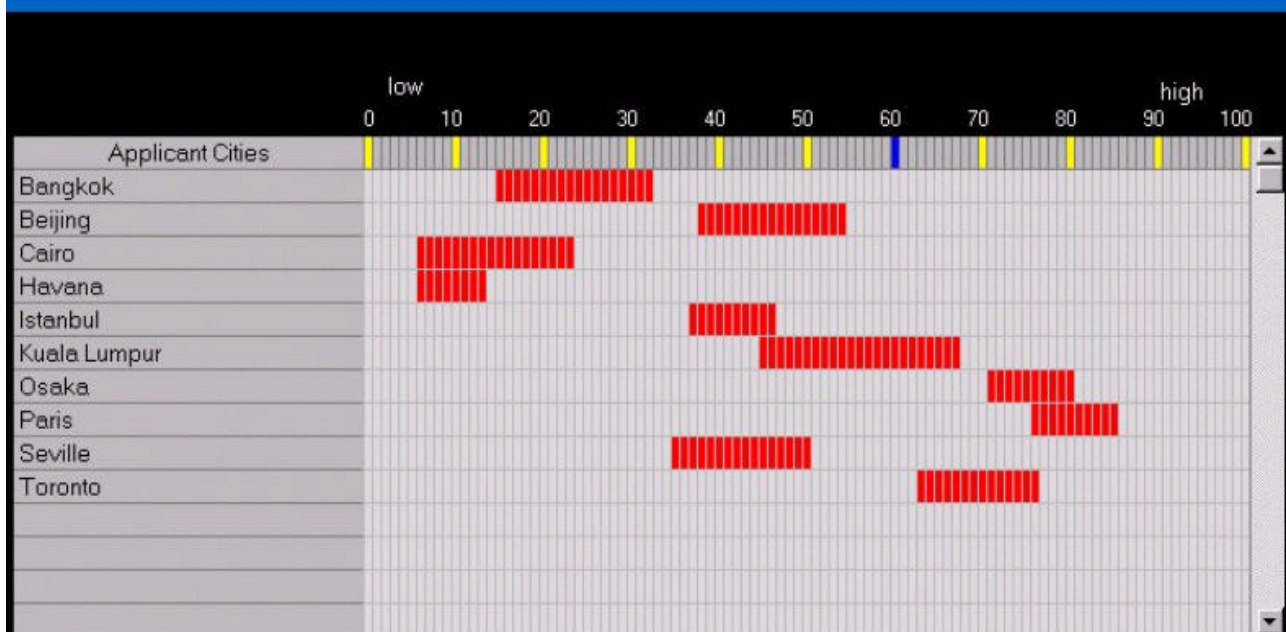
Each and all members of the Working Group and its experts remain at the entire disposal of the IOC EB.

Lausanne, August 18, 2000

1. Government support and public opinion



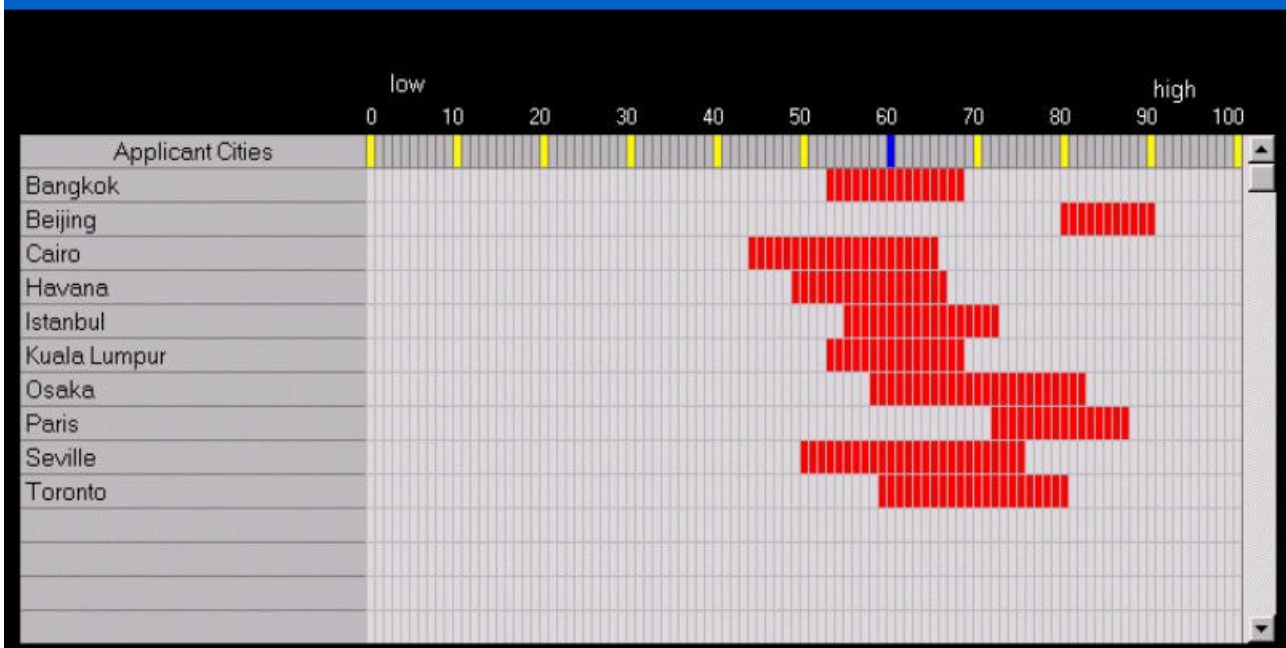
2. General infrastructure



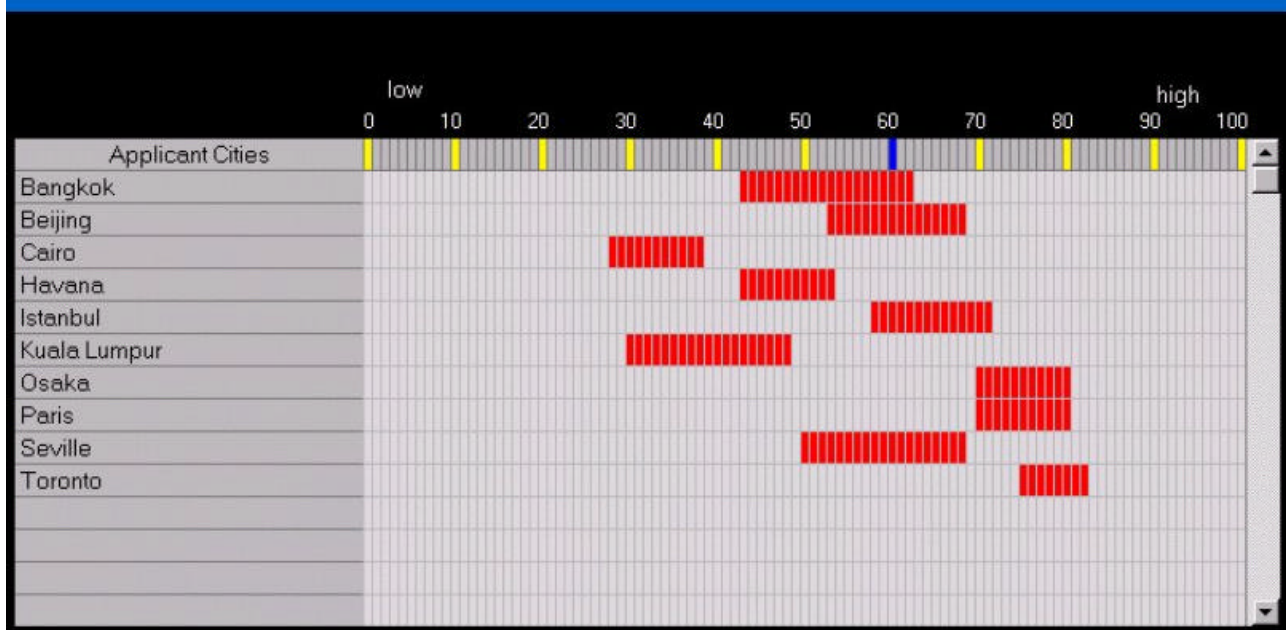
3. Sports infrastructure



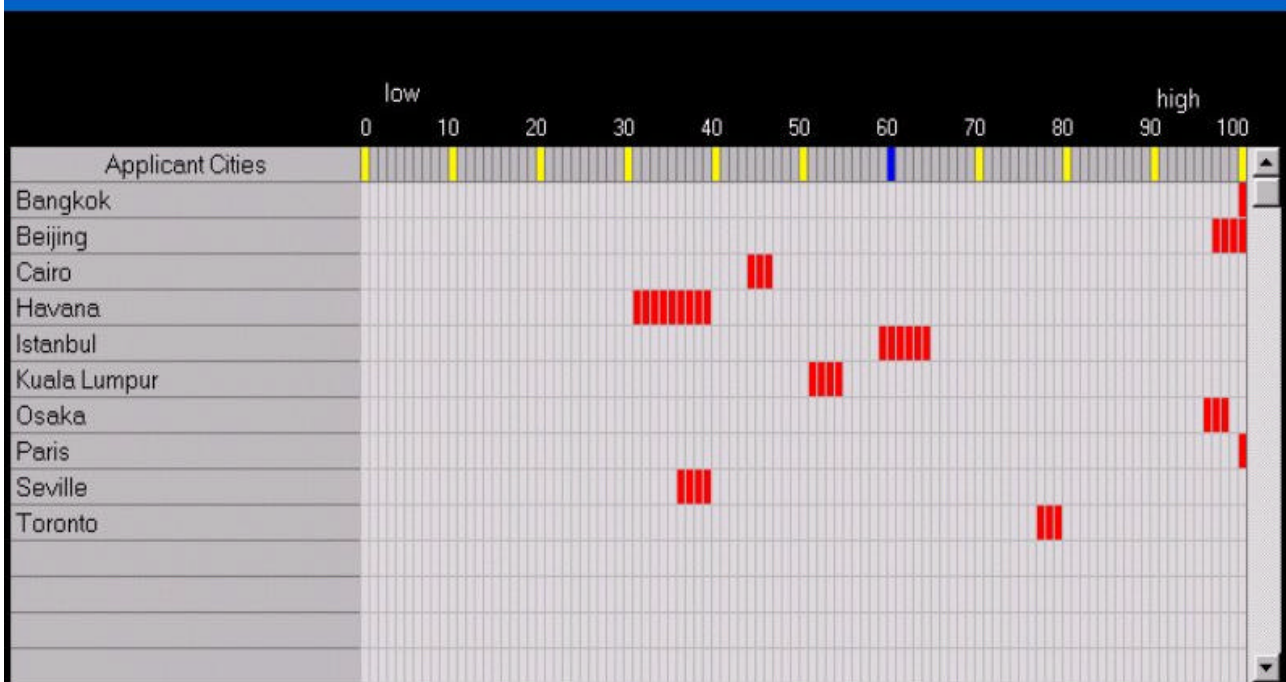
4. Olympic Village



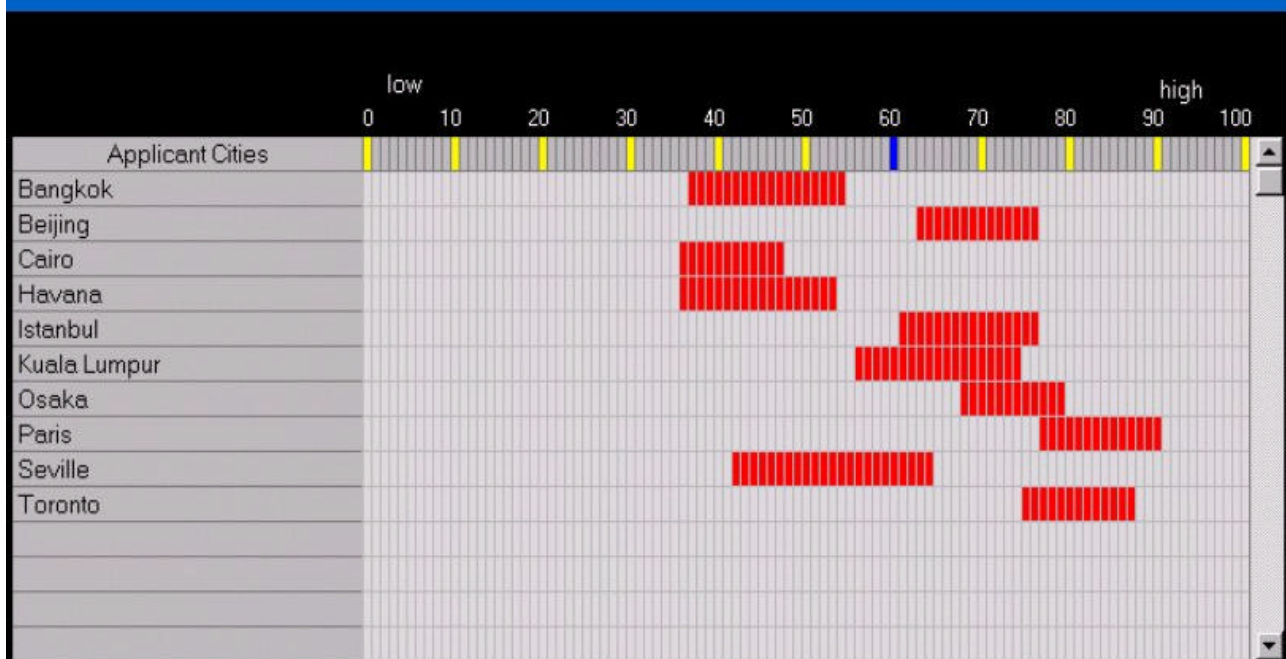
5. Environmental conditions and impact



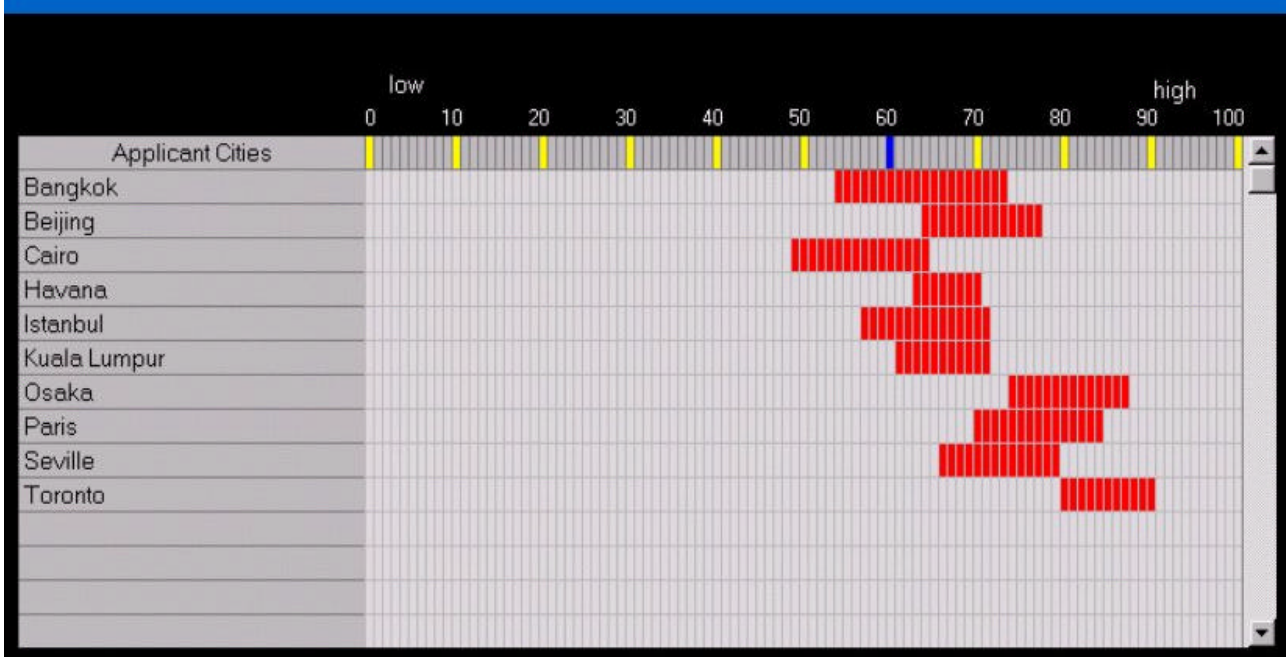
6. Accommodation



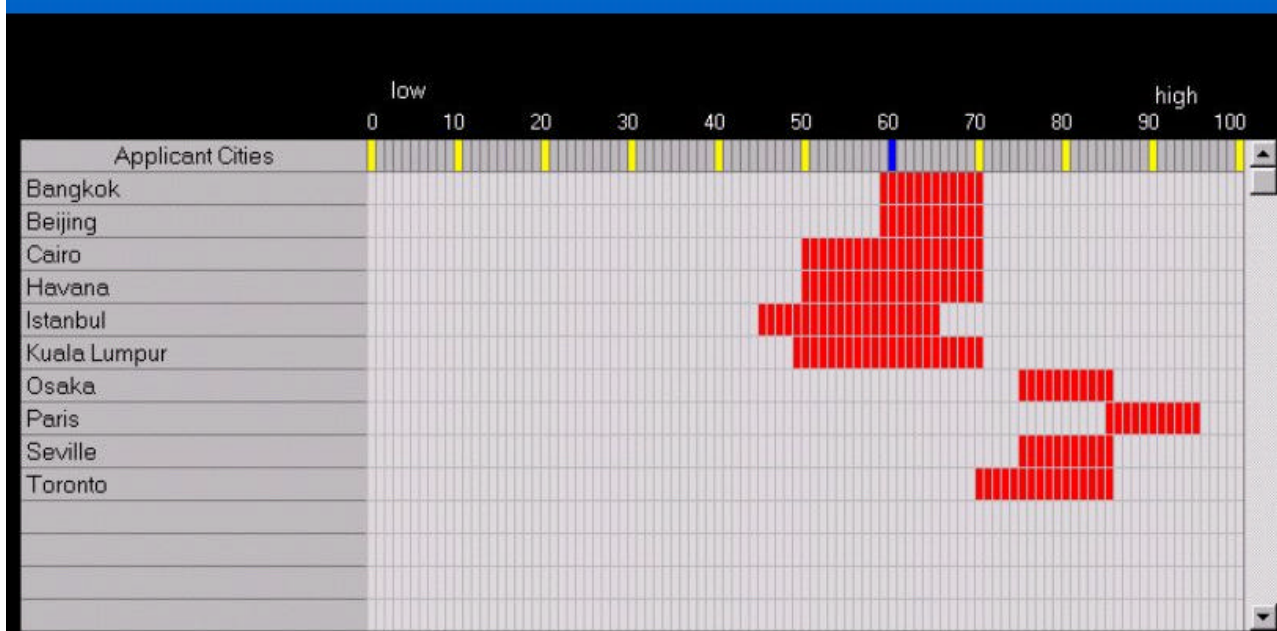
7. Transport



8. Security

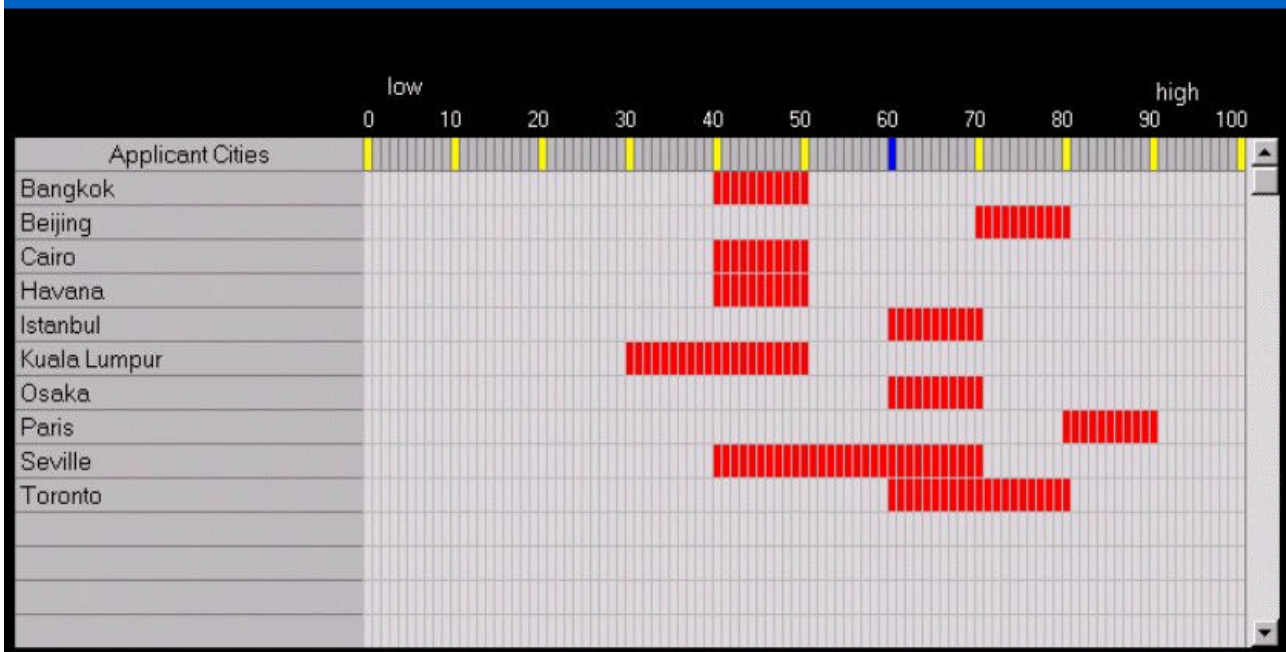


9. Experience from past sports events



No graph for criteria #10 / Pas de graphique pour le critère N°10

11. General concept



REPORT CONCLUSION



**APPLICANT CITIES FOR
THE GAMES OF THE XXIX OLYMPIAD IN 2008
(in alphabetical order)**

BANGKOK

BEIJING

CAIRO

HAVANA

ISTANBUL

KUALA LUMPUR

OSAKA

PARIS

SEVILLE

TORONTO