

# Beijing 2022 – COVID-19 Transport Countermeasures

## I. General Principles

1. In accordance with COVID-19 prevention and control policies enacted by the Beijing Organizing Committee for the 2022 Olympic and Paralympic Winter Games, referring to COVID prevention measures developed and used at the Tokyo Olympic Games and combining transport service standards with actual work, Beijing 2022 has formulated and will strictly enforce a COVID-19 prevention and control plan that will be operated in the transport areas.
2. The plan is applicable to personnel, vehicles, venues, depots and related places that provide transport service for all stakeholders in the Beijing Olympic and Paralympic Winter Games.
3. Transport department, under the unified leadership of Beijing 2022 and in collaboration with the host cities, will strictly implement the responsibilities with all related parties and entities who will work together to ensure COVID-19 prevention and control.

## II. Prevention and Control Principles

1. **Maintain the original division of responsibilities and complete them well.** Under the background of COVID-19, according to the division of responsibilities, Beijing 2022 and the other host cities will raise and provide the necessary supporting resources respectively such as vehicles, personnel, equipment and facilities, and organize to implement them.
2. **Implement Closed-loop management (CLM) and differentiate between stakeholder categories.** The Olympic transport system only operates within the agreed designated list of destinations. CLM is implemented for high-risk groups in the six stakeholder groups and for stakeholders who are in close contact or likely to be in close contact with high-risk groups, who use CLM vehicles. An independently operated transport service system is provided for athletes and team officials (TA).
3. **Implement policy regulation and strict management.** Stakeholders in the CLM are not permitted to take ordinary urban public transport. In addition, the self-driving policy for dedicated vehicles and rate card vehicles has been cancelled. VAPPs transfer policy and the VAPP policy of rate card vehicles has been adjusted as provided in the Playbook and High-Speed Rail operational policies have been modified.
4. **Control the occupancy of vehicles and strengthen the COVID-19 countermeasures.** Bus occupancy shall not exceed 50% of the seating capacity. The front passenger seat can be used by the stakeholders if needed. Strictly enforce COVID-19 countermeasures in the vehicles, depots, venues, transport hubs and other transport service facilities.
5. **Dynamically adjust relevant measures and formulate emergency response plans.** Adjust dynamically the number of vehicles and drivers, shuttle bus routes, Olympic lanes and other aspects according to the number of stakeholders involved in CLM and changes of hotels. Formulate an emergency response plan of the COVID-19 countermeasures for transport service under the guidance of the COVID-19 prevention and control department. Beijing 2022 and the host cities perform division cooperation to jointly ensure transport services and COVID-19 prevention and control.

### III. Service Management Policy

1. **Stakeholders in the CLM can only travel between the agreed list of destinations as outlined in the latest version of the Playbook and are not permitted to take ordinary urban public transport.** A dedicated transport service plan that meets the requirements of COVID-19 prevention will be made to meet the travel needs of stakeholders with TP only entitlement.
2. **Self-driving policy**
  - a. The self-driving policy for dedicated vehicles and rate card vehicles have been cancelled, and all the Olympic dedicated, allocated and rate card vehicles will be operated by drivers provided by Beijing 2022.
  - b. Stakeholders involved in CLM are not allowed to rent vehicles and drive by themselves.
  - c. Temporarily imported special vehicles such as Broadcast vans are permitted to be driven by professional drivers within the same organization after they have renewed their temporary license plates and obtained vehicle certificates in accordance with the local procedures and with the specific regulations established by Beijing 2022. The following regulations shall be respected.
    - Before the driver and the vehicle meet all the on-road driving requirements, the vehicle must park in the designated area. During this period, the vehicle is prohibited from driving on the road. After meeting all the requirements, the vehicle is allowed to drive point-to-point and park in the designated area of the destination.
    - Once the vehicle arrives at its destination, the driver is required to follow the venue's COVID-19 prevention and control requirements and move within the designated areas.
3. **VAPP management policy**
  - a. Every vehicle must display a VAPP at all times.
  - b. Allocated VAPPs can only be transferred among vehicles belonging to and used by people from the same organization.
  - c. Rate card VAPPs separately purchased can only be used for rate card vehicles including the taxis that are used as rate card vehicles.
4. **High-speed rail operation policy.** Beijing 2022 and China Rail will set up dedicated carriages or trains, dedicated entrances and exits, and dedicated waiting areas for stakeholders in the CLM. Passengers will be required to sit with proper physical distancing. Apart from when going to/from the opening and closing ceremonies, athletes and team officials are not permitted to use high speed rail services.

### IV. COVID-19 Countermeasures for Transport Operation

1. Load zone and parking lots for vehicles involved in CLM should be set up within the CLM area, and follow the operating principles of CLM.
2. NOCs/NPCs will have a dedicated Athlete Transport (TA) service for arrivals and departures as well as transport across the three competition zones. For team events, dedicated TA shuttle buses will be provided to each participating NOC, and exclusive services will be provided across the competition zones. For individual competition events, TA shuttle buses are provided from the Olympic Village to the venues. NOCs/NPCs will be able to be transported from the

Olympic and Paralympic Village to dedicated drop-off points (IBC, ZBC, RHB TV studios, TV towers) by dedicated RHB and NOC/NPC vehicles.

3. Athletes, will be provided with a dedicated transport service by Beijing 2022. All other stakeholders will have access to the TG service in each zone.
4. For cross-zone transport, stakeholders with TA entitlement will use the TA shuttle bus for cross-zone travel, and other stakeholders will use the TG shuttle bus or the high speed rail for cross-zone travel.
5. In terms of arrival and departure transport, dedicated shuttle buses for athletes and team officials will be operated.
6. All the T1/T2, T3, dedicated and rate card vehicles can only travel between the agreed list of destinations published in the latest version of the Playbook with Beijing 2022 provided or approved drivers.
7. Vehicle COVID-19 prevention and disinfection standards.
  - a. In vehicles involved in CLM, the driver's seat and the passenger seats are physically separated. The cabin must be ventilated constantly through heating/air conditioning.
  - b. The occupancy of shuttle buses within the CLM should not be higher than 50%, and seats should be marked for intervals. Passengers need to sit with proper physical distancing and wear medical protective masks throughout the journey.
  - c. Shuttle buses running across competition zones over long distances will provide necessary services for passengers by means of on-board broadcasting, manuals and on-board calling equipment.
  - d. After completing a transport task (depart from and return to the depot), vehicles involved in CLM need to park in dedicated areas. The COVID-19 prevention team in depots will disinfect the vehicle and keep a record of the disinfecting of the vehicle. After that, staff will drive the vehicle to the maintenance area for cleaning and maintenance.
  - e. Before refueling, the vehicle should return to the depot for disinfection, and then go to the dedicated fuel filling station without passengers in the vehicle to refuel according to specified process.
8. COVID-19 prevention and disinfection standards for personnel.
  - a. All drivers and staff involved in Beijing 2022 transport services will be fully vaccinated against COVID-19.
  - b. Drivers need to wear the required work clothes, medical masks (KN95/N95), and disposable gloves during the entire working period.
  - c. Centralized management of meals and accommodations for all drivers.
  - d. Drivers' temperatures will be taken on and off duty every day. Once temperatures above 37.3 °C, drivers should report to COVID-19 prevention manager in time.
  - e. Drivers in the closed loop will be tested on a daily basis. Drivers outside of the closed loop will be tested every other day.
  - f. Drivers enter depots by the commuter bus of their own teams. After passing the temperature test, drivers change work clothes in the changing room and enter the working area in the depot. Drivers pick up and drop off passengers in hotels and venues, park in dedicated areas and drive along dedicated routes. When returning to the depot, they should put the used protective items into the dedicated medical waste recycling box. After being disinfected and cleaned, drivers need to take their temperature again. Then drivers can take the commuter bus of their own team to return to the centralized

accommodation.

9. COVID-prevention and disinfection standards for transport depots and service facilities
  - a. Transport depots. Host cities send experts and organize teams to be responsible for COVID-19 prevention, disinfection and management in temporary transport depots.
  - b. High speed railway stations. Host cities and China Railway, according to territorial management principle, organize teams to be responsible for COVID-19 prevention, disinfection and management inside and outside of the Qinghe, Yanqing and Taizicheng railway stations and their perimeters.
  - c. Expressway service areas (Shangdian Service Area and Banquan Service Area for travels to Yanqing, and Dahaituo Service area for travels to Zhangjiakou), used by vehicles and stakeholders involved in CLM, should set up a dedicated area with dedicated toilets, in order to achieve physical separation from other vehicles and stakeholders, and implement COVID-19 prevention and disinfection measures. Passengers cannot purchase water or snacks at the service area but will be able to drink water and have snacks during the stop outside of the vehicle.
  - d. Fuel refueling stations used by vehicles involved in CLM need to have a dedicated fuel refueling plan for COVID-19 prevention.

## **V. COVID-19 Countermeasures for Venue Transport**

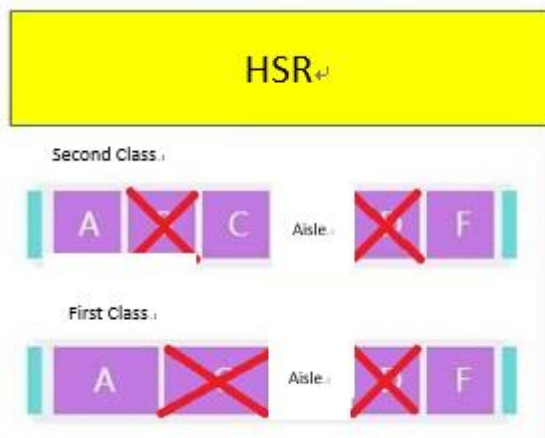
1. Each venue draws up a transport operation plan under the context of COVID-19 prevention and control and makes reasonable adjustments to transport spaces, facilities and materials, staff positions, transport organization and management.
2. Spaces including parking spaces inside and outside the venue and load zones used by vehicles involved in CLM are managed in the closed loop.
3. In accordance with the COVID-19 prevention and control policies and transport service standards, the venue will set up corresponding parking spaces or load zones for all stakeholders inside and outside of the closed loop, and formulate detailed transport operation plans to ensure smooth operation of the venues. Control facilities will be set up for these load zones, and signage will be strengthened to avoid interweaving.
4. Transport function rooms in venues for workforce including the drivers are set up separately according to high and low risk areas and transport operation needs, and drivers' lounges and toilets will be set up scientifically.
5. The venue traffic team, based on the traffic operation needs, determines different risk positions, work processes, and protection methods, so as to effectively strengthen their own protection, establish work mechanisms and implement work responsibilities.
6. Partitions and marked lines will be used to guide passengers to keep distancing when queuing.

## **VI. Urban Safeguards**

- 1.** The host city government will timely adjust the transport guarantee scheme and the operation plan of TS and TW shuttle buses according to changes in the number of spectators, staff and volunteers, and updates on COVID-19 prevention policies.
- 2.** Host cities will formulate targeted measures to safeguard transport service and meet the travel needs of stakeholders in accordance with the requirements of the COVID-19 prevention and control.
- 3.** Host cities send experts and organize teams to take charge of COVID-19 countermeasures and disinfection management at all temporary transport depots, high speed railway stations, officially designated hotels, competition venues, as well as load zones, temporary parking and staging areas of the competition and non-competition venues.

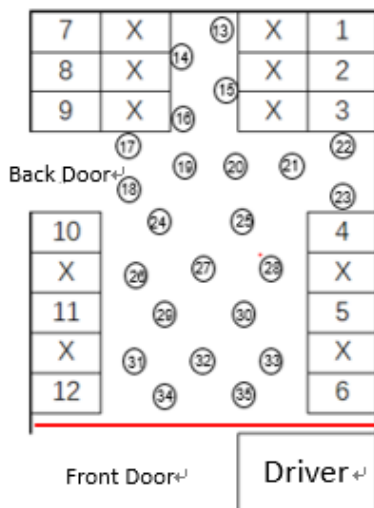
## Annex 1. Bus and HSR seats layout with adapted capacity

### 1. HSR

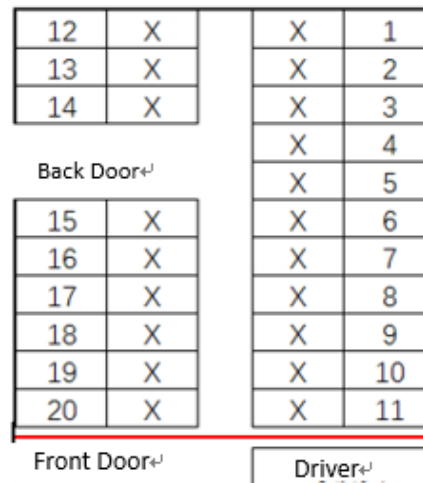


### 2. Bus

12m ordinary bus [35 passengers (12 seats+23 standing)]



12m bus with more seats (20 passengers)



12m coach (25 passengers)↵

15	X	14	X	1
16	X		X	2
17	X		X	3
Back Door↵			X	4
			X	5
			X	6
			X	7
			X	8
			X	9
			X	10
			X	11
			X	12
			X	13
Front Door↵		Driver↵		

9m hydrogen tourist bus (16 passengers)↵

10	X	14	X	1
11	X		X	2
12	X		X	3
Back Door↵			X	4
			X	5
			X	6
			X	7
			X	8
			X	9
Front Door↵		Driver↵		

12m hydrogen tourist bus (23 passengers)↵

13	X	17	X	1
14	X		X	2
15	X		X	3
16	X		X	4
17	X		X	5
Back Door↵			X	6
			X	7
			X	8
			X	9
			X	10
			X	11
			X	12
Front Door↵		Driver↵		

Coaster Minibus (11 passengers)↵

7	X	10	X	1
8			X	2
9			X	3
10			X	4
Front Door↵			X	5
			X	6
11		Driver↵		

Hydrogen minibus (9 passengers)↵

6	X	9	X	1
7			X	2
8			X	3
9			X	4
Front Door↵			X	5
Driver↵				