Number/code: OM/ML3

Title: OPERATE ENVIRONMENT-FRIENDLY VEHICLE FLEETS

Guidelines section:

[ ]	Governance	[X]	Operational management

[ ]	*Context of the event*	[ ]	*Procurement*
[ ]	*Event*	[X]	*Mobility and logistics*
[ ]	*Stadium management*	[ ]	

Description:

Event organizers often convey VIPs, representatives of sports associations and sponsors in special vehicles. For the FIS Nordic World Ski Championships 2005 in Oberstdorf, for instance, 55 minibuses, 40 cars and 35 shuttle buses were used. At the 2006 Football World Cup 912 minibuses and cars were in operation. This service offers varied opportunities to do something for the environment, for example through the use of low-fuel vehicles with high exhaust standards or alternative engines and the use of hybrid and gas-run vehicles. The use of light free-flowing oil noticeably reduces fuel consumption. Special training for drivers offers great potential for fuel savings of between 10 and 25 %. Since vehicles are generally provided by sponsors, corresponding arrangements should be included in contracts. Driver-only journeys should be avoided. The use of minibuses instead of cars can reduce the number of necessary journeys.

Examples:

Tokyo 2020: buses will be low-pollution and fuel-efficient vehicles, which satisfy the Tokyo Metropolitan Ordinance on Environmental Conservation and other relevant ordinances and regulations whenever possible. In addition, electric vehicles, fuel-cell vehicles, and hybrid vehicles are planning to be used as buses operating inside the Olympic/Paralympic Village. Proper vehicles for specific purposes are also provided and used in events such as the Torch Relay. Hybrid vehicles and fuel-cell vehicles are also used as the spectator shuttle buses, one of the means of transport for the spectators. Low-pollution and fuel-efficient type vehicles such as hybrid vehicles are used as much as possible as passenger cars. Some of the passenger cars are going to be fuel-cell vehicles. Drivers are also notified of and educated about eco-driving, such as the reduction of rapid acceleration and sudden braking during driving.

UEFA EURO 2016: The action plan aimed at reducing the environmental impact of staff transport during the tournament and in the build-up to the event was based on several measures.

- During the preparatory phase, a state-of-the-art video conferencing system linking UEFA headquarters and EURO 2016 SAS's offices was used on a daily basis, minimising transport needs.
- In addition, an internal transport policy encouraged the use of eco-friendly transport solutions and discouraged the use of air travel for all journeys that would take less than 4.5 hours by train. EURO 2016 SAS also paid a mileage allowance to all employees commuting by bike.
- During the tournament, UEFA arranged for all volunteers and staff to use public transport free of charge (at a cost of €500,000). Transport services were limited to specific target groups (such as teams, officials and VIPs), with more than 400 volunteers and 300 professional drivers operating a large fleet of vehicles (comprising cars, minivans and coaches).
- UEFA provided theoretical and practical training to volunteers on safety and environmentally friendly driving, with a view to limiting accidents and helping drivers to reduce fuel consumption. Professional drivers were also invited to participate in the e-learning section of the training module.
- Unfortunately, the vehicle supplier was not able to provide eco-friendly vehicles such as electric cars. This objective will be addressed at a very early stage for future events.

Environmental benefits:

Reduce air emissions and resources consumption.

Economic benefits:

Optimize transport efficiency (lower number of vehicles for moving the same amount of people).

Applicability and replicability potential

Source

Football World Cup Germany 2006 (p. 55)

Greenpeac Olympic Environmental Guidelines (p. 3)

TOKYO 2020

UEFA EURO 2016 (p. 50)