



**PREFECTURE
OF POLICE**

*Liberté
Égalité
Fraternité*



PAYS HÔTE

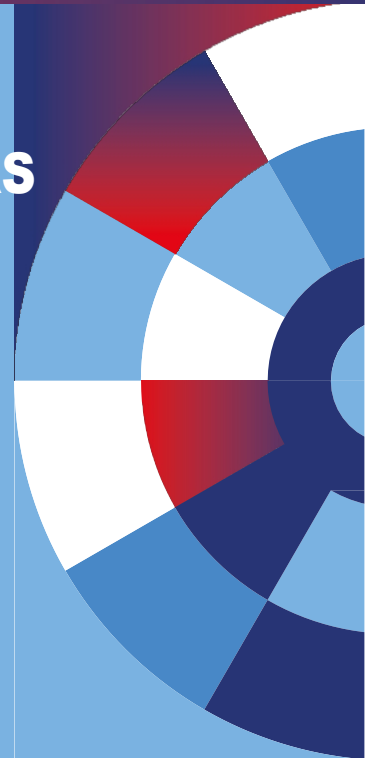


PRESS KIT

PROGRESS REPORT ON THE PERIMETERS SET UP DURING THE JOP 2024 COMPETITIONS:

- IMPACTS ON MOTORIZED TRAFFIC
- PRESERVING PEDESTRIAN AND CYCLIST FLOWS

PRESS CONFERENCE - MARCH 1st 2024





PARIS 2024

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INTRODUCTION

The 2024 Olympic and Paralympic Games will be held respectively from July 26 to August 11 and August 28 to September 8, 2024. The choice was made to organize these games in the heart of the city.

To make the Games a celebration, it is essential to ensure the safety of people and property, as well as the smooth management of traffic flows, while preserving social, economic and cultural activities as much as possible, so that they can continue under the most satisfactory conditions. The Prefecture de Police is pursuing this objective in conjunction with all government departments, the City of Paris, the organizer and the local authorities concerned.

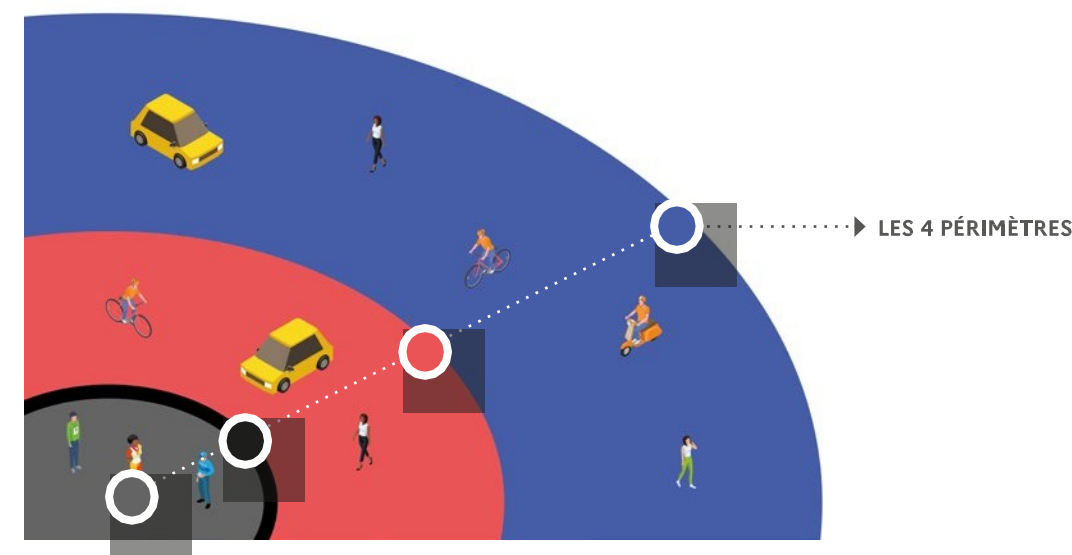
To ensure that no situation has been overlooked in the design of the systems, consultations were organized and are still ongoing. Following the press conference on November 29, 2023, these consultations enabled us to refine the security perimeters around the Olympic and Paralympic venues, and for road events, to specify the access rules and gather comments from local residents and other stakeholders, in order to adapt the system as much as possible and consolidate the list of people authorized to access them by motorized vehicle.

The consolidated perimeters and access rules presented today are the result. They clarify the potential impacts on road traffic around the Olympic and Paralympic venues, not only during the Games themselves, but also during the assembly and dismantling phases of the ephemeral venues in Paris, and during the road races.

The perimeters around the sites will have an impact on car and motorized traffic, but will preserve pedestrian and cyclist flows.



THE PERIMETERS



The organization of the Olympic and Paralympic Games calls for enhanced security during the Olympics and, beforehand, during the installation of the temporary sites.

To ensure that celebrations and competitions run smoothly while protecting pedestrians and cyclists, and with the aim of preserving social, economic and cultural activities, safety measures have been drawn up: perimeters.

For each site, 4 perimeters are set up: **gray, black, red and blue.**

→ **LES PÉRIMÈTRES GRIS** , organizers' perimeters, are set up in the immediate vicinity of Olympic and Paralympic venues (Concorde, Trocadéro, Eiffel Tower, Stade de France etc.) and will be activated from venue construction through to dismantling.

They are deliberately kept to a minimum (as close to the site as possible) to limit the impact on local residents.

Access to these areas is strictly regulated: only persons and vehicles duly authorized and accredited by the organizer, Paris 2024, or in possession of tickets during the events, will be allowed access.

Then, around the organizing perimeter, three ETAT perimeters, implemented by the services of the Préfecture de Police, follow one another:

→ **BLACK PERIMETERS** are protective perimeters (SILT Homeland Security and Counter-Terrorism) usually implemented during major events. Only ticketed spectators and people accredited by Paris 2024, as well as local residents, who may be affected, are allowed access. The black SILT perimeters almost systematically include the organizers' perimeters (in gray within the black line).



Access to the black and grey perimeters is subject to palpation and bag and baggage searches.

→ **RED PERIMETERS** have a dual purpose: on the one hand, to reduce the risk associated with the use of unauthorized vehicles, and on the other, to guarantee the safe flow of the public accessing or leaving a site, as well as local residents.

Motorized road traffic will be prohibited in the red perimeters, unless specific exemptions are granted: A table of people authorized to access red perimeters by vehicle on an exceptional basis was drawn up and then refined through consultation to take account of the diversity of situations.

For authorized persons, access to these perimeters will require registration on the dedicated digital platform in order to obtain a dematerialized pass to be presented at the perimeter entrance (the platform will be activated in spring 2024). People without internet access will be able to register at the Mairies d'arrondissement in Paris, which will carry out the formalities on their behalf.

Pedestrians and cyclists remain free to move about, without any controls or need for a receipt.

EN BREF

Red perimeter around Olympic and Paralympic venues. Pedestrian and cyclist traffic is free. People with an exemption to access the red zone by motorized vehicle (car, scooter, motorcycle) must obtain a digital pass.

To obtain a pass, each authorized person must first register on the platform and provide the required supporting documents.

The platform will open in the spring.

The table of persons authorized to access the site by motorized vehicle has been updated as part of the public consultations conducted by the Prefect of Police and each departmental prefect. The supporting documents to be submitted have been specified.

PERIMETER ACTIVATION AROUND THE SITES

Perimeters will be activated around Olympic and Paralympic venues on each competition day, two and a half hours before the start of the first event, and will be lifted one hour after the end of the last test.



→ **BLUE PERIMETERS** are perimeters restricting through motorized road traffic, allowing motorized vehicles to be reduced and diverted upstream of red perimeters. Access to this perimeter will be authorized to any driver able to justify the need for access: delivery, breakdown service, removal, access to home, work or a particular business.

Checks will be carried out by law enforcement officers at the crossing points, and their legitimacy verified. Unlike the documents required to generate a pass to enter the red perimeter, credentials to enter the blue perimeter will be free.

Pedestrians and cyclists are free to move about, without any controls or need for a receipt.

EN BREF

Blue perimeter around Olympic and Paralympic venues: for motorized vehicles and 2-wheelers, each driver must justify his or her need for access (home, work, delivery, breakdown service, moving house, medical appointment, etc.) Unless specific access is required, the blue zone must be bypassed.



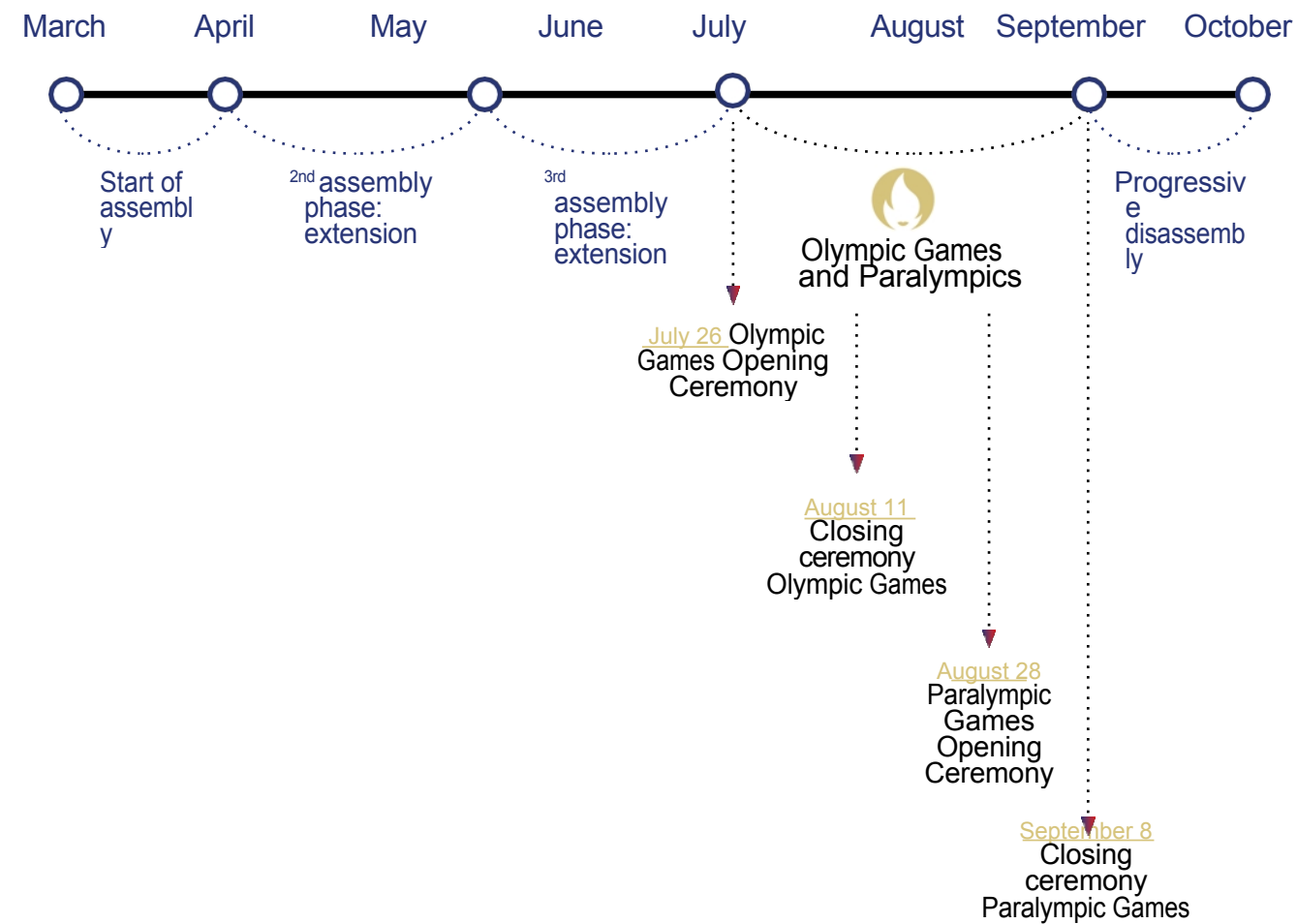
SPECIFIC PERIMETERS

ASSEMBLY AND DISMANTLING PHASES OF TEMPORARY OLYMPIC AND PARALYMPIC VENUES IN PARIS

In Paris, ephemeral Olympic and Paralympic sites will be set up at the Trocadero, the Eiffel Tower, the Champ de Mars, the Place de la Concorde, the Place de l'Hôtel de Ville, the Invalides esplanade and the Alexandre III bridge.

All these temporary sites set up in the heart of Paris require special operations to fit out the grandstands as well as the various areas required for the general public, the athletes and the various players involved in the organization.

However, the constraints will be progressive: beyond just the period of the events, the installations will require assembly and dismantling phases that will have an impact over a period running from **March to October 2024**.



For the assembly phases, traffic constraints around the sites will be geographically limited. They will be similar to those we already experience during various phases of long-term roadworks, or during the organization of major events, as was the case on Place de la Concorde with the Rugby Village in autumn 2023. Additionally, chronological maps have been drawn up for public consultation. To prevent motorized vehicles from coming into direct contact with the work zones, traffic-restriction perimeters have been set up, restricting access to those who need to enter the area for personal or professional reasons.

By way of illustration, the construction of the Place de la Concorde Arena will begin at the beginning of March 2024. More significant consequences for traffic will appear from May 17.

In the Trocadero sector, the first developments will begin on March 20 in the inner parts of the site, and the first traffic impacts will be perceptible from May 1, 2024. The Champ de Mars site will be partially concerned (Place Jacques Rueff) from the beginning of March.

EN BREF

No digital passes will be issued during this site set-up phase. Motorized vehicles will be able to enter the traffic perimeters via checkpoints manned by security forces.

OPENING CEREMONY

These perimeters will be communicated at a later date. This exceptional event will require the implementation of measures that are equally exceptional in nature and scope.

ROAD RACES :

marathon, para marathon, marathon for all, cycling, para cycling

The road events will be a source of greater constraints, but limited in time and for the most part on weekends. Safety measures will be activated the day before to allow athletes to train.

In the red perimeters around the race routes, motorized traffic is forbidden, unless exceptional dispensation is granted at the discretion of the police at the roadblocks.



These derogations are exceptional, and open only to local residents, professionals with travel requirements, and in emergency situations. The points of passage will be definitively determined in the spring, and will be very limited for obvious safety reasons. No vehicles will be allowed on the route, except in emergency situations.

Exceptional waivers do not require a digital pass.

Red perimeters around race routes will be set up 3 hours before the start of each competition. Residents of the red perimeters will have access up to 1h30 before the start of each road race. As these races are by definition mobile, the perimeter will be progressively released 15 minutes after the last competitor has passed through.

In view of the period, duration and scale of the security measures required around the para-cycling races taking place in Seine-Saint-Denis and Seine-et-Marne

the number of exceptional exemptions for access to the red perimeter will be increased, as will the possibilities of using shear points, in order to reconcile safety issues with the daily needs of residents, businesses and emergency services.

The traffic restriction perimeter for these races was significantly revised as part of the consultation process led by the Prefect of Seine-Saint-Denis, during which local elected representatives made numerous observations.

OLYMPIC LANES

Olympic lanes are roads around Paris reserved for the use of accredited vehicles to facilitate access to competition venues.

A single lane will be reserved on the main road. It will be marked with specific Paris 2024 road signs. The other lanes are accessible to non-accredited users.

ADAPTING TO CHANGE

ANTICIPATING GAMES

The TDM (Travel Demand Management) approach being piloted at national level aims to effectively reduce the flow of road and public transport journeys. The security constraints imposed by the Olympic and Paralympic Games may make certain journeys more difficult: this is why companies, public authorities and private individuals are being encouraged to anticipate as far as possible the need to travel to and from the Games.

by using telecommuting, teleworkers and the Internet whenever possible. vacations, staggered working hours, using other modes of transport or alternative routes.

Go to : <https://anticiperlesjeux.gouv.fr/>



OPTIMIZE TRAVEL

The State is working closely with road guidance and route planner applications (public transport operators, *Citymapper*, *Waze*...), so that they can integrate the perimeters into their calculation tools, in order to take into account restrictions linked to the Olympic Games and optimize traffic flow (detour, alternative routes, real-time optimization).

The doctrine on building work has yet to be fine-tuned. It will distinguish between works that do or do not have a right-of-way on the public highway and/or according to the perimeter concerned in the red perimeters. The principle that can be adopted at this stage is that roadworks will be prohibited on all the roads involved in the games. On the other hand, building work with no right-of-way will be possible in blue zones, and authorized on a case-by-case basis in red zones. Consultations with elected representatives and the professionals concerned are continuing.

ALL THE ANSWERS TO YOUR QUESTIONS

The City of Paris and the Prefecture of Police have jointly set up a Frequently Asked Questions (FAQ) site, which is constantly being updated, to answer a wide range of questions from the general public. Open since November 29, it enables everyone to find answers to questions that arise as the deadline approaches. This FAQ is updated with the changes made during the consultation.

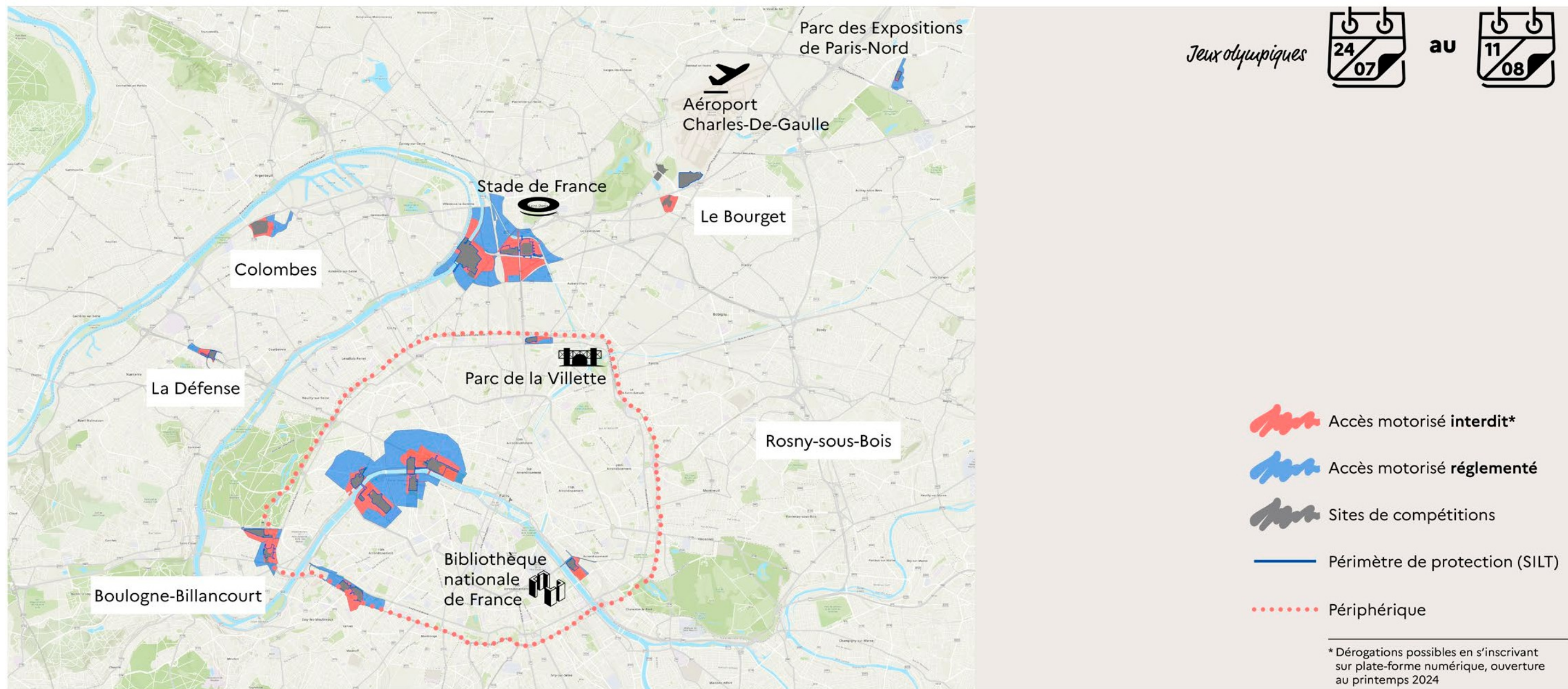
Go to
FAQ



Further details of the opening ceremony and the final rules applicable to property works will be announced in March, and are still being discussed with local elected representatives and the professionals concerned.



APPENDICES



Sites olympiques | Paris, petite couronne



APPENDI CES

PERIMETER ACCESS AND CIRCULATION
PROCEDURES ACCORDING TO USER CATEGORY



PERIMETER ACCESS AND CIRCULATION
PROCEDURES ACCORDING TO USER CATEGORY

remarque : lorsqu'il est autorisé, l'accès est possible dans les créneaux définis en amont par la préfecture de police

#	Périmètres	Accès au périmètre de circulation motorisée réglementée (bleu)	Accès au périmètre d'interdiction de la circulation motorisée (rouge)	Soumis à laissez-passer numérique pour accès VL en périmètre rouge	Pièces justificatives pour obtention du laissez-passer numérique
1	Piétons	Oui	Oui	Non	
2	Cyclistes / trottinettes (y compris électriques)	Oui	Oui	Non	
3	Vélos cargos	Oui	Oui	Non	
Véhicules de Sécurité / Urgences / Dépannages					
4	Véhicules de la Police municipale	Oui	Oui	Non	
5	Véhicules de secours (BSPP, SAMU, ambulances privées sur régulation du Centre 15, Sos médecins, Greffe d'organes, SDIS...) pour urgences et publics vulnérables	Oui	Oui	Non	
6	Véhicules "Opération Sentinelle"	Oui	Oui	Non	
7	Ambulances privées hors urgence (définies ligne 5)	Oui	Oui	Oui	Titre d'identité de l'équipage et attestation employeur + justificatif de mission
8	Véhicules utilisés pour l'accès aux centres de soins (Hôpitaux, cliniques, médecine de ville...)	Oui	Oui	Oui	titre d'identité et carte professionnelle + justificatif de mission
9	Véhicules utilisés pour l'accès en cas d'urgence aux centres de soins vétérinaires	Oui	Oui	Non	
10	Véhicules des professionnels de dépannage dans le cadre d'interventions présentant un caractère d'urgence (problèmes de maintenance non programmable, pannes, élimination de nuisibles, dépannage automobile, ...)	Oui	Oui	Non	
11	Véhicules des professionnels de dépannage dans le cadre d'interventions ne présentant pas un caractère d'urgence (maintenance programmée,...)	Oui	Oui	Oui	titre d'identité, attestation employeur, carte grise véhicule, justificatif de mission
Véhicules de services - soins à la personne					
12	Véhicules des professionnels assurant les soins à domicile hors urgence	Oui	Oui	Oui	titre d'identité et carte professionnelle ou attestation employeur justifiant la mission
13	Véhicules des professionnels assurant les soins à domicile si urgence ou prise en charge de personne vulnérable	Oui	Oui	Non	
14	Véhicules assurant le portage de repas (préparés ou issus de la restauration) et de courses alimentaires et domestiques	Oui	Non		
15	Véhicules assurant le portage de repas pour personne vulnérable (préparés ou issus de la restauration) et de courses alimentaires et domestiques	Oui	Oui	Oui	titre d'identité et carte professionnelle ou attestation employeur justifiant la mission
16	Véhicules des personnels assurant les services à domicile (aide à domicile, garde d'enfants, propreté...) hors urgence	Oui	Non		
17	Véhicules des personnels assurant les services à domicile (aide à domicile, garde d'enfants, propreté, ...) pour urgence ou personne vulnérable	Oui	Oui	Oui (sauf urgence)	titre d'identité et carte professionnelle ou attestation employeur justifiant la mission
18	Véhicules des Pompes funèbres	Oui	Oui	Non	
Véhicules de transport de personnes					
19	Taxis	Oui	Oui	Oui, pour le client	Pour le client : Titre d'identité + justificatif de domicile
20	VTC	Oui	Oui	Oui, pour le client	Pour le client : Titre d'identité + justificatif de domicile
21	Transports publics (bus RATP)	Oui	Non, sauf impossibilité totale de déviation, avec dérogation accordée par le PP (sous réserve des échanges en cours avec les transporteurs)		
22	Bus devant partir ou rentrer aux centres de dépôt des bus de transport public	Oui	Oui	Non	
23	Cars routiers / Autocars de tourisme	Oui	Non		
24	Véhicules assurant le transport de personnes en situation de handicap	Oui	Oui	Oui	titre d'identité + carte grise véhicule + justification de la mission + vérification personne à bord (CMI, carte européenne handicap...)
25	Véhicules utilisés par les personnes handicapées avec justificatif (hors taxi/VTC agréés PMR)	Oui	Oui	Oui	titre d'identité + carte grise véhicule + justification de la mission + vérification personne à bord (CM, carte européenne handicap...)
26	Véhicules des Auto écoles	Non	Non		
27	Véhicules des Auto écoles pour une activité hors zone rouge et bleu, mais ayant un parking dans ces zones sans exercice de la profession dans la zone rouge	Oui	Oui, uniquement pour quitter le parking avant activité et y revenir en fin de la zone	Oui	titre d'identité + attestation employeur + justificatif du parking dans la zone
28	Sociétés de location de véhicules disposant de parking dans ces zones	Oui	Oui, uniquement pour quitter le parking en début de location et y revenir en fin	Oui	titre d'identité + attestation employeur + justificatif du parking dans la zone

Véhicules des acteurs de la logistique					
29	Véhicules de livraisons nécessaires pour le réapprovisionnement d'établissements d'activité professionnelle (commerciaux, médicaux, etc.)	Oui	Oui selon créneaux autorisés	Oui	Attestation employeur + certifié d'immatriculation + titre d'identité + justificatif de livraison
30	Véhicules de transport de fonds ou de valeurs	Oui	Oui selon créneaux autorisés	Oui	titre d'identité + attestation employeur + justificatif de mission
31	Véhicules de transport de matières dangereuses	Non	Non		
32	Véhicules de transport de matières dangereuses de première nécessité (O2, CO2, Azote liquide, acétylène, ...) à livrer sur site ou à évacuer du site sans urgence	Oui	Oui selon créneaux autorisés	Oui	titre d'identité - justificatif employeur et justificatif lieu de livraison
33	Véhicules assurant le transport de matières dangereuses de première nécessité (O2, CO2, azote liquide, acétylène, ...) à livrer sur site ou à évacuer du site en urgence	Oui	Oui	Non	
34	Véhicules pour l'approvisionnement des marchés	Oui	Oui selon créneaux autorisés	Oui	titre d'identité et carte professionnelle
35	Véhicules d'exposants (puces, brocantes)	Non	Non		
36	Véhicules de déménagement si le déménagement ne peut être reporté	Oui	Oui selon créneaux autorisés	Oui	Justificatif de domicile dans la zone + location du véhicule ou attestation professionnelle si déménageur professionnel et justificatif du caractère impératif du déménagement
37	Véhicules pour le transport d'œuvres d'art pour musées	Oui	Oui au cas par cas selon créneaux autorisés	Oui	titre d'identité des équipiers, attestation employeur, attestation musée et justificatif du lieu de déménagement
Véhicules liés aux travaux					
38	Véhicules de livraisons chantier entités publiques	Oui	Non, sauf travaux dûment autorisés durant la période, en application de la doctrine	Oui	justificatif d'identité des équipes, justificatif adresse du chantier, copie carte grise véhicule
39	Véhicules de livraison chantier particuliers	Oui	Non, sauf travaux dûment autorisés durant la période, en application de la doctrine	Oui	dépose uniquement des personnels et matériaux - justificatif d'identité des équipes, justificatif adresse du chantier, copie carte grise véhicule
Véhicules des riverains					
40	Véhicules des personnes disposant d'un abonnement dans un parking public	Oui	Oui	Oui	Titre d'identité, justificatif de domicile et justificatif de localisation du garage
41	Véhicules des personnes ayant un parking privé dans le périmètre	Oui	Oui	Oui	Titre d'identité, carte grise véhicule, justificatif de domicile et justificatif de localisation du garage
42	Véhicules des résidents justifiant d'un abonnement résidentiel dans la zone concernée	Oui	Oui	Oui	Titre d'identité, carte grise véhicule, justificatif de domicile et justificatif de l'abonnement résidentiel
Véhicules des personnes travaillant dans la zone / Personnel des sites de compétition/ agents ville / accrédités					
43	Véhicules des personnes exerçant leur activité dans le secteur et ne pouvant se déplacer autrement qu'en véhicule (disposant d'un parking)	Oui	Oui	Oui	titre d'identité et justification employeur et adresse + justificatif de parking
44	Véhicules de personnels de services publics, dont la prise de service est située en zone rouge	Oui	Oui	Oui	titre d'identité, justificatif du garage professionnel (accès hors flux public)
45	Véhicules affectés à un service public dans le cadre d'une mission justifiée ou liée aux JOP	Oui	Oui	Oui (sauf urgence)	titre d'identité et carte professionnelle ou attestation employeur
46	Véhicules des professionnels juridiques réglementés (huissiers, avocats,...)	Oui	Oui	Oui	Titre d'identité + carte professionnelle + carte grise du véhicule
47	Véhicules des agents immobiliers	Oui	Non		
48	Véhicule des opérateurs de réseaux (télécommunication, énergie, OIV...)	Oui	Oui	Oui (sauf urgence)	titre d'identité, attestation employeur, carte grise véhicule et justification de l'urgence de la mission
49	Véhicules assurant le ramassage des ordures	Oui	Oui	Oui	titre d'identité et carte professionnelle ou attestation employeur
50	Véhicules assurant le nettoyage des rues	Oui	Oui	Oui	titre d'identité et carte professionnelle ou attestation employeur
51	Véhicules du personnel travaillant sur les sites olympiques	Oui	Non sauf véhicule VAPP	Non	Accréditation du conducteur et passagers et VAPP du véhicule
52	Véhicules des personnes exerçant leur activité dans le secteur et qui n'entrent dans aucune autre catégorie	Oui	Non		

**PERIMETER ACCESS AND CIRCULATION
PROCEDURES ACCORDING TO USER CATEGORY**

Accès aux établissements accueillant du public					
53	Véhicules de résidents dans des hôtels disposant de parking situé hors voie publique	Oui	Oui	Oui	titre d'identité des occupants du véhicule, justificatif de la place de stationnement en hôtel
54	Véhicules des visiteurs de lieux recevant du public (musées, écoles, etc.)	Oui	Non, sauf PMR	oui pour PMR en zone rouge (cf ligne 24)	titre d'identité + carte grise véhicule + justification PMR (CMI, carte européenne handicap...)
55	Véhicules pour se rendre à un EHPAD (visite des proches) - pour visiteur vulnérable	Oui	Non sauf parking situé hors voie publique	Oui	titre d'identité, justificatif de l'hébergement du résident (accès réservé aux personnes vulnérables) + justificatif parking
56	Véhicules des maraudes	Oui	Oui	oui (sauf urgence)	titre d'identité, carte grise véhicule, attestation de l'association
VL Accrédités /VIP					
57	Véhicules des Athlètes, journalistes accrédités, Paris 2024	Oui	Oui, si VAPP	Non	Accréditation des passagers et VAPP requises
58	Véhicules des journalistes non accrédités	Oui	Non		
59	Véhicule du public des maisons des Comités nationaux olympiques	Oui	Non sauf PMR ou parking	oui pour VL autorisés	titre d'identité + invitation et justificatif parking + carte PMR

**ACCESS AND CIRCULATION
IN PERIMETERS BY USER CATEGORY**

Download the table of authorized persons on the Préfecture de Police website:

<https://www.prefecturedepolice.interieur.gouv.fr/securite-jeux>

ACCESS THE FILE
SCAN THE QR CODE



APPENDICES

PRESS RELEASE

UPDATE ON THE PERIMETERS SET UP DURING THE 2024 OLYMPIC GAMES COMPETITIONS

Paris, March 1^{er} 2024

The 2024 Olympic and Paralympic Games will be held from July 26 to August 11 and August 28 to September 8, 2024 respectively.

These extraordinary Games organized in the heart of the city will have an impact on daily life, for obvious reasons of security and the need to organize the event properly. Government departments, the City of Paris, the local authorities concerned and the Paris 2024 organizing committee are all working together to reduce this impact and ensure that commercial, social and cultural activities continue satisfactorily during this important period for our country.

This second press conference is organized three months after the first, as a progress report.

Since December, consultations with professionals and the general public have been organized by the Préfet de Police and departmental prefects, with the participation of the local authorities concerned and the organizing committee, and are currently underway, to ensure that no situation has been overlooked in the development of the arrangements. As a result of these meetings, the perimeters resulting from a carefully thought-out safety assessment have been able to evolve where necessary. Above all, the categories of people authorized to enter the perimeters were enriched and refined to take into account the needs and imperatives expressed during these consultations.

With less than 150 days to go before the opening ceremony of the Olympic Games, the Préfecture de Police is presenting the perimeters set up around the Olympic and Paralympic venues, around the itineraries of the road races, during the assembly phases of the ephemeral sites, the access rules adopted at this stage and the planned exemptions, in terms of motorized traffic, with pedestrian and cyclist access being maintained.

Perimeters

To guarantee the safety and smooth running of celebrations and competitions, while protecting pedestrians and cyclists, and with the aim of preserving social, economic and cultural activities, safety measures have been put in place.



Only motorized traffic will be affected by the implementation of the perimeters, with varying degrees of constraint.

For each site, 4 perimeters are set up: **gray, black, red and blue.**

- **The gray perimeters** are the organizer's perimeters; they constitute the sites themselves and will be activated from site construction through to dismantling. Access to these areas is strictly regulated: only persons and vehicles duly authorized and accredited by the organizer, Paris 2024, and ticketed spectators during the events, may enter.

Then, around the organizing perimeter, three ETAT perimeters, implemented by the services of the Préfecture de Police, follow one another:

- **The black perimeters** are protective perimeters, encompassing the organizers' perimeters. Only ticketed spectators and people accredited by Paris 2024, as well as local residents who may be affected, are allowed access.
- **Red perimeters** are areas where motorized traffic will be prohibited, unless specific dispensations have been granted. A table of persons authorized to access the red perimeters by vehicle has been drawn up, and those concerned will be able to obtain, except in emergencies, a dematerialized pass on the dedicated digital platform.
- **The blue perimeters** restrict motorized transit traffic, and aim to reduce motorized traffic by diverting vehicles that have no reason to enter the red perimeters.

Specific perimeters

- **Set-up and dismantling phases** of temporary Olympic and Paralympic venues in Paris: the installations and fittings of temporary venues will require set-up and dismantling phases resulting in gradual and limited impacts on traffic, over a period running from March to October 2024.
- **Road events** (marathon, para-marathon, cycling, etc.)
The road events will be a source of greater constraints, but limited in time and for the most part on weekends. Safety measures will be activated the day before to allow athletes to train.
- **Olympic lanes**
Olympic lanes are roads around Paris reserved for the circulation of accredited vehicles to facilitate and guarantee athletes' access to competition venues. Only one lane will be reserved on the road. It will be marked with specific Paris 2024 road signs. The other lanes are accessible to non-accredited users.

Next steps

Further details will be given later, in March, on the Olympic opening ceremony and on the final rules applicable to building work, which are still being discussed with local elected representatives and the professionals concerned.

In spring 2024, the digital platform for issuing passes for people authorized to access red perimeters on an exceptional basis will be operational.

Further information

- Find all the documents, maps and information on the JOP website of the Préfecture de Police:
<http://www.missionjop2024.fr/>
- Discover the Ministry of Transport's interactive map to anticipate road and public transport travel: <https://anticiperlesjeux.gouv.fr/>
- Consult the Paris City Hall FAQ on perimeters and access:
<https://www.paris.fr/pages/jeux-olympiques-et-paralympiques-de-paris-2024-all-answers-to-your-questions-21857>
- You can also find a map of the assembly and dismantling phases of the temporary sites on the Paris 2024 website:
www.Paris2024.org/fr/Montage-Demontage-Sites/



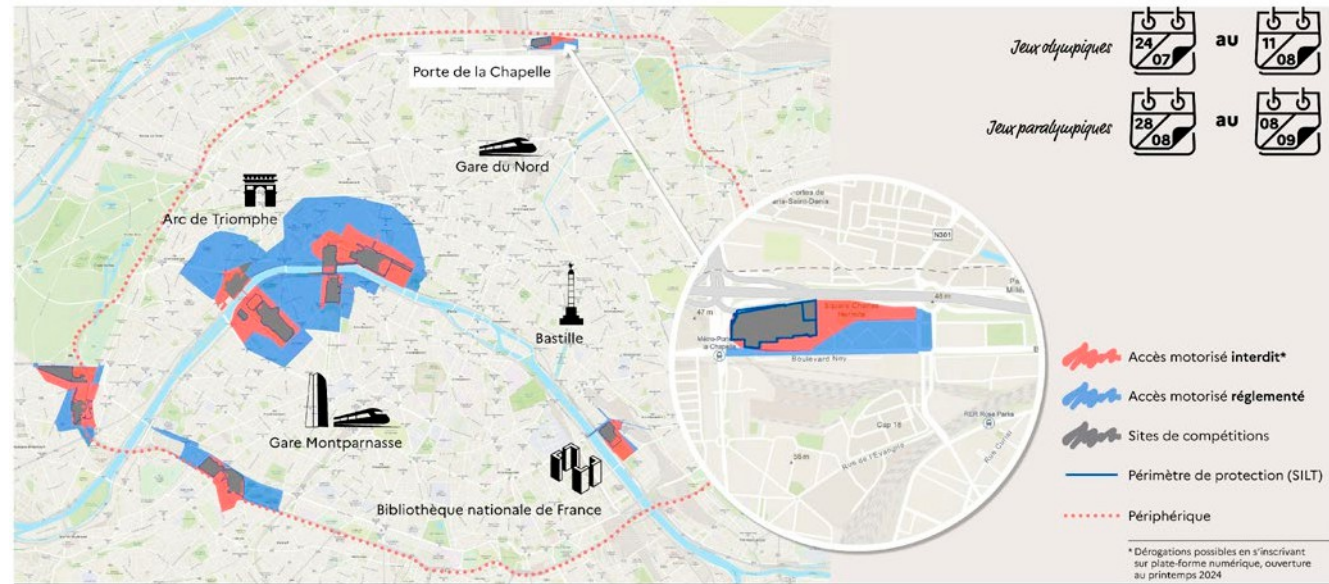
Press contact

Préfecture de Police
Mail: ppcom@interieur.gouv.fr

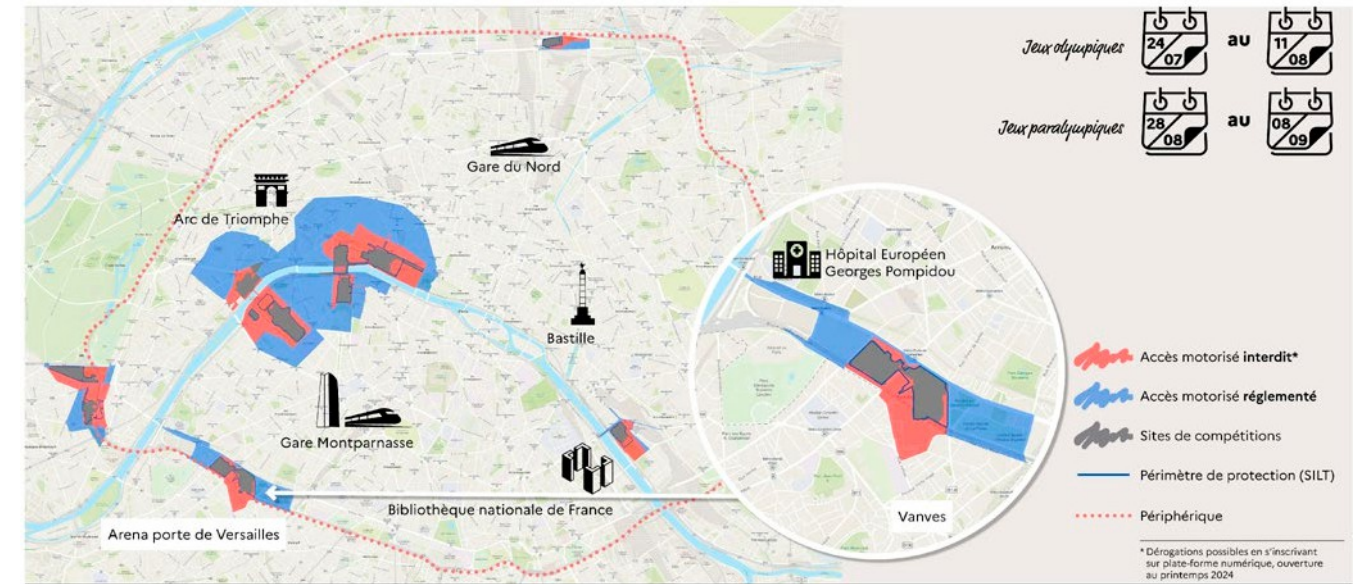


APPENDICES

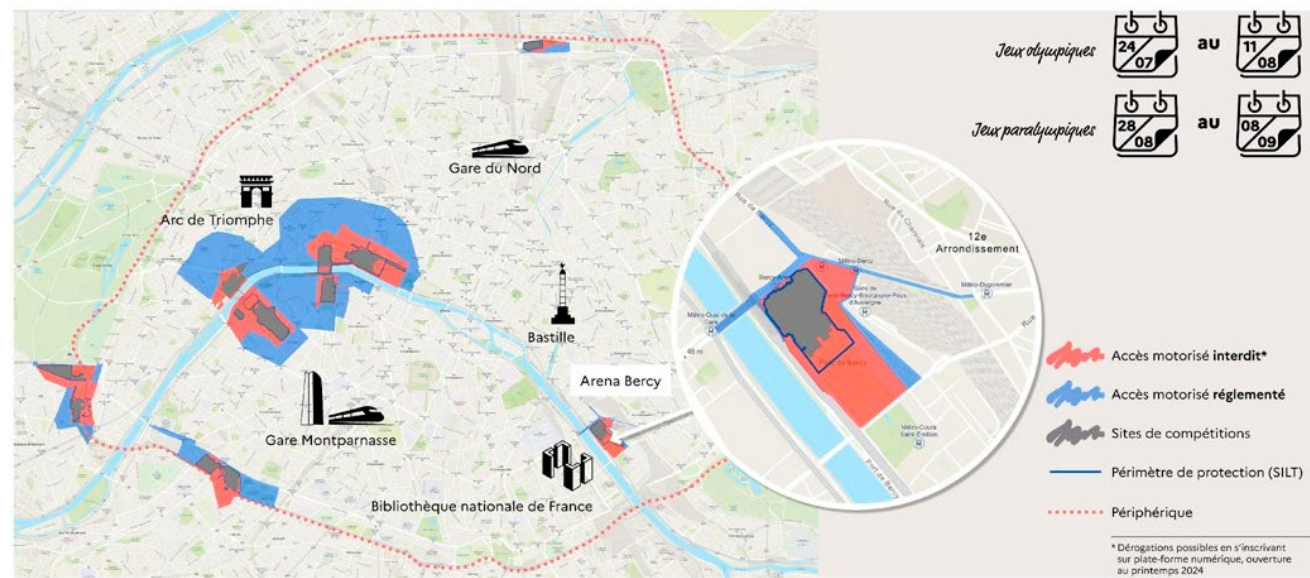
PARIS



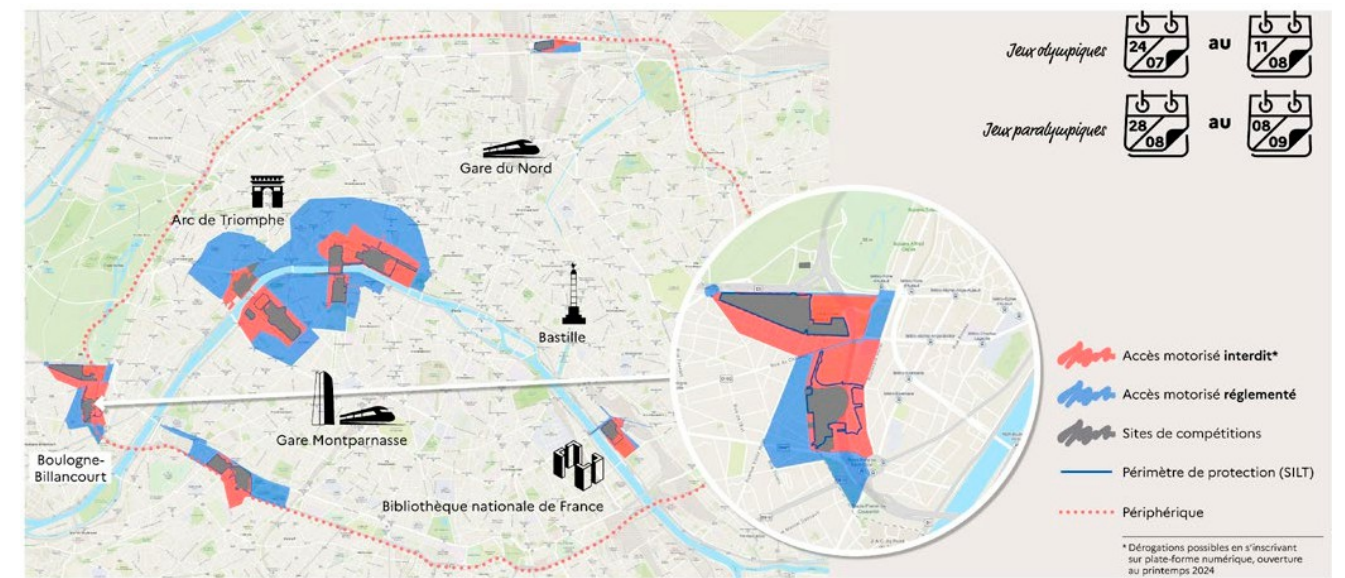
Sites olympiques et paralympiques | Vue Paris | Arena la Chapelle



Sites olympiques et paralympiques | Vue Paris | Arena porte de Versailles



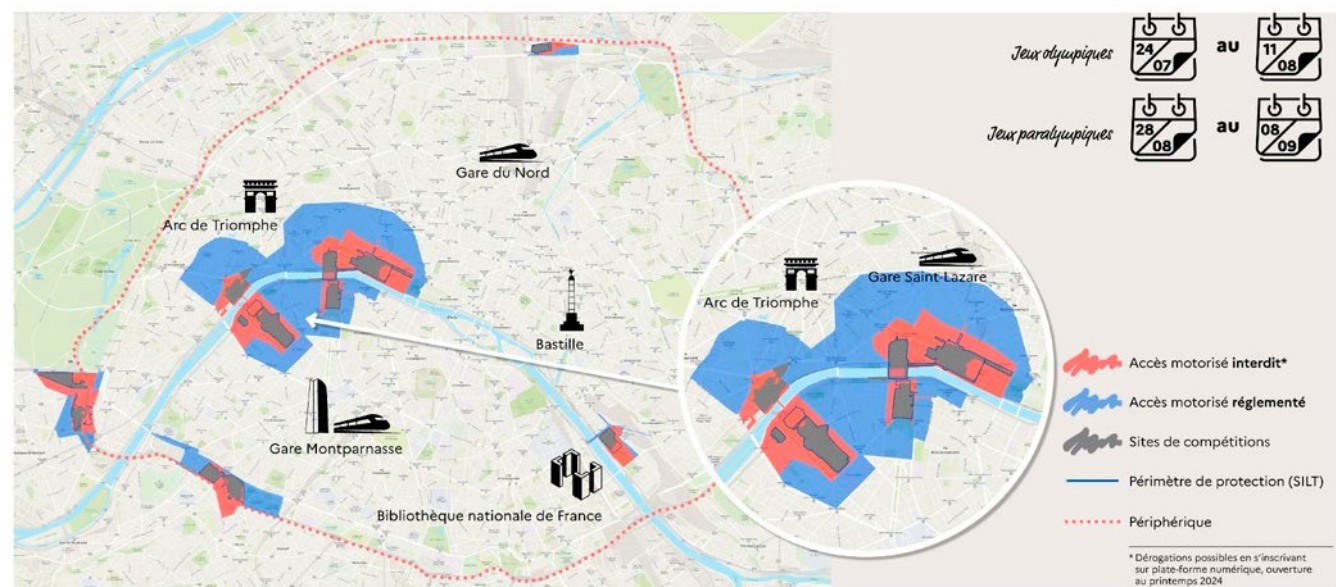
Sites olympiques et paralympiques | Vue Paris | Arena Bercy



Sites olympiques et paralympiques | Vue Paris | Roland-Garros, Parc des Princes

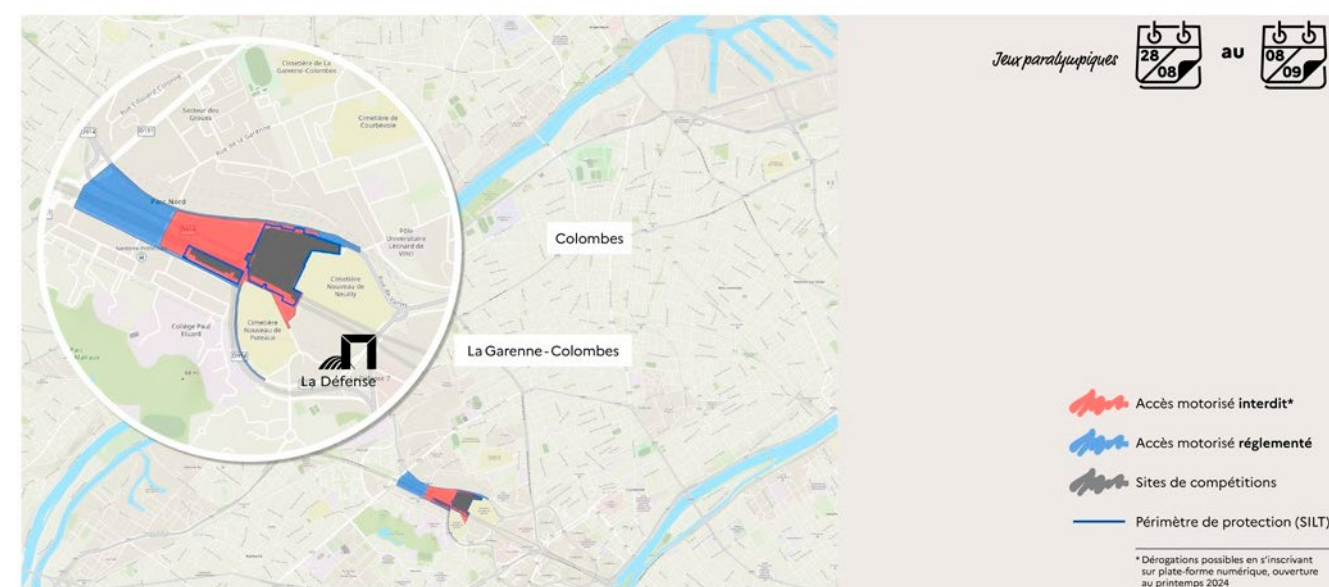


PARIS



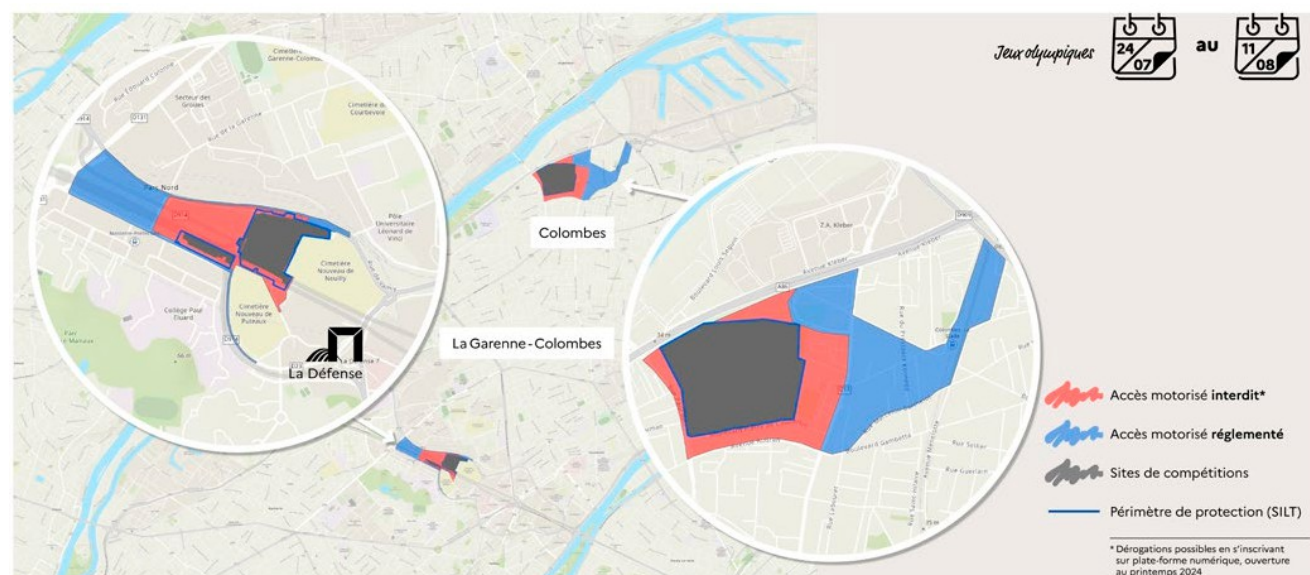
Sites olympiques et paralympiques | Vue Paris | Trocadéro, Tour Eiffel, Champ-de-Mars, Invalides, Grand-Palais, Pont Alexandre III, La Concorde

HAUTS-DE-SEINE



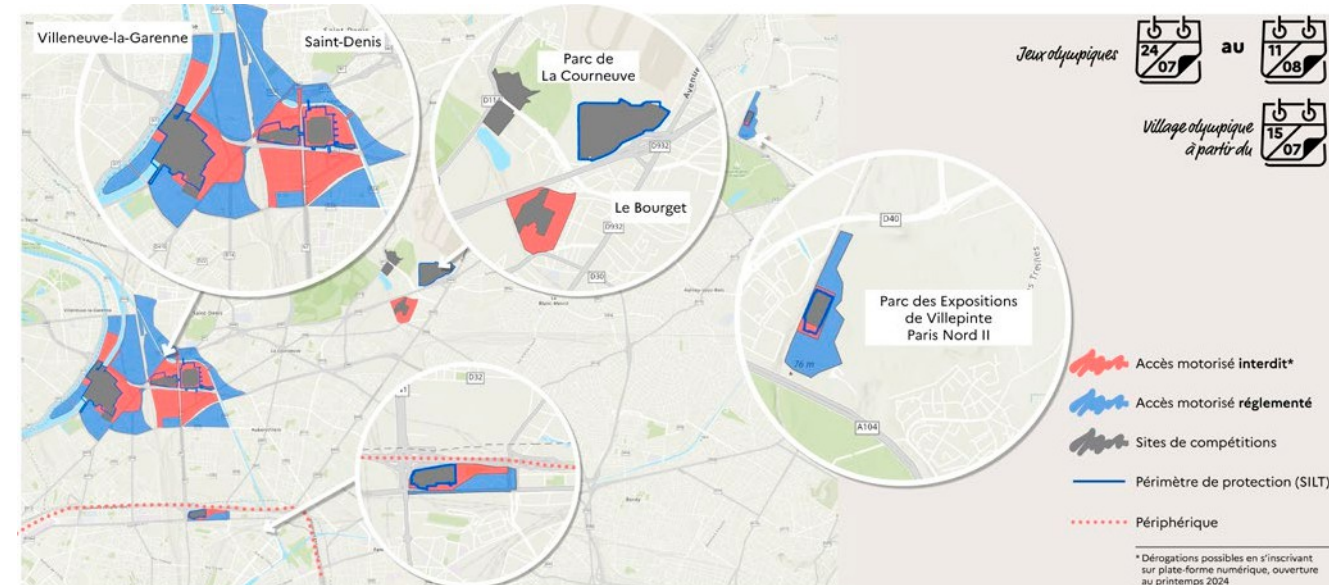
Périmètres de circulation | Sites paralympiques | Vue 92

HAUTS-DE-SEINE



Périmètres de circulation | Sites olympiques | Vue 92

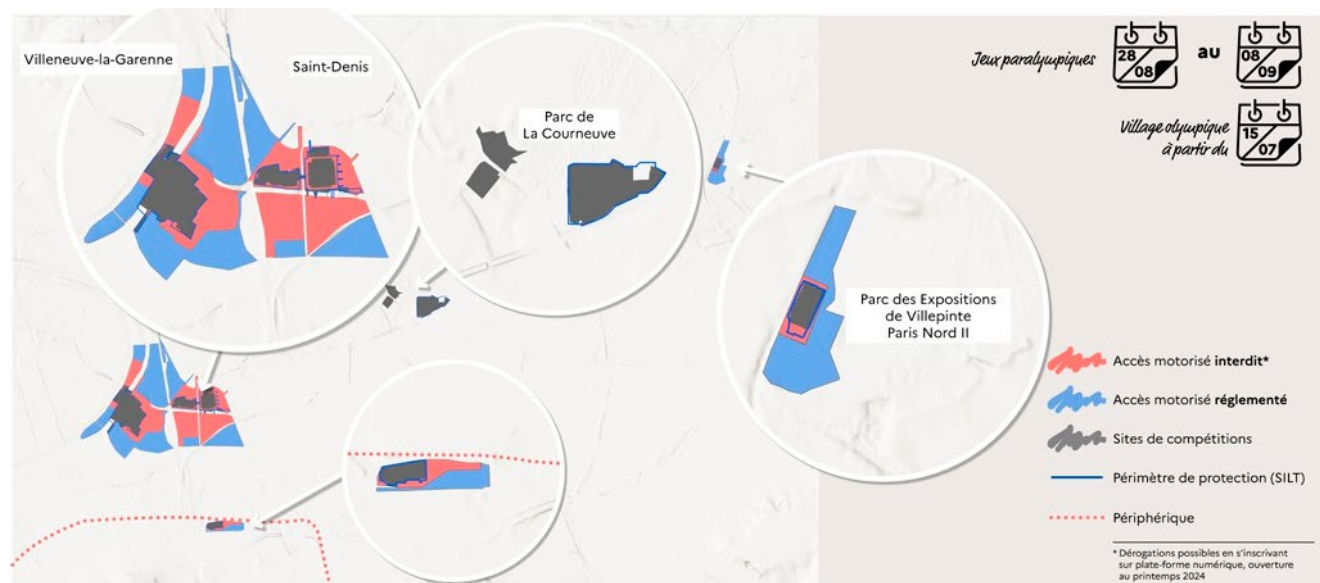
SEINE-SAINT-DENIS



Sites olympiques | Vue 93

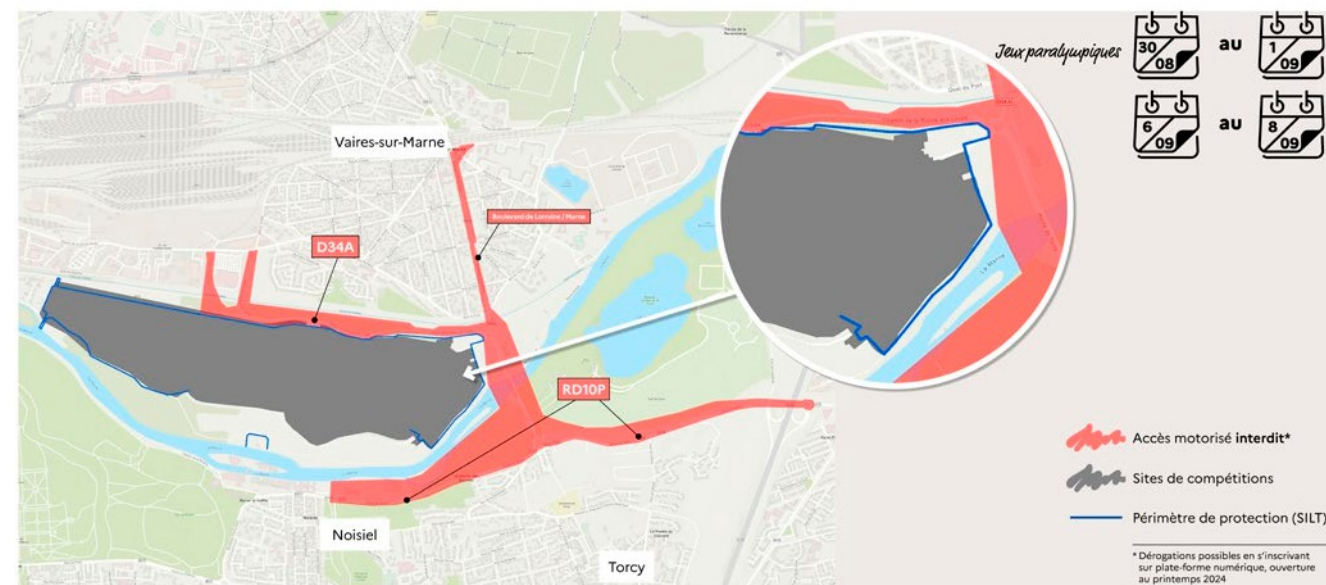


SEINE-SAINT-DENIS



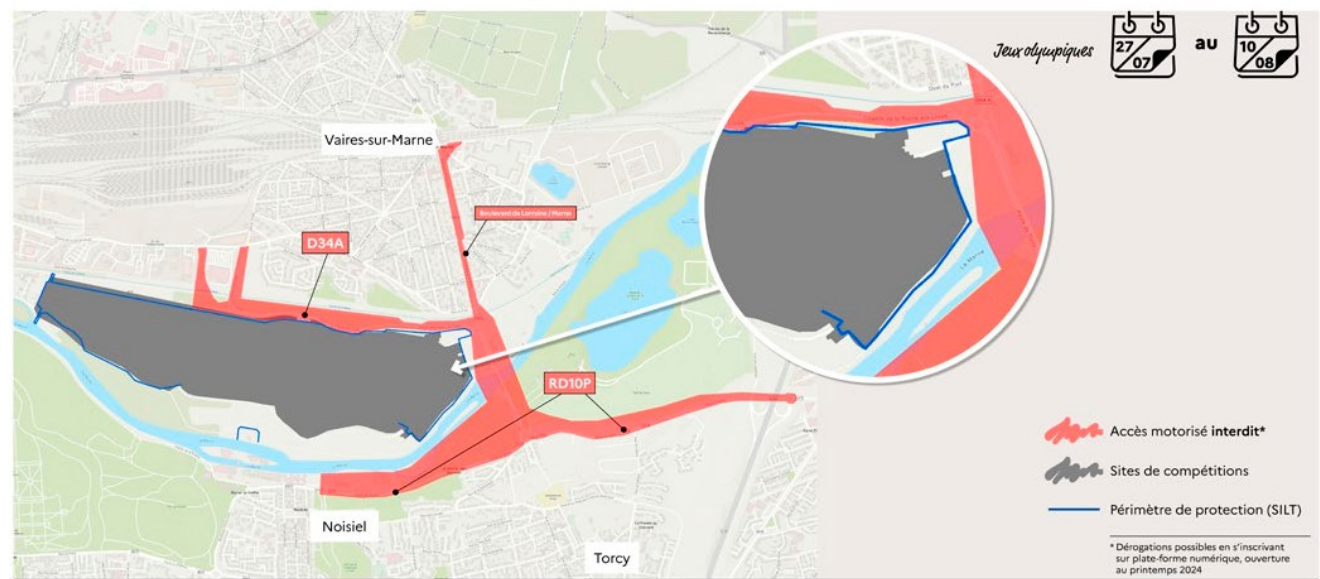
Sites paralympiques | Vue 93

SEINE-ET-MARNE



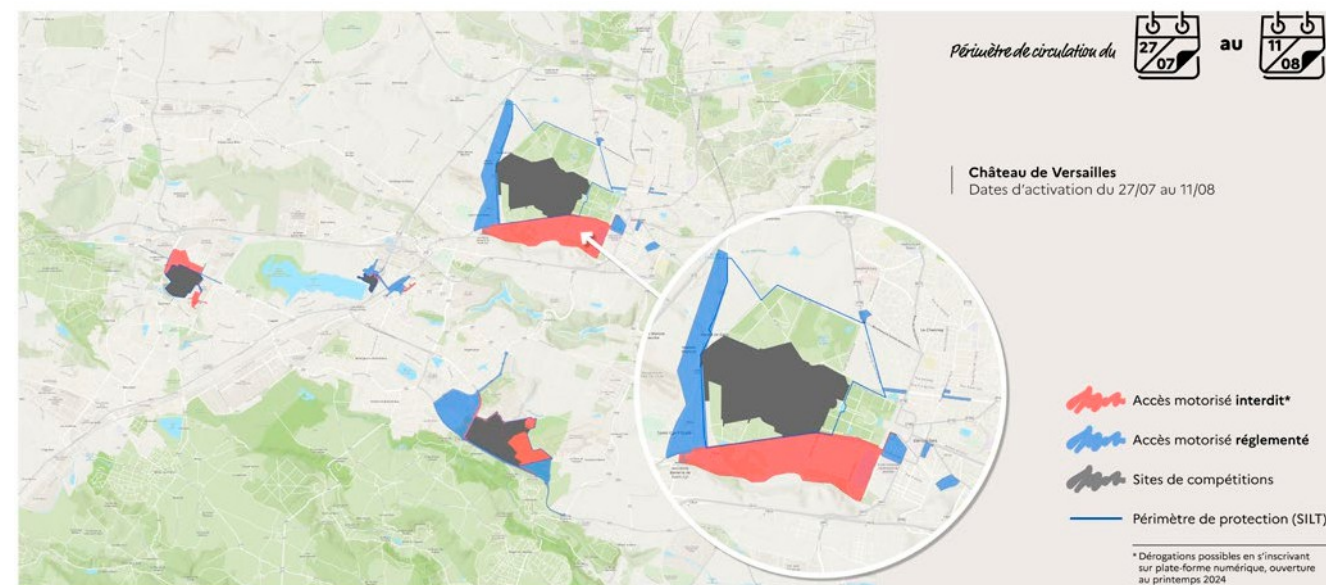
Périmètres de circulation | Sites de Vaires | Vue 77

SEINE-ET-MARNE



Périmètres de circulation | Sites de Vaires | Vue 77

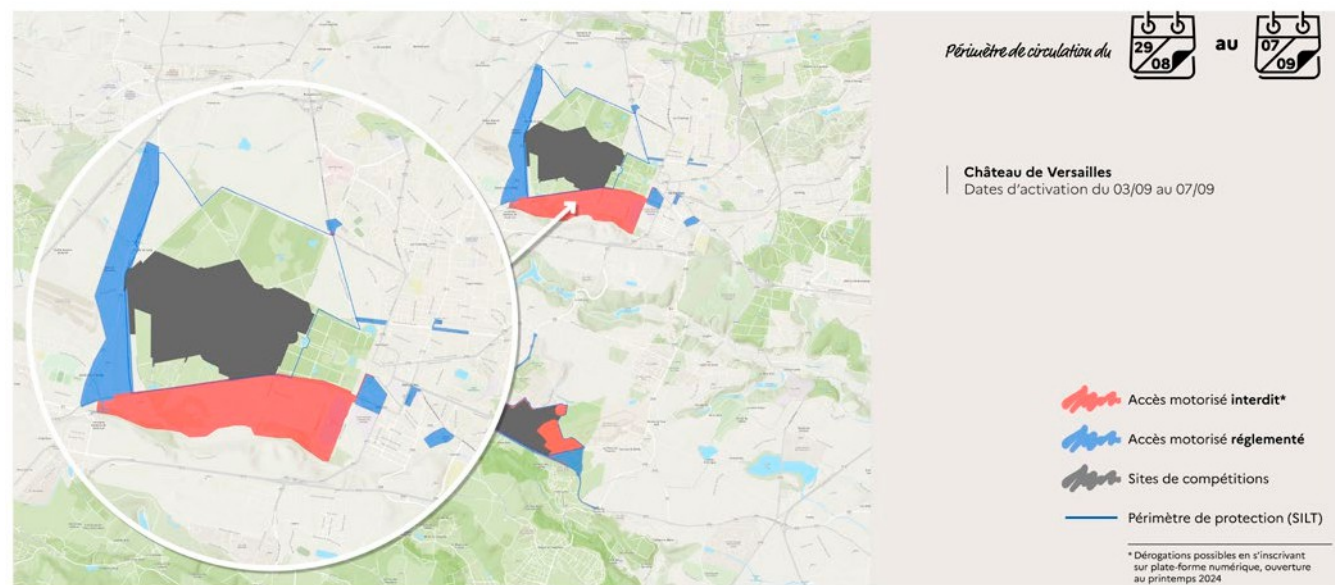
YVELINES



PÉRIMÈTRES DE CIRCULATION | Site de Versailles | Vue 78

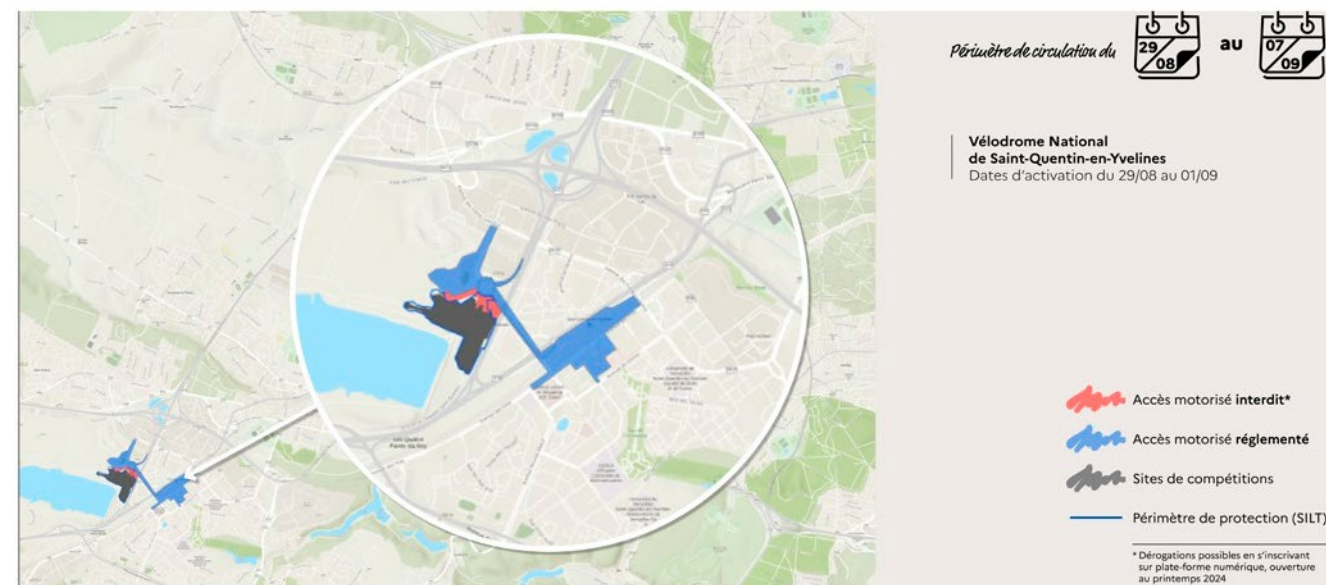


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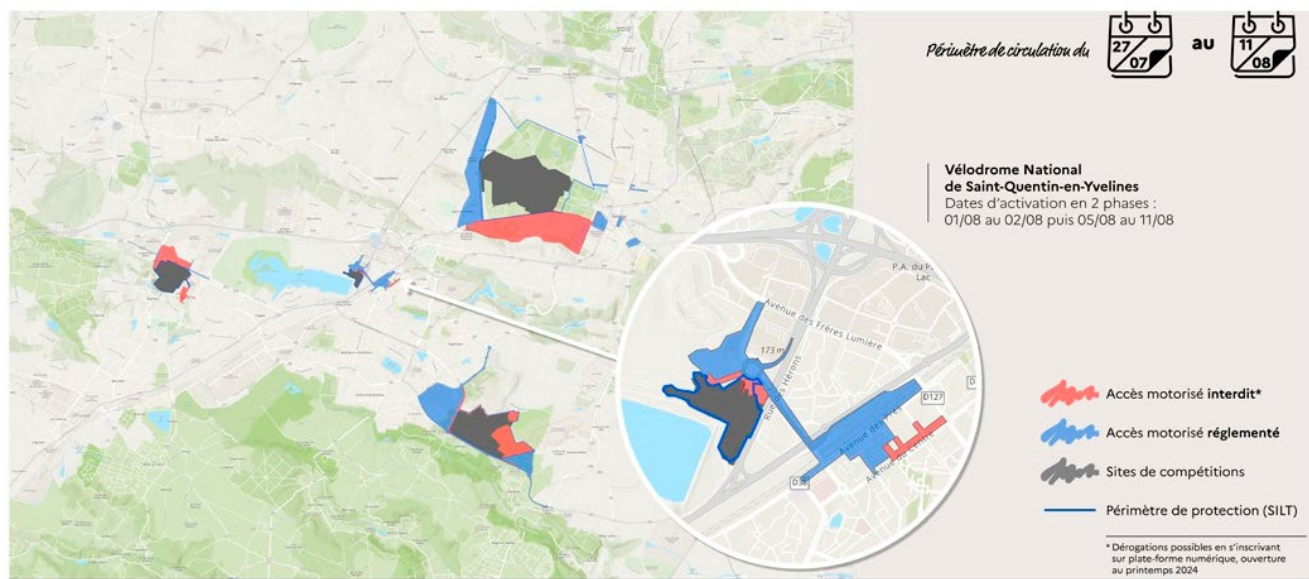
PÉRIMÈTRES DE CIRCULATION | Site de Versailles | Vue 78

YVELINES



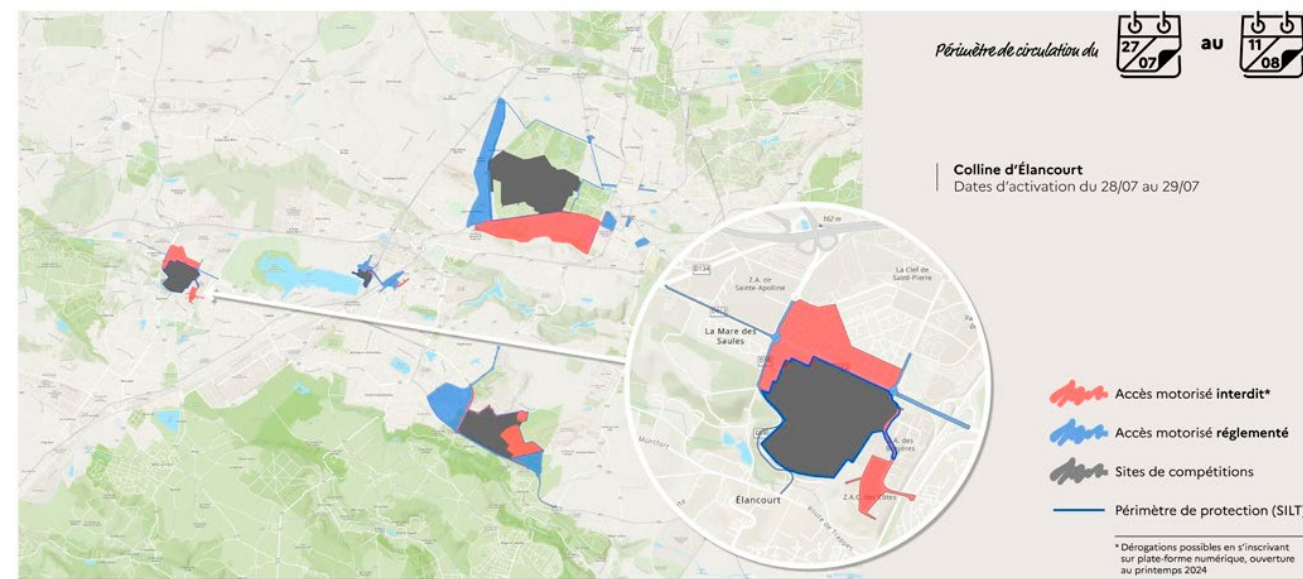
PÉRIMÈTRES DE CIRCULATION | Site de Saint-Quentin-en-Yvelines | Vue 78

YVELINES



PÉRIMÈTRES DE CIRCULATION | Site de Saint-Quentin-en-Yvelines | Vue 78

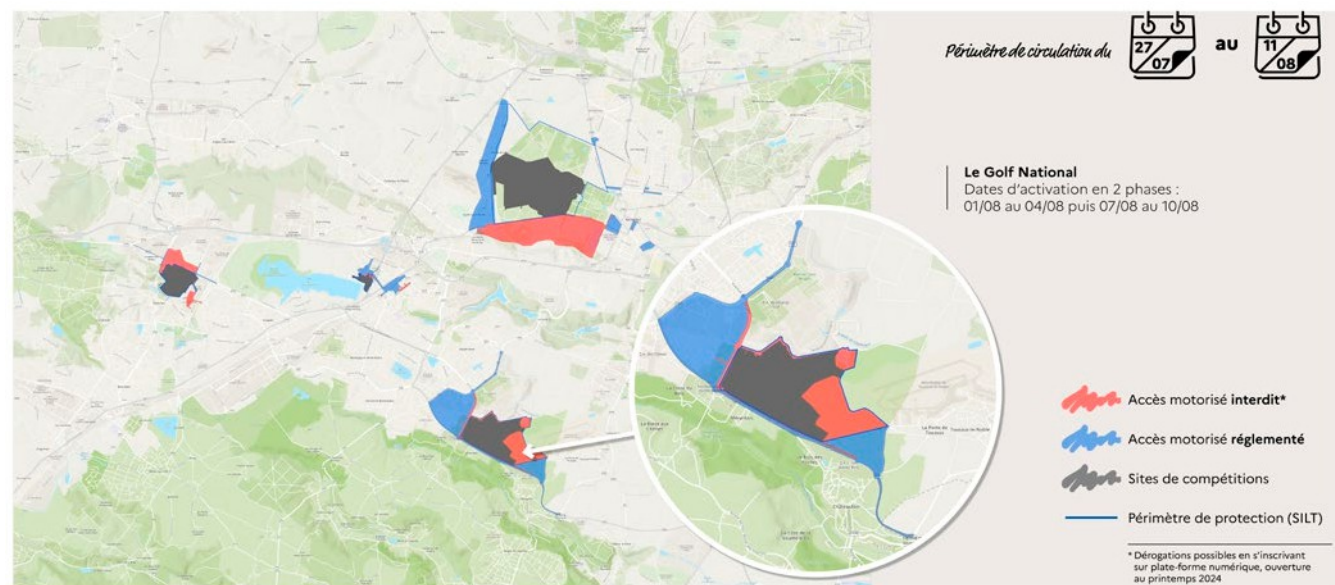
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PÉRIMÈTRES DE CIRCULATION | Site d'Élanecourt | Vue 78

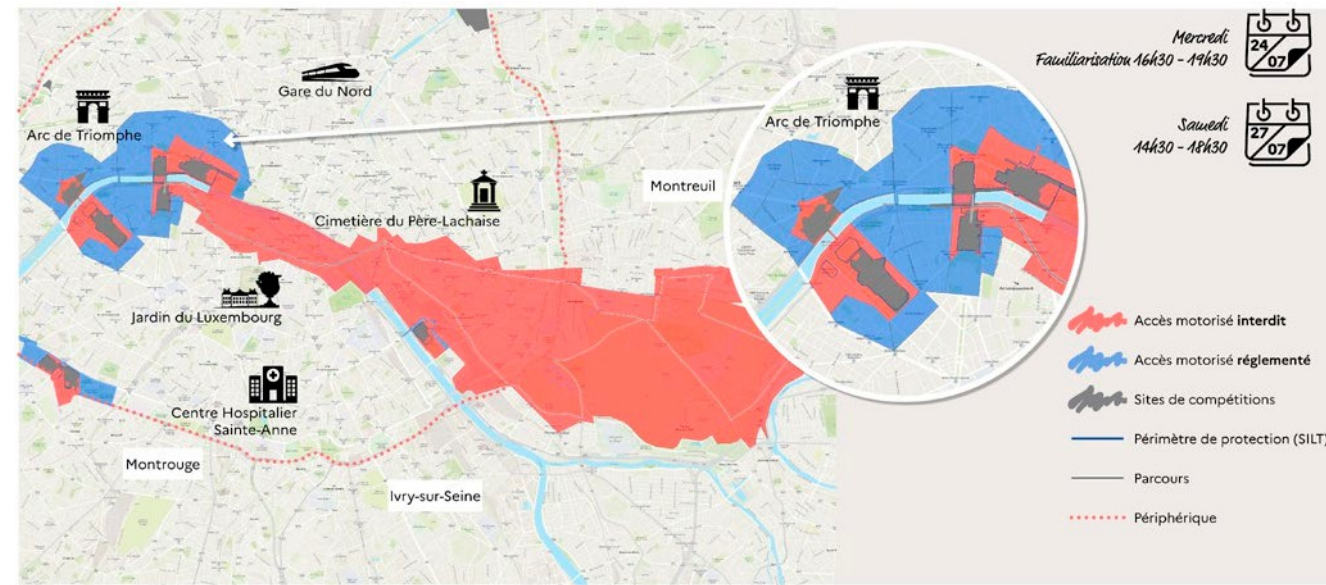


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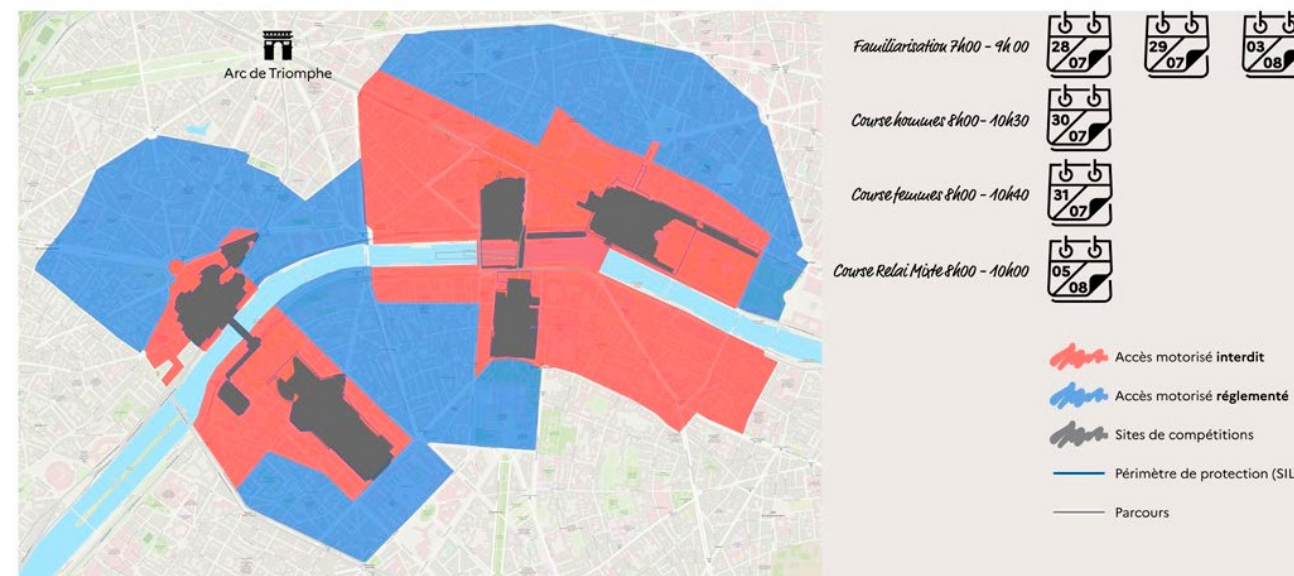


PÉRIMÈTRES DE CIRCULATION | Site du Golf National | Vue 78

ROAD RACING IN ILE-DE-FRANCE



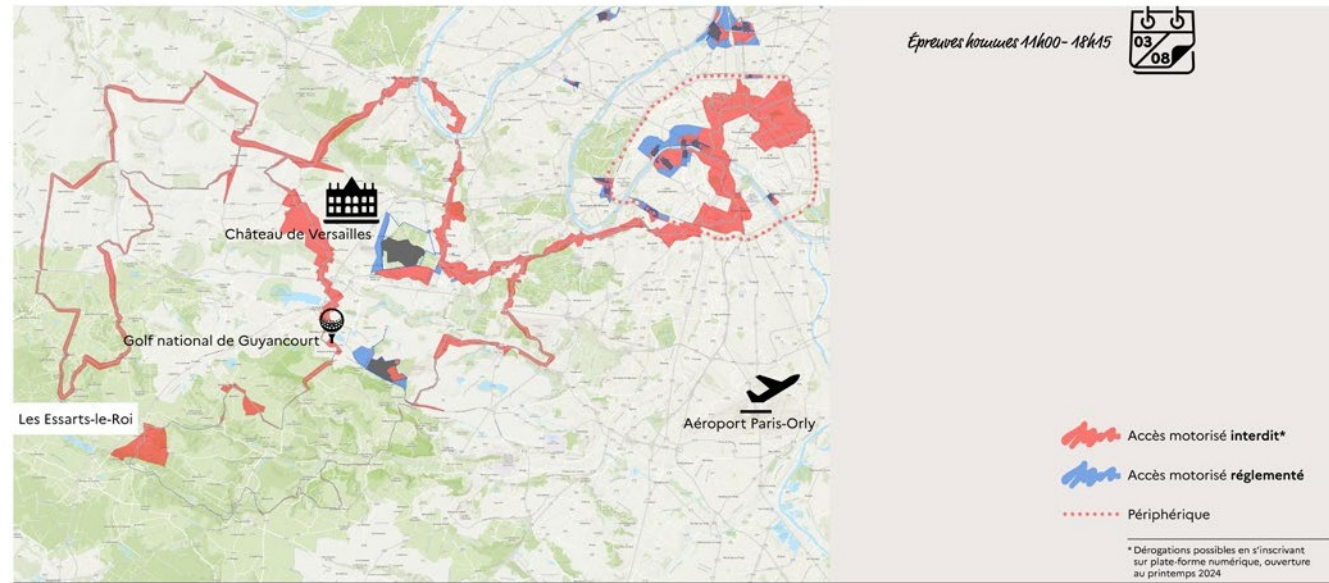
Cyclisme | Course contre la montre | Paris, petite couronne



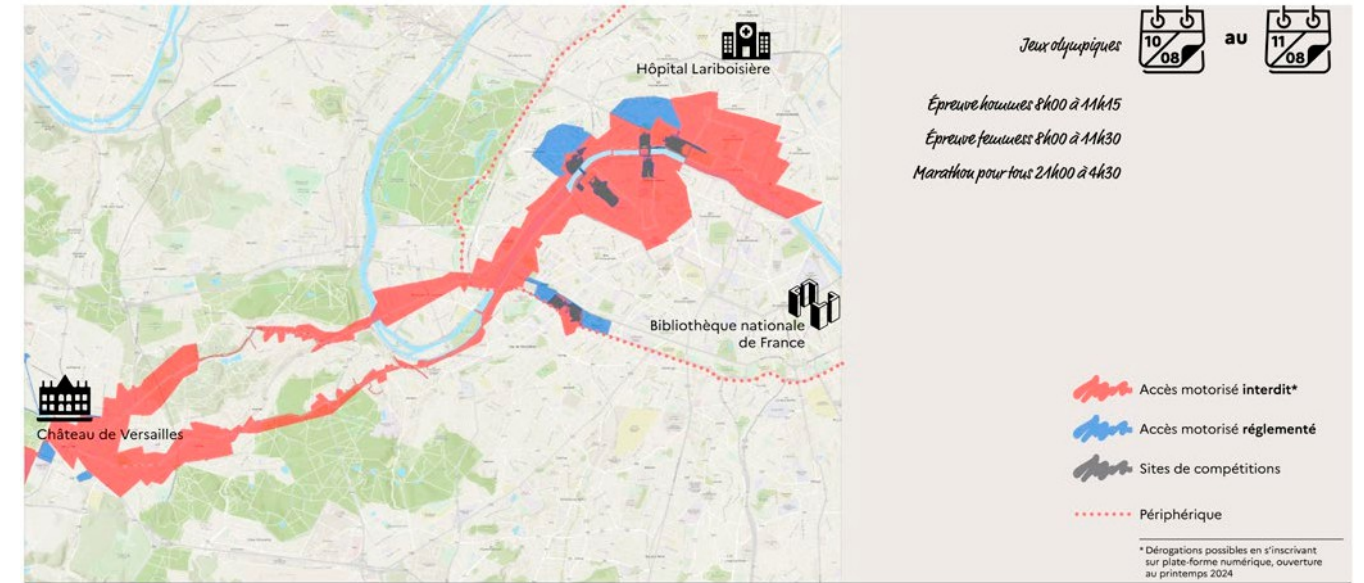
Triathlon | Paris



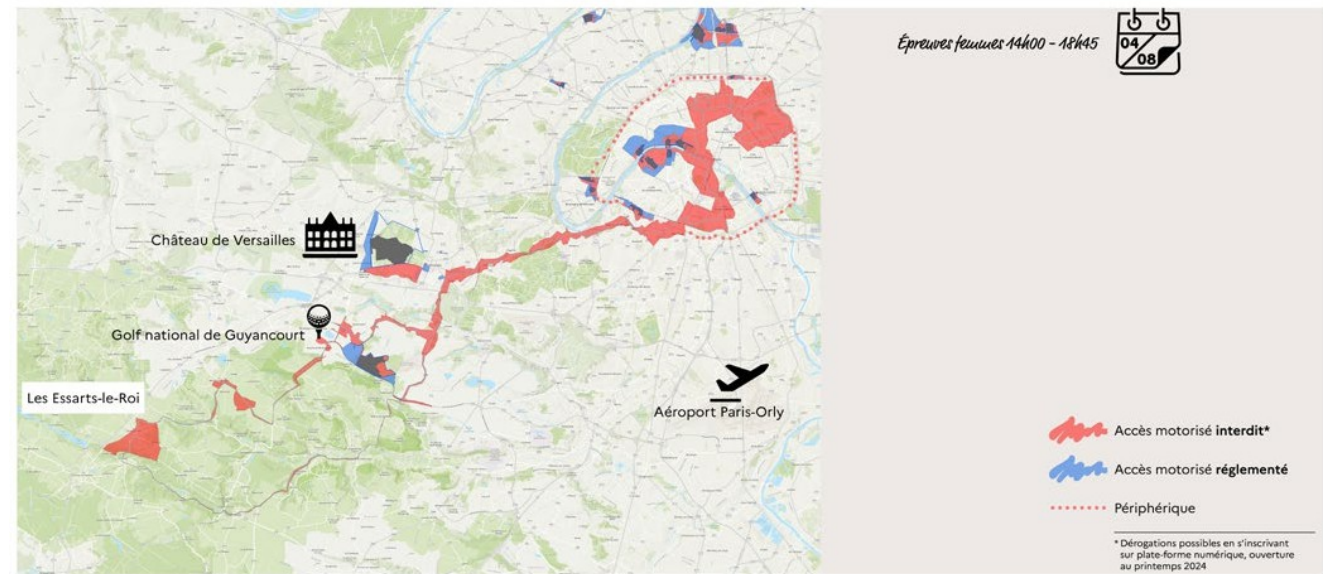
ROAD RACES IN ILE-DE-FRANCE



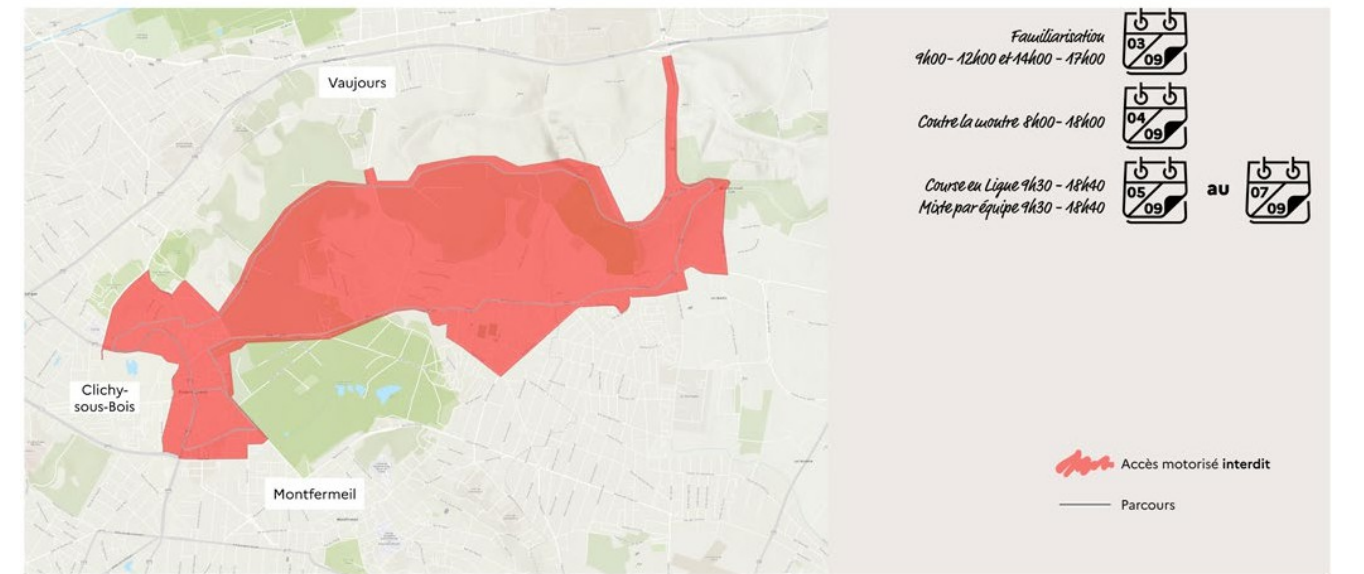
Cyclisme | Course en ligne | Vue Île-de France



Marathon | Vue Île-de France



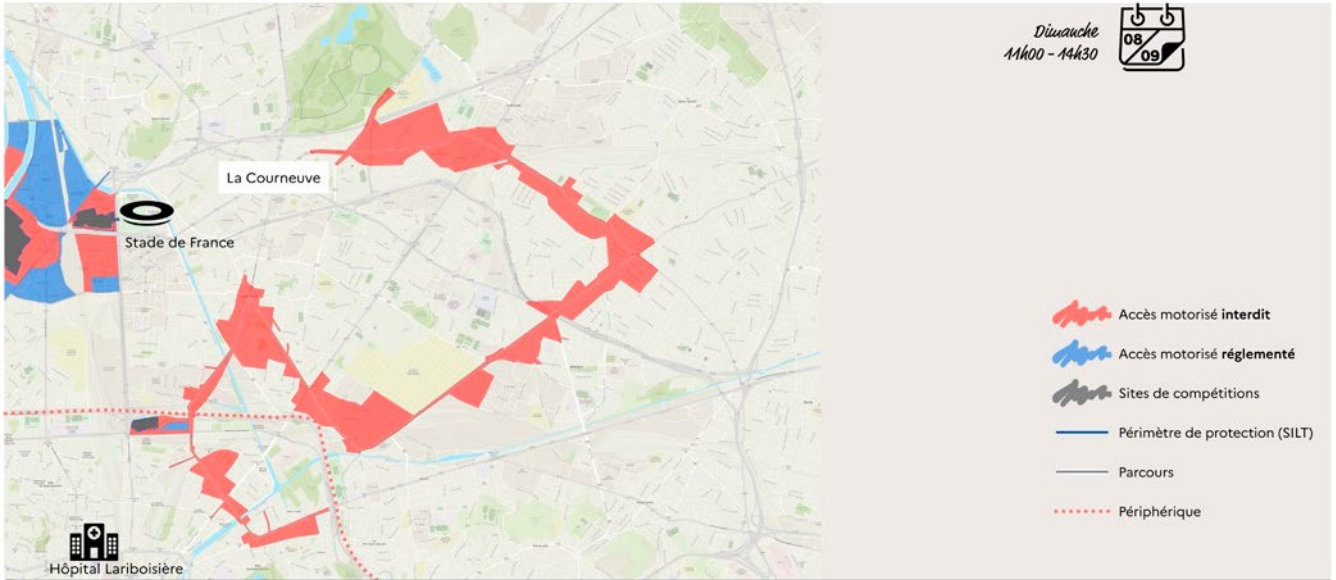
Cyclisme | Course en ligne | Vue Île-de France



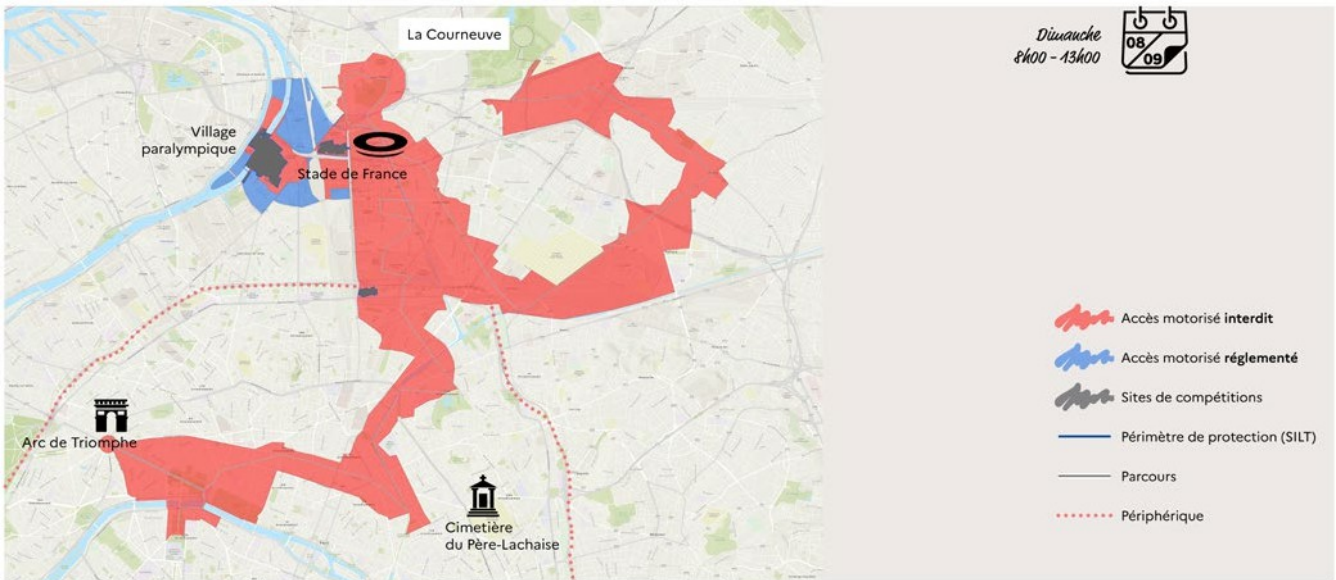
Cyclisme sur route | paralympiques | Seine-Saint-Denis



ROAD RACES IN ILE-DE-FRANCE



MASS CYCLING



Marathon paralympique | La Courneuve - Invalides

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