MEDIA TRANSPORT GUIDE

Please note that this guide is a working document that will be finalised and published officially closer to Games time.

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Introduction

The Olympic and Paralympic Winter Games Milano Cortina 2026 are multi-regional Games.

The Host Cities are Milano and Cortina d'Ampezzo, with their two supporting regions of Lombardia and Veneto, and the two autonomous provinces of Trento and Bolzano/Bozen; they all join forces to deliver memorable Games that will be leading to a greater cooperation in the entire Alpine macro-region.

The Olympic competition venues will be located in four clusters: the mountain clusters (Cortina, Valtellina, Val di Fiemme) with their stunning peaks, and the city cluster (Milano), with its vibrant international flair.

Verona, where the Olympic Closing Ceremony will take place, adds to the range of locations with its history-rich amphitheatre.

The transport concept is designed for the clusters to operate independently, based on the principle that stakeholders will primarily reside in the cluster where they are competing or working; transfers between clusters will be kept to a minimum due to distance, travel times, and Milano Cortina 2026 sustainability targets.

Media, considering their particular nature as a stakeholder, will require the ability to regularly move between clusters.

The Olympic Winter Games Milano Cortina 2026 are inspired by the IOC's Agenda 2020 and by its "New Norm", which clearly repositions the Olympic Games as an event that is more sustainable, more flexible, and more efficient, both operationally and financially, whilst also unlocking more long-term value for host cities.

These principles and a clear focus on sustainability have provided the foundation for the Milano Cortina 2026 Games Concept.

The Olympic Winter Games Milano Cortina 2026 will take place from 6 to 22 February 2026.

1. GAMES OVERVIEW

1.1. Olympic Environment

Milano Cortina 2026 is based on a multi-regional concept, with the transport service delivery relating to four segments:

1. Cluster transport (within each cluster)
2. Cross-cluster transport (between different clusters)
3. Arrivals & Departures
4. Ceremonies

This Transport Guide outlines the transport service design concept for Cluster, Cross-Cluster, Arrivals and Departures and Ceremonies transport services.

Transport systems will be shared by multiple stakeholder categories.

The approach for Milano Cortina 2026 transport is to develop intermodal mobility solutions for all Games stakeholders.

The mobility plan is based on two different railway lines as follow:

-   high-speed railway line connecting Milano to Venezia (transit hub for Cortina and Anterselva/Antholz), Verona (VOA) and Trento (transit hub for Predazzo and Tesero)
-   regional railway line connecting Milano to Tirano (transit hub for Bormio and Livigno)

In addition, there is an extended road and motorway network to move between Games areas, as well as a robust public transport network inside Milano.

As far as the Milano cluster is concerned, the city area has good connections, thanks to a robust public transport network, which will become the backbone of transport services for both stakeholders and spectators. It is the most efficient and effective transport service to ensure connections between accommodation facilities and competition/non-competition venues.

By 2026, this network will include 5 metro lines (M) with 12 suburban railway lines (S), allowing any stakeholder to reach even more easily the venues and any other official destination.

Additional Milano Cortina 2026 transport services will be guaranteed outside of public transport operational hours, or as an integration in case of insufficient provision.

As far as the mountain area is concerned, three main clusters have been identified:

- Cortina (including Anterselva/Antholz)
- Valtellina (with the cities of Bormio and Livigno)
- Val di Fiemme (with the cities of Tesero and Predazzo)

All these clusters will be reachable via rail and/or road and are well connected to the two main official airports of Milano Malpensa (serving the Milano and Valtellina clusters) and Venezia Marco Polo (serving the Val di Fiemme and Cortina clusters, including Anterselva/Antholz).

Milano Cortina 2026 will ensure the highest priority to the movement of athletes, members of the IOC and IPC, International Federations, workforce, media, dignitaries, sponsors and spectators, to facilitate the Olympic experience at all levels.

Free access to public transport (TP) in Milano, Verona and in the mountain clusters will be granted to all stakeholder. The system will be complemented by a network of cluster parkings (CPs) for stakeholders.

The Milano Cortina 2026 Olympic venue masterplan includes **13 competition venues in 4 clusters**, plus multiple non-competition venues.

The map below shows cluster positions, main routes and the sports connected to each cluster:
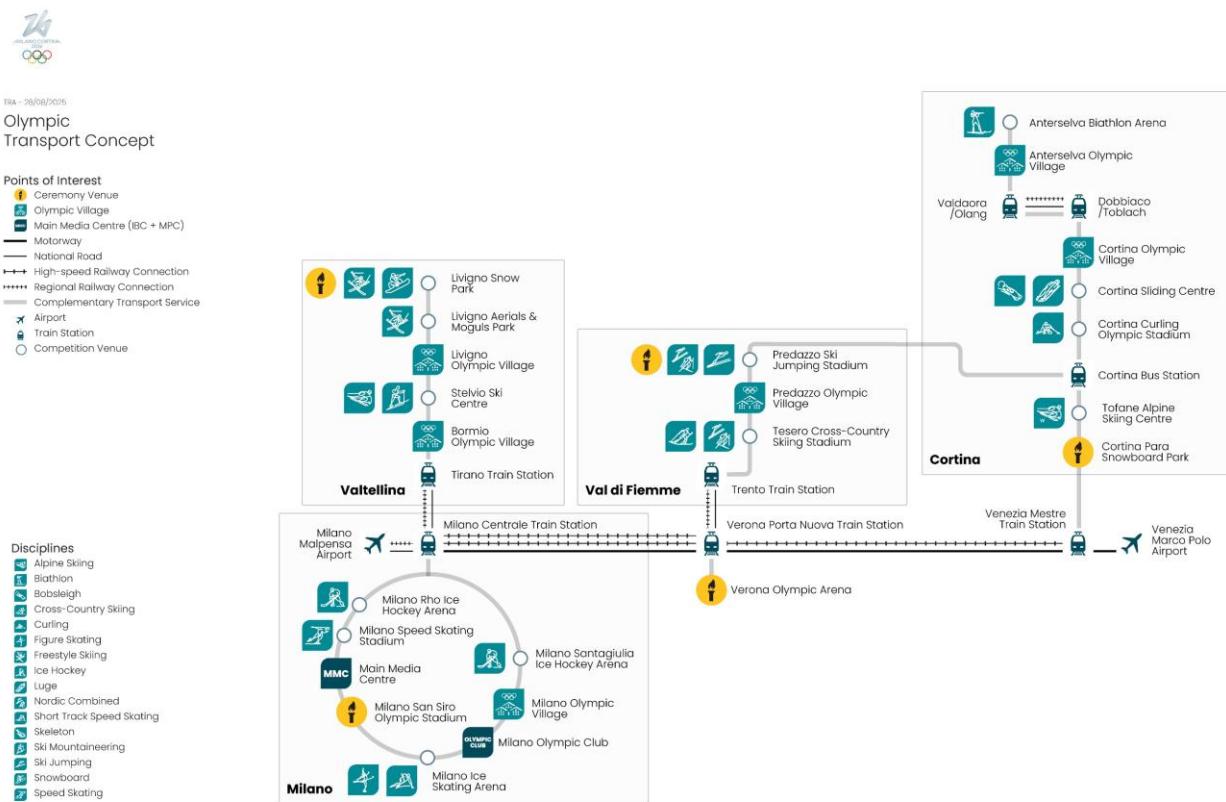
1.2.   Olympic Route Network and Traffic Management

The transport plan is structured around a reliable **Olympic Route Network (ORN)**.

The ORN is defined as the list of routes and roads, reserved or not, determined to support the flow of all accredited stakeholders, where specific traffic management measures will be applicable, depending on the local situation.

The ORN is the agreed road network connecting all competition and key non-competition venues, including airports, Olympic Villages, training venues, media centres, fleet depots, and stakeholder accommodations. It is designed to ensure safe, secure and reliable travel for accredited stakeholders, such as athletes, officials, and media. A set of complementary traffic management measures - such as signal timing adjustments, temporary road restrictions and dedicated signage - will support the effectiveness of the network while minimising its impact on local traffic flows.

Road restrictions could apply on multiple days or on selected periods of time during Games time, to minimise the impact of the Games on the background traffic (residents, commuters, etc.).

Access to Olympic Route Network (ORN) is subject to the display of a valid Vehicle Access and Parking Permit (VAPP) on the vehicle.

In Milano, specific Traffic Demand Management (TDM) measures will be implemented to ensure the reliability of Games-related transport operations. Starting with TC services, travel time reliability will be supported by a series of actions currently under discussion with the Municipality of Milano. These include the use of dedicated public transport lanes, punctual interventions on traffic lights and intersections and other targeted traffic flow optimisations.

In addition, OCOG (Organising Committee)-operated services, such as TX fleet vehicles, will also benefit from these measures to ensure smooth and predictable operations across the city.

In the mountain clusters, specific Traffic Demand Management (TDM) measures will be implemented to ensure that Olympic transport operations can effectively coexist with local mobility needs. Due to the geographical constraints of the territory - where road infrastructure is often limited to a single carriageway in each direction - it is not feasible to create Olympic Lanes to reserve the entire road network exclusively for Olympic traffic.

Therefore, to address this, a system of restricted access zones (similar to Limited Traffic Zones – LTZ) is being finalized in close coordination with territorial authorities and presented later. These perimeters are designed to reduce, regulate, and shift background traffic demand during specific time windows, with the dual objective of safeguarding Games-time operations while preserving access for residents, workers, businesses, and other essential users within the Olympic territories.

Access during active perimeter periods (from 4/5 February depending on the cluster - paragraphs 1.2.3, 1.2.4, 1.2.5, 1.2.6) will be restricted to vehicles with appropriate accreditation:

- VAPPs (Vehicle Access and Parking Permits), for Olympic-related vehicles

- "Drive Arrive letter" (submitted on ADS up to 72h before arrival and then received by email) in its day of validity will be equivalent to a VAPP and will give the right to pass through the traffic filters (required a printed copy displayed on the car windshield). Please see 7.9.3 for more details.

  o Without a "Drive Arrive letter": mandatory stop at Host Territory Car Pass Distribution Point – designated facilities outside traffic perimeter where Host Territory daily Pass are issued, and where is present a fast-track lane for Games stakeholders- to collect a Host Territory Car Pass Daily upon presentation of the hotel reservation or pre-valid card (PVC)

- Host Territory Car Passes, are permits displayed on the vehicle windshield, issued by local authorities, to identify vehicles essential to the normal functioning of the territory (e.g. residents, workers, hotel reservation holders, second-home owners, logistics). In addition, this permit will also be issued to stakeholders overnighting within the traffic perimeters with booked parking, when no VAPP vehicle is available.

The Host Territory Car Pass system will be managed through a dedicated platform, designed both to provide information on traffic restriction measures and to support users in applying for a Host Territory Car Pass.

Full details - including platform link - will be communicated after formal approval by the competent authorities in the next version of the MTG.

Two types of Host Territory Car Passes will be available:

- **Daily Pass:** valid for a single day and linked to a specific zone. These Passes may be requested in advance through the online platform (granting access to the fast-track lane at Pass Distribution Points) or obtained directly on site upon presentation of the required documentation (e.g. hotel reservation). Daily Passes will be distributed only on days when traffic filters are active. They are tailored for occasional needs, such as temporary logistics or holders of hotel reservations.

- **Multi-day Pass**: linked to a specific zone and valid for the entire approved period. These Passes can only be requested through the online platform during the dedicated application window (November–December 2025), with physical collection required at designated locations up until January 2026. They are tailored for recurring needs of local stakeholders, such as residents, workers, second-home owners, and regular logistics operators.

The traffic perimeter concept is structured across four concentric zones, each reflecting a different level of operational sensitivity:

•   **Zone 0**: Inside Secure Perimeter of the Venue. Access in the Venue is controlled through a Vehicle Screening Area (VSA) and is limited exclusively to vehicles with a valid VAPP. In the "Traffic Perimeter Map", this area is highlighted in Red.

•   **Zone 1**: Represents the immediate area surrounding competition venues. Access is regulated via a PCP (Permit Checkpoint) and permitted only for vehicles with a valid VAPP or a valid Zone 1 Host Territory Car Pass." In the "Traffic Perimeter Map", this area is highlighted in Purple.

•   **Zone 2**: Host City Area. Access is managed through a Traffic Control Filter (TCF) and permitted for vehicles with a VAPP, or a valid Zone 1 or Zone 2 Host Territory Car Pass. In the "Traffic Perimeter Map", this area is highlighted in Yellow.

•   **Zone 3**: Host Valley area. Also controlled via a TCF, access to the host valley is allowed for vehicles with a VAPP, or a valid Zone 1 or Zone 2 or Zone 3 Host Territory Car Pass. In the "Traffic Perimeter Map", this area is highlighted in Blue.

The above-mentioned traffic zones, with the exception of Zone 0 linked to the Secure Perimeter activation, will follow specific activation calendars, mainly aligned with competition days and operational needs in the Host Cities. Their territorial scope will be defined specifically for each mountain cluster. Zone 3 will apply only to the Valtellina Cluster.

A visual representation of the Traffic Zones Concept is shown in the image below

Olympic & Paralympic Winter Games Milano Cortina 2026 — Traffic Management Zones Concept
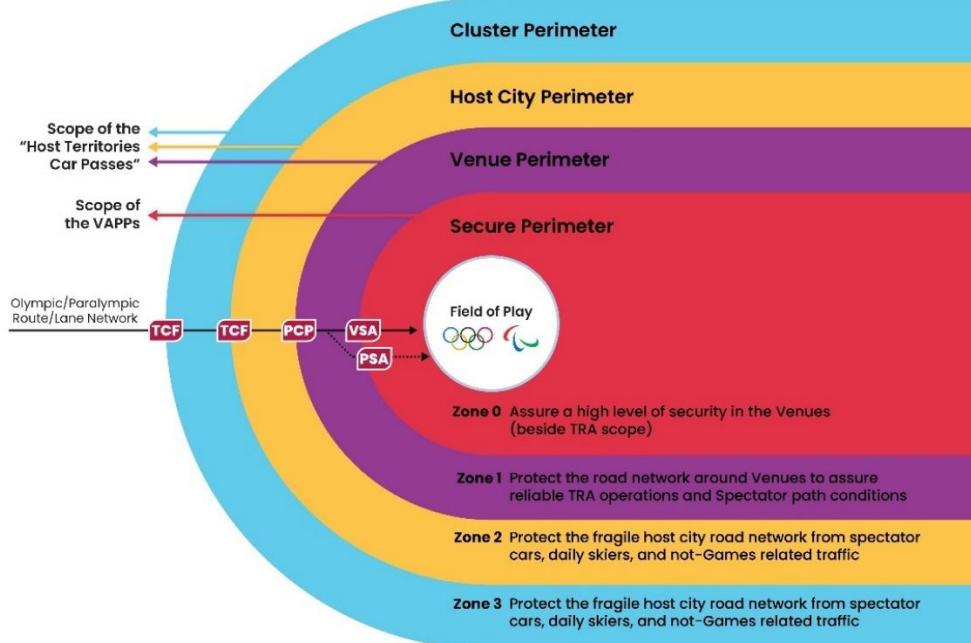
Key principles of the Traffic Perimeter system:

- Traffic perimeters are designed to manage background traffic; vehicles with a valid VAPP will always be allowed to pass a TCF.

- Drive Arrive letter (submitted on ADS up to 48h before arrival) in its day of validity will be equivalent to a VAPP, and will give the right to pass through the traffic filters (required a printed copy displayed on the car windshield)

- When active, only vehicles with a valid VAPP or a Host Territory Car Pass are authorized to access the perimeter; no Permit is needed to exit the perimeter.

- A Permit (valid VAPP or Host Territory Car Pass) is not required for movements inside the same zone, once access has been granted.

- The European Disability Parking Card (CUDE) does not grant automatic access to Olympic Restricted Traffic Zones; a specific Olympic Permit must be requested.

- The above-mentioned traffic zones, except for Zone 0 linked to Secure Perimeter activation, will follow specific activation calendars, mainly aligned with competition days and operational needs in the Host Cities.

- At their arrival, stakeholders will receive a multi-day pass from their accommodation, valid for the entire duration of their stay.

1.2.1. ORN Map

Milano Cortina 2026 will be the first widespread Olympic Winter Games in history, extending across an exceptionally wide territory of over 22,000 km², covering two regions (Lombardia and Veneto) and two Autonomous Provinces (Trento and Bolzano/Bozen). This unique territorial configuration has required a tailored approach to transport planning and operations.

The Olympic Route Network (ORN) defines the set of road corridors most affected by Games-related flows, connecting competition and key non-competition venues, such as Olympic Villages, transport hubs, training sites, and media centres. Based on this definition and the OCOG Venue panorama, the ORN for Milano Cortina 2026 has been outlined as shown in the map below.

Due to the significant distances between the clusters - often separated by high mountain passes and winter conditions - transport services operated by the OCOG (Organising Committee) are planned to be delivered within clusters only, and not between clusters. Consequently, traffic management strategies have been developed at cluster level, with specific actions tailored to the characteristics of each area: its geography, road infrastructure, and venue operational needs. Movements between clusters will rely on existing rail services provided by transport operators (with one exception explained below, connecting Val di Fiemme and Cortina by TC line).

Given the scale and complexity of the territory, cross-cluster travel is not part of the official OCOG transport offer (unless otherwise communicated). Therefore, stakeholders planning to move between clusters are strongly advised to check travel times, weather forecasts, and traffic conditions in advance, especially when crossing alpine passes during the winter period.

Here below the Olympic Route Network (ORN) map which provides a general overview of routes and roads, reserved or not, planned to support the flow of accredited stakeholders.

TRA – 08/07/2025

Olympic Route Network

Points of Interest
- City
- Milano San Siro Olympic Stadium **MOS**
- Verona Olympic Arena **VOA**
- Milano Olympic Village
- Livigno Olympic Village
- Bormio Olympic Village
- Predazzo Olympic Village
- Cortina Olympic Village
- Anterselva/Antholz Olympic Village
- Highway/Regional Street
- High-Speed/Regional Train
- National Border
- Mountain Pass
- Airport
- Train Station

Competition Venues
- **MH1** Milano Santagiulia Ice Hockey Arena
- **MH2** Milano Rho Ice Hockey Arena
- **MSS** Milano Speed Skating Stadium
- **MSK** Milano Ice Skating Arena
- **SSC** Stelvio Ski Centre
- **LSP** Livigno Snow Park
- **LAM** Livigno Arials & Moguls Park
- **TCC** Tesero Cross-Country Skiing Stadium
- **PSJ** Predazzo Ski Jumping Stadium
- **CCU** Cortina Curling Olympic Stadium
- **CSC** Cortina Sliding Centre
- **CAL** Tofane Alpine Skiing Centre
- **ABA** Anterselva Biathlon Arena

Diciplines
- Alpine Skiing
- Biathlon
- Bobsleigh
- Cross-Country Skiing
- Curling
- Figure Skating
- Freestyle Skiing
- Ice Hockey
- Luge
- Nordic Combined
- Short Track
- Skeleton
- Ski Mountaineering
- Ski Jumping
- Snowboard
- Speed Skating
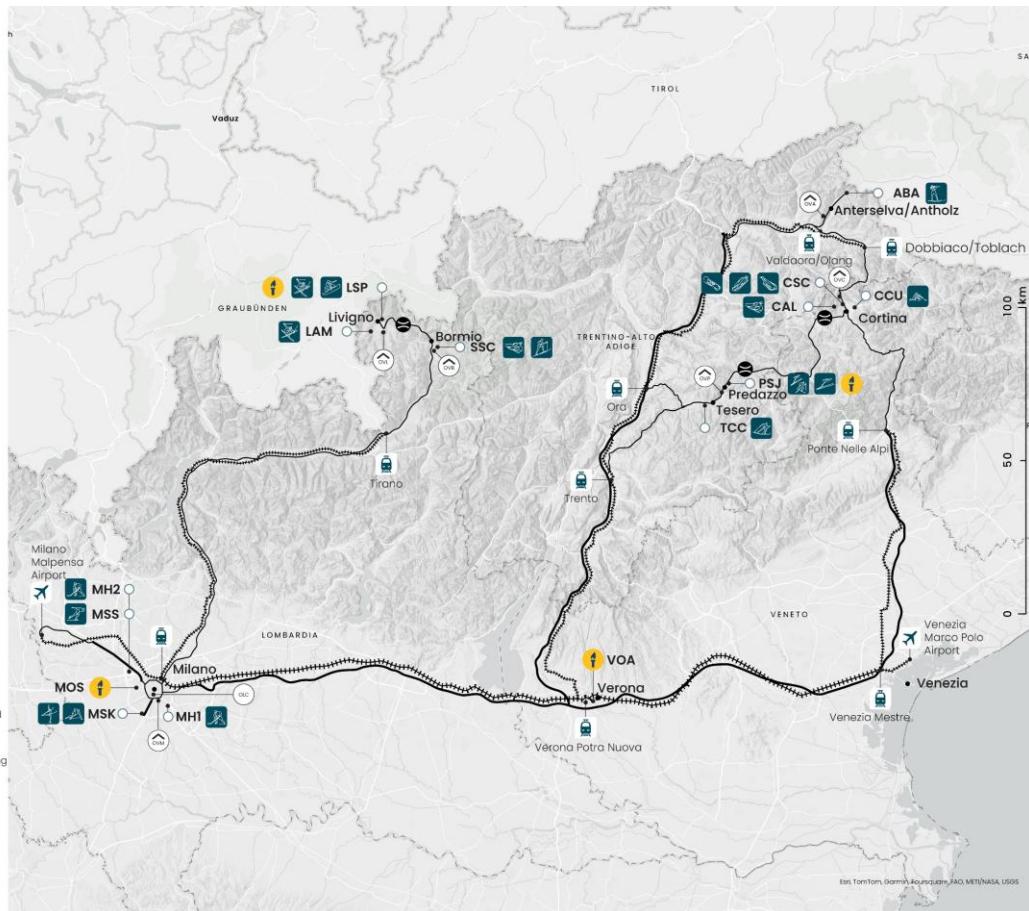
1.2.2. ORN & Traffic Management Milano
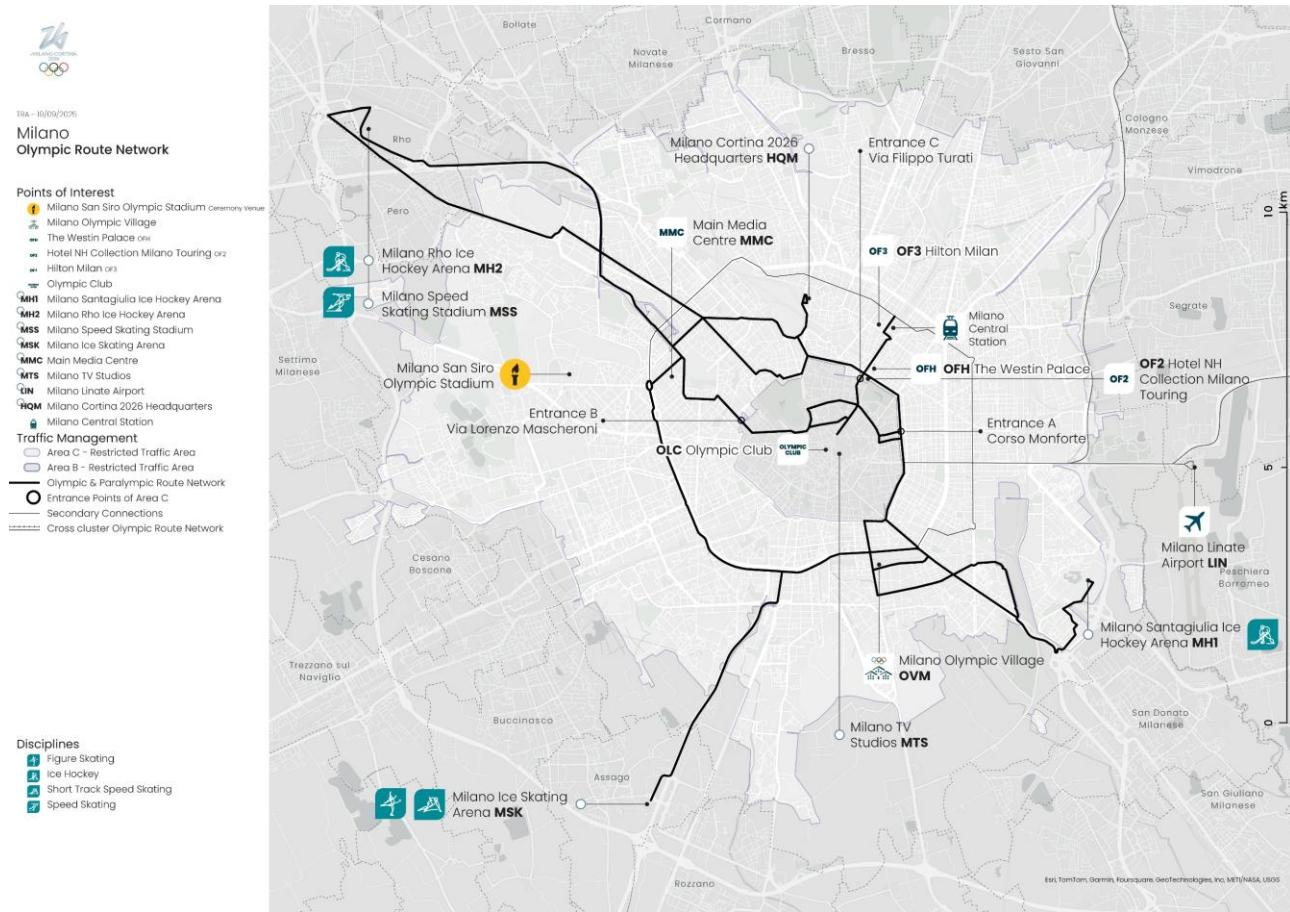
The ORN in Milano will consist of a network of routes linking all competition venues and main non-competition venues. The ORN in Milano will be composed of:

1. Reserved public transport lanes, with access limited to TA and TC buses and Media VAPPed vehicles (except deliveries). Access must be requested when communicating the license plate numbers for VAPP registration, in the case of eligible stakeholders. License plate numbers will have to be communicated in advance of the first entry to the area to avoid fines. Discussions are ongoing between the IOC, the City of Milano, and MICO26 to define which VAPP categories will be granted access.

2. Reserved taxi lanes, on which access will be limited to TX and IOC fleet vehicles, whose license plate numbers will have to be communicated in advance by MICO26 to the City of Milan to avoid fines.

3. Non-reserved city roads, indicated with specific Games-related signage. These roads will nevertheless benefit from increased supervision by the City and from broader city-wide measures specified below.

Operational dates and hours will be fixed according to competition and training schedules and details will be included in the next version of the MTG.

Part of the ORN in Milano lies in a low-emission zone (so called "Area B") and in a traffic congestion-charge area (so called "Area C").
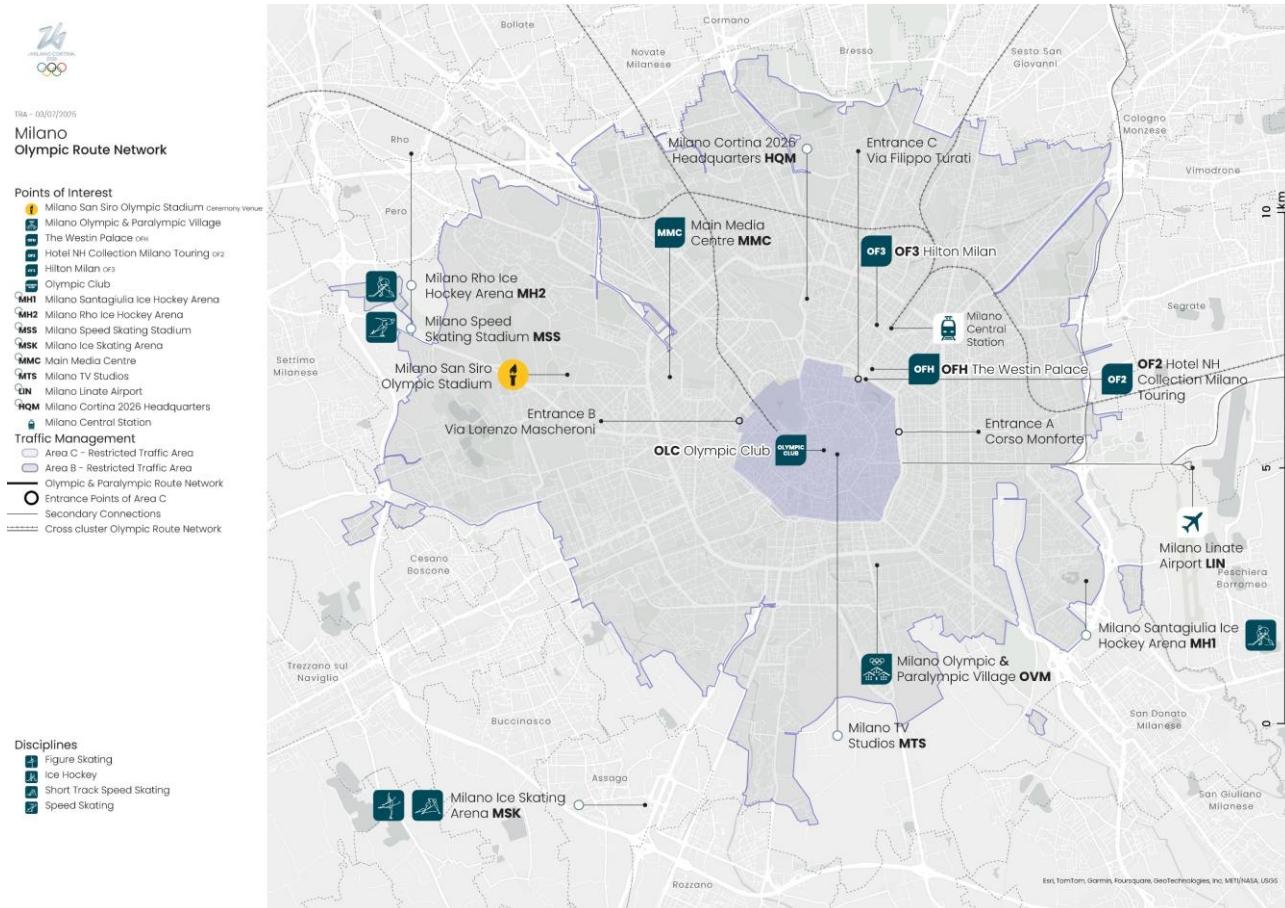
Area B and Area C perimeters

Area B (marked in grey on the map) is a Low Emission Zone, active all year round from Monday to Friday from 07:00 am to 07:30 pm, excluding holidays

a.   OCOG vehicle access: yes

b.   private vehicle access: to check if the vehicle is allowed to enter, it is necessary to check the rules on the Municipality of Milano website (Area B - Comune di Milano). Generally, restrictions apply to old and high-emission vehicles.

Area C (marked in light blue on the map) is a traffic restricted congestion-charge zone, active all year round from Monday to Friday, from 07:00am to 07:30 pm, excluding holidays:

a.   Electric Vehicle access: free access

b.   VAPPed Vehicle access: not automatically entitled to access for free. Exemptions allowed in agreement with the Municipality are:

- Stakeholders with hotels or NOC houses inside Area C

- Stakeholders that have access to TV Studios and Olympic Club

Only stakeholders that belong to these two categories will have the possibility to ask for free access to Area C when registering their license plate to the VAPP office.

c.   Other Vehicle access: at a cost (7.50 € day). Area C tickets can be bought in Milan online through the official website, at tobacco shops, newsstands, ATM points, Intesa Sanpaolo ATMs, parking meters, Lottomatica or SISAL terminals, some participating garages, or via Telepass, and you must activate it by linking it to your license plate either online, by SMS to 3399940437, by phone at +390248684001, or at the ATM Infopoint in Duomo metro station, no later than midnight of the day after purchase.

Beyond operational actions, broader initiatives are being evaluated together with the city to reduce background traffic demand during the Games period. These include promoting remote working, adjusting working hours ("changing the rhythm of the city"), and targeted communication campaigns. These city-wide strategies are designed not only to support OCOG services operations but also to facilitate circulation for general VAPP-accredited vehicles.

1.2.3.   ORN & Traffic Management Valtellina

The Valtellina Cluster, which includes the Host Cities of Bormio and Livigno, will be subject to dedicated Olympic Route Network (ORN) and Traffic Demand Management (TDM) measures to ensure the secure and reliable movement of accredited stakeholders, while balancing the mobility needs of the local population.
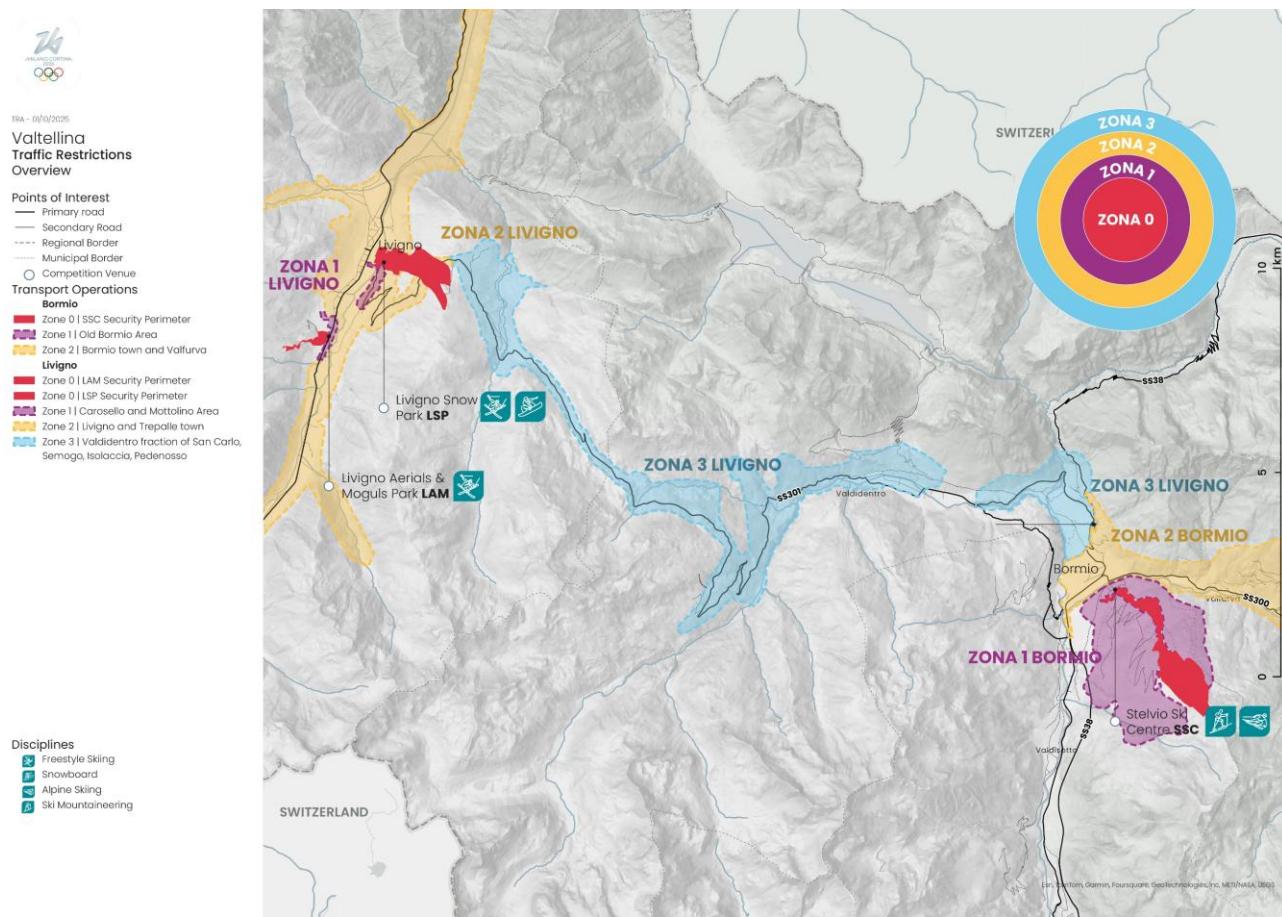
A wide-ranging traffic perimeter strategy will be implemented to regulate vehicle access, particularly in areas where road infrastructure is limited and alternative routes are not available. In detail, three Traffic Zones are planned for Livigno (Zone 1 LSP, Zone 1 LAM, Zone 2 Livigno, Zone 3) and two for Bormio (Zone 1 SSC, Zone 2 Bormio). Livigno's traffic zones will remain active for extended timeframes to support the high operational demand of the Host City, while Bormio's filters will be activated mainly on competition days at the Stelvio Ski Centre.

Livigno

Access to Livigno will be strictly regulated throughout the Games period. Two main access points will be filtered:

- ○ from the Italian side, via the Foscagno Pass (SS301) which is a mountain road that connects the valley of Valdidentro with the one in Livigno. The peak is at 2,291 metres on the sea level and, due to this reason, it's normally affected by heavy snow and there is a risk of avalanches. To mitigate it, road works conducted by ANAS (national company in charge of road and motorway maintanance) are already ongoing. The main work will be, more specifically, between km 22.200 and 22.800, with the construction of an avalanche protection tunnel to eliminate the risk of avalanche where they have happened in the past. Additionally, ANAS will increase the number of vehicles in charge of snow removal to guarantee an enhanced service during Games period.

     ○   from the Swiss side, through the Munt La Schera Tunnel (to use the tunnel there is a fee to be paid with no exemptions)

The activation of these filters will be extensive, both in terms of daily operational hours - up to 18 hours per day- and duration - covering the majority of the Olympic period as reported in the reassuming tables- to secure the high volume of Games-related operations expected in Livigno. On the Italian side, the first filtering action will occur by the city of Valdidentro, to protect the fragile road to accesso to Livigno by Foscagno mountain pass.

The following map represents the Traffic Zone perimeters for a focus to Livigno, and thus:

- Two **Zone-0**, representing the two competition venues
- Two **Zone-1**, in the surrounding area of the two competition venues
- **Zone-2**, which embodies the Livigno City
- **Zone-3**, which protects the Livigno Italian access by Foscagno Mountain Pass, from Valdidentro

GIORNI DI GARA	04 feb	05 feb	06 feb	07 feb	08 feb	09 feb	10 feb	11 feb	12 feb	13 feb	14 feb	15 feb	16 feb	17 feb	18 feb	19 feb	20 feb	21 feb	22 feb
LIVIGNO 1 Mottolino	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LIVIGNO 1 Carosello 3000	□	□	□	□	□	□	■	■	■	□	■	■	□	■	■	□	■	■	□
LIVIGNO 2	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
LIVIGNO 3	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
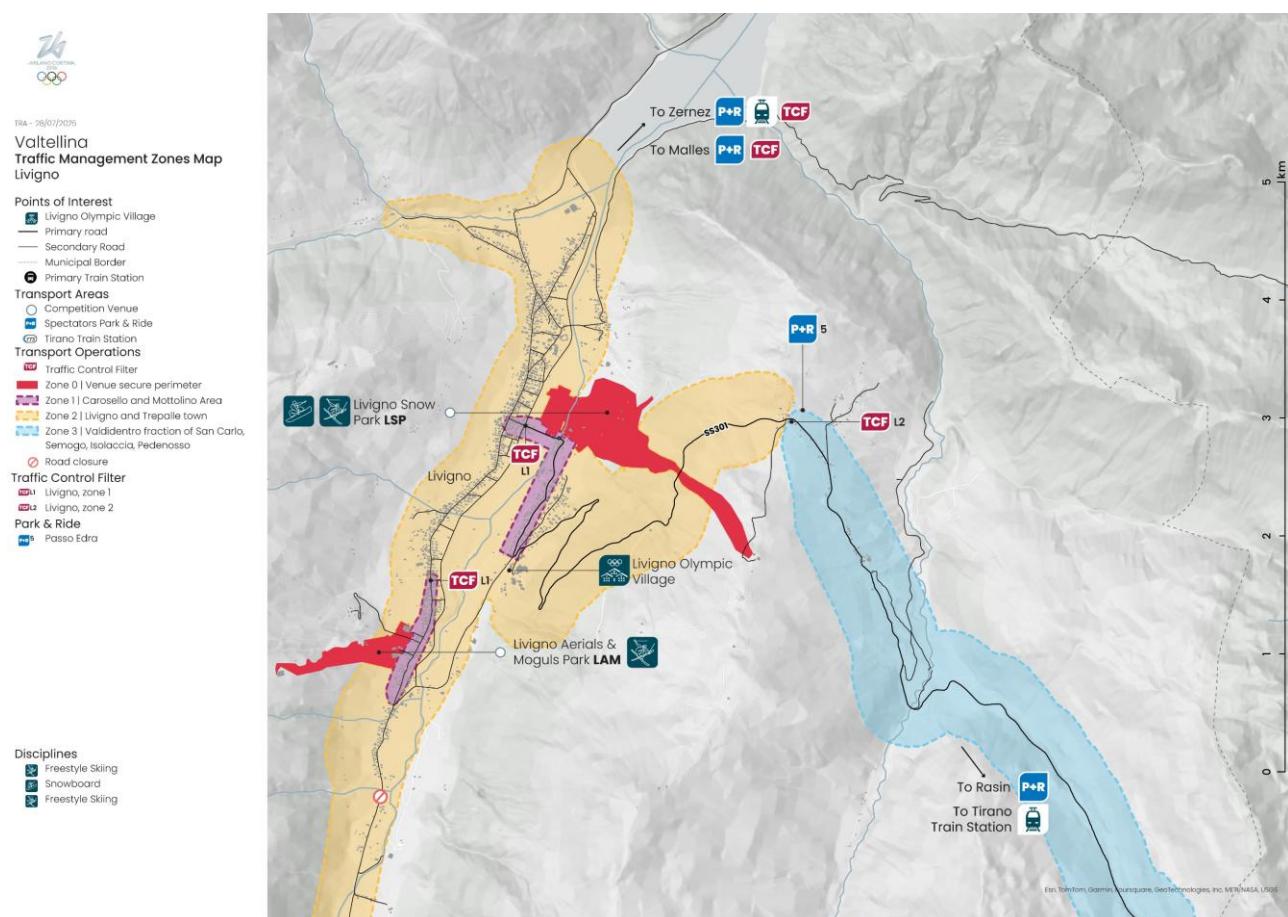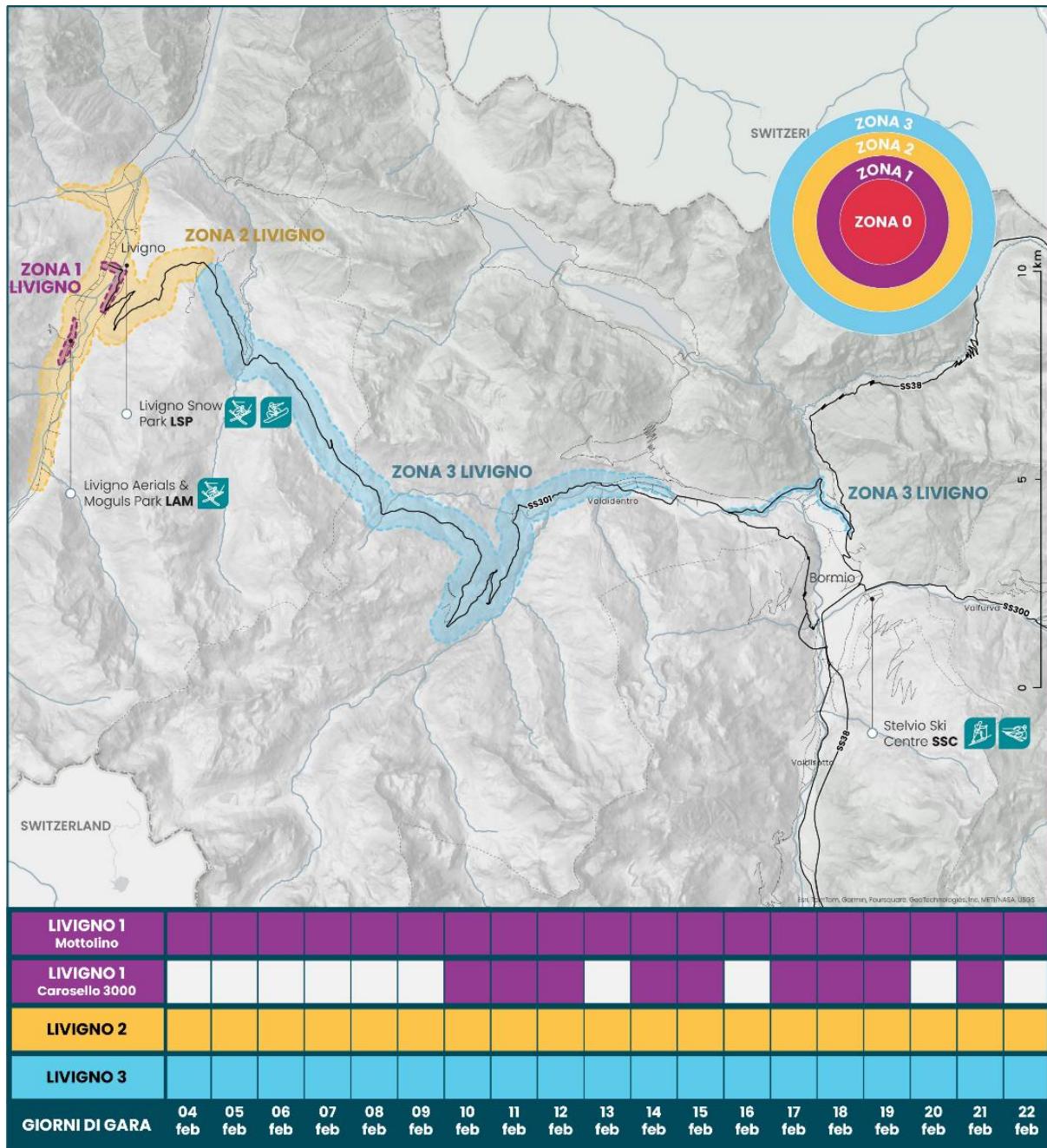
Filters activation dates: coloured squares mean that the filter is active in that specific day

Access Livigno from Switzerland

Regulatory measures concerning access from Switzerland are still under definition and will be detailed in the Final version of the MTG. It is confirmed, however, that:

- Forcola Pass will be closed during the winter period due to avalanche risk
- Munt La Schera Tunnel will remain open under a special regulatory regime, with specific time windows reserved exclusively for spectator buses. Please note that the use of the Munt La Schera Tunnel is subject to a toll and transit must be booked in advance.

Detailed plans are currently under discussion with the competent authorities and, once validated, will be communicated in the MTG and through official channels

Bormio

In Bormio, traffic filtering measures will be Applied mainly on competition days, with two traffic perimeters:

- Zone-1 SSC, in the surrounding area of the SSC Venue, embedding part of Bormio and Valdisotto City
- Zone-2 Bormio & Valfurva, which embedding that two cities
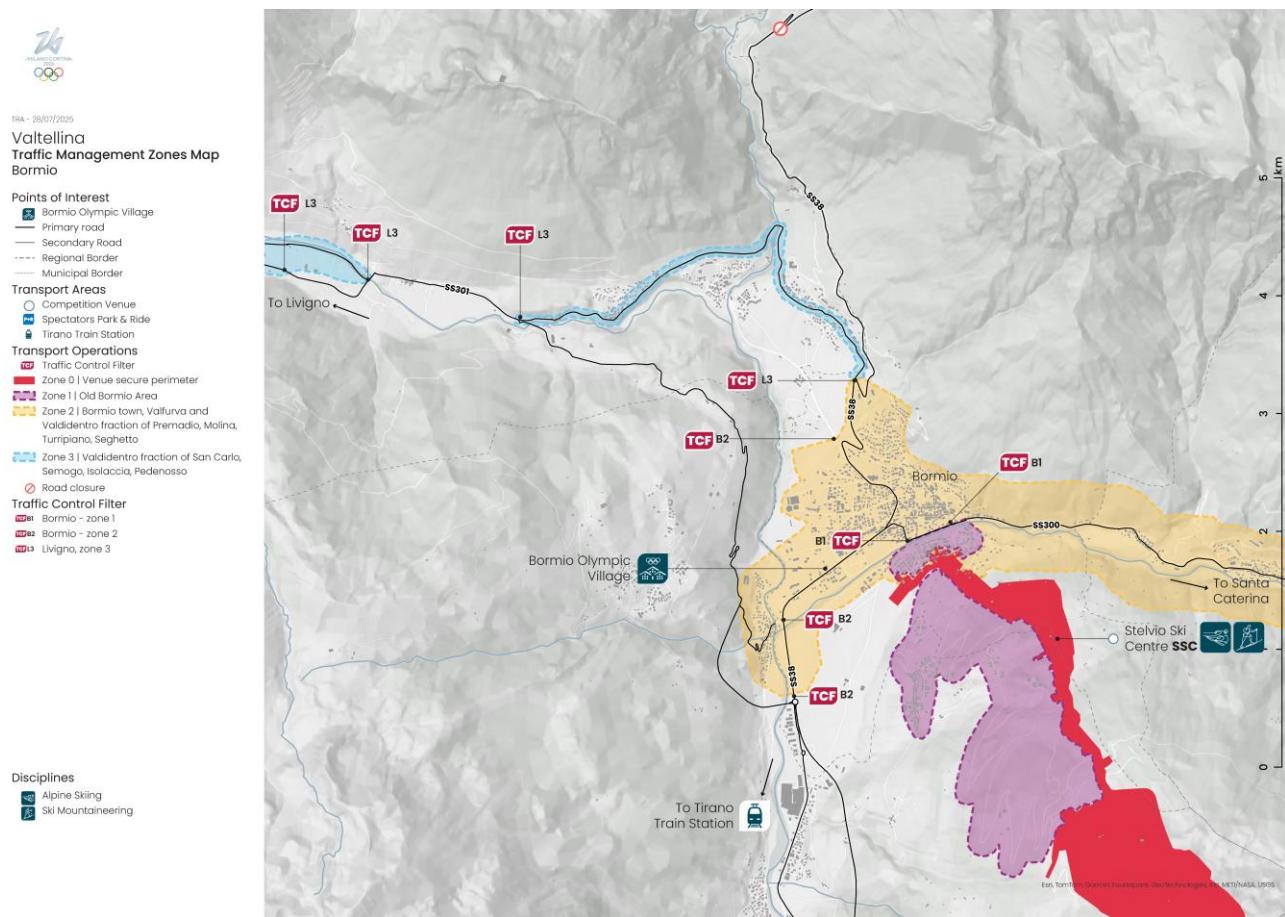
This Approach is intended to preserve mobility flexibility while still ensuring travel time reliability and venue accessibility on peak operational days.
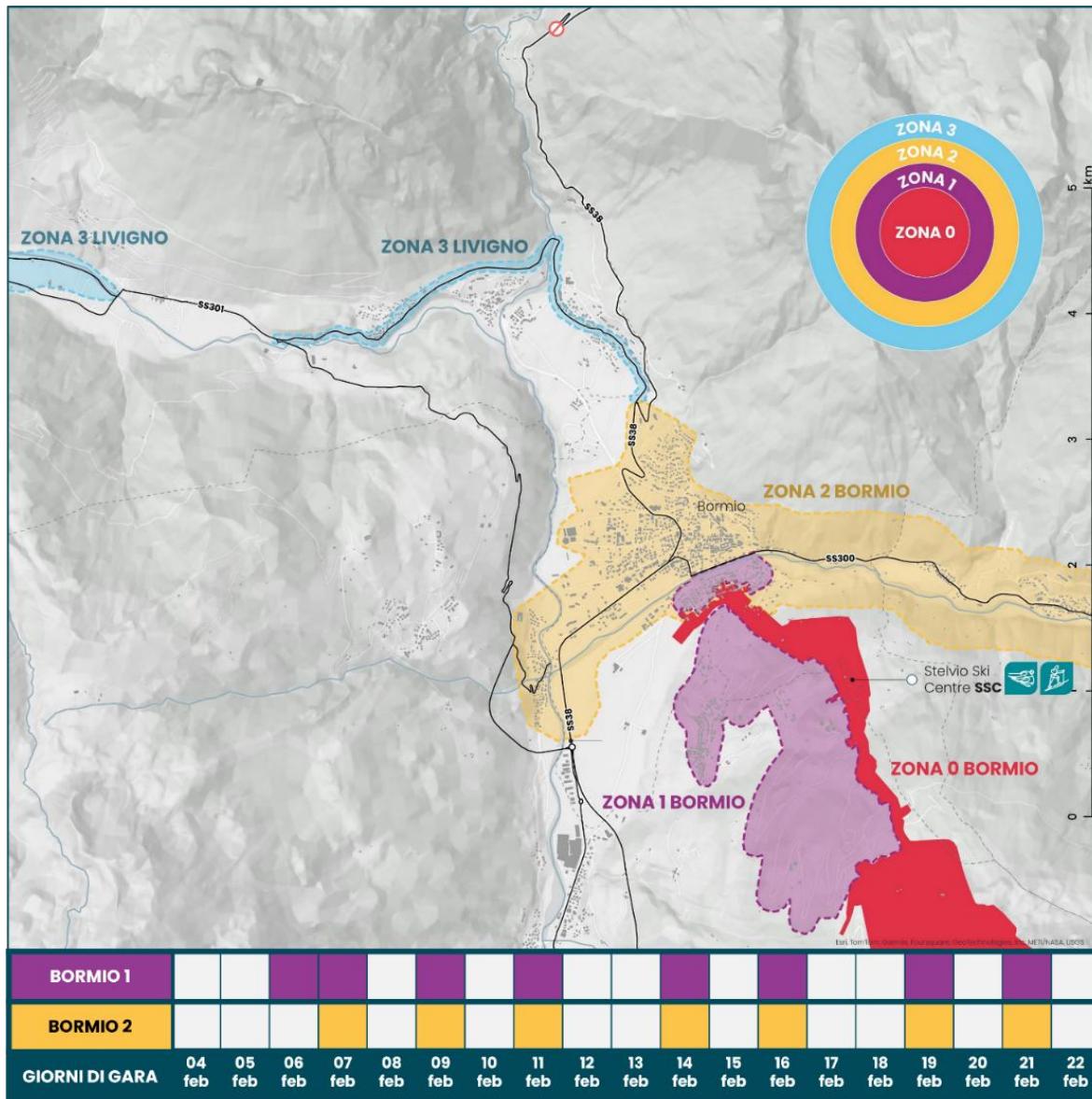
An additional traffic management measure will be implemented in Bormio for safety reasons. The presence of a tunnel (Via per Piatta) beneath the competition field requires its closure from two hours before the start of each competition until one hour after its conclusion. This measure has been officialized by the Italian regulatory body. The specific operating times are detailed in the table below:

Date	Session	Closure		Date	Session	Closure
04-feb	TRAINING DH (11:30-13:50)	09:30 – 14:50		13-feb		
05-feb	TRAINING DH (11:30-13:50)	09:30 – 14:50		14-feb	GIANT SLALOM (10:00-12:00 / 13:30 – 15:20)	08:00 – 16:20

06-feb	TRAINING DH (11:30–13:50)	09:30 – 14:50		15-feb		
07-feb	DOWNHILL (11:30–13:50)	09:30 – 14:50		16-feb	SLALOM (10:00 – 12:00 / 13:30 – 15:20)	08:00 – 16:20
08-feb				17-feb		
09-feb	COMBINED (10:30–12:15 / 14:00 – 15:20)	08:30 – 16:20		18-feb		
10-feb				19-feb	SKIMO SPRINT (09:50 – 11:10 / 12:55 – 14:45)	07:50 – 15:45
11-feb	SUPER G (11:30–13:50)	09:30 – 14:50		20-feb		
12-feb				21-feb	SKIMO TEAM RELAY (13:30 – 14:50)	11:30 – 15:50

Finally, the following table report the TCF activation times and day for the Valtellina Cluster:

DAY		ZONE L-0: LAM;LSP; OVL	Zone 1 LSP Start	Zone 1 LSP End	Zone 1 LAM Start	Zone 1 LAM End	Zone 2 LIVIGNO Start	Zone 2 LIVIGNO End	Zone 3 VALDIDENTRO Start	Zone 3 VALDIDENTRO End	Zone B-0: SSC; OVB	Zone B-1 SSC Start	Zone 1 SSC End	Zone 2 BORMIO Start	Zone 2 BORMIO End
		LIVIGNO HOST CITY									**BORMIO HOST CITY**				
4/2	Wednesday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	-	-	-	-
5/2	Thursday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	-	-	-	-
6/2	Friday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	7:00	16:00	-	-
7/2	**Saturday**	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
8/2	**Sunday**	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	-	-	-	-
9/2	Monday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
10/2	Tuesday	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	-	-	-	-
11/2	Wednesday	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
12/2	Thursday	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	-	-	-	-
13/2	Friday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	-	-	-	-
14/2	**Saturday**	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
15/2	**Sunday**	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	-	-	-	-
16/2	Monday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
17/2	Tuesday	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	-	-	-	-
18/2	Wednesday	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	-	-	-	-
19/2	Thursday	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
20/2	Friday	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	-	-	-	-
21/2	**Saturday**	0-24	6:00	0:00	8:00	15:00	6:00	0:00	6:00	0:00	0-24	7:00	16:00	7:00	12:00
22/2	**Sunday**	0-24	6:00	0:00	-	-	6:00	0:00	6:00	0:00	0-24	-	-	-	-

1.2.4. ORN & Traffic Management Val di Fiemme

The Val di Fiemme Cluster, hosting events in Tesero and Predazzo, benefits from a more articulated road network and favourable terrain morphology, which has allowed for the development of a targeted and limited perimeter strategy, both in terms of geographic scope and activation periods.

Therefore, the actions over the mobility are:

- Wide traffic measures, as the ban of heavy vehicle movement in the valley during competition days
- Two traffic perimeter, Zone 1 and 2, in the surrounding Tesero Venue (TCC) area in the competition days, to support operational needs near the competition venues and key Games facilities

TRA - 08/09/2025

Val di Fiemme
Traffic Management Zones Map
Overview

Points of Interest
— Primary road
— Secondary Road
--- Municipal Border
Predazzo Olympic Village

Transport Areas
○ Competition Venue
Spectators Park & Ride
Ora Train Station

Transport Operations
TCF Traffic Control Filter
Zone 1
- - - Cycle path
Zone 2 |
Heavy vehicles traffic restriction road
Heavy vehicles traffic restriction

Traffic Control Filter | Predazzo
TCF₁ Forno
TCF₂ Via Canzocoi and SS48bis
TCF₅ Via S. Nicolò and SS48

Traffic Control Filter | Tesero
TCF_T Tesero venue
TCF_V Vivaio forestale
TCF_B Via Lago Bridge

Park & Ride | Predazzo
P+R₁ Regola Feudale Piazzale Deposito Legname
P+R₂ Piazzale delle Bore di Predazzo
P+R₃ Piazzale delle Bore di Moena

Park & Ride | Tesero
P+R₁ Cermis
P+R₂ Azienda ittica
P+R₃ Vivario forestale

Disciplines
Ski Jumping
Nordic Combined
Cross-Country Skiing

Tesero Cross-Country Skiing Stadium (TCC)

On competition days, around TCC will be activated a Zone-1 (immediate TCC venue surroundings) and a limited Zone 2 (host city) traffic area. These perimeters are designed to control access exclusively to vehicles with the appropriate VAPP and Host Territory Car Pass.
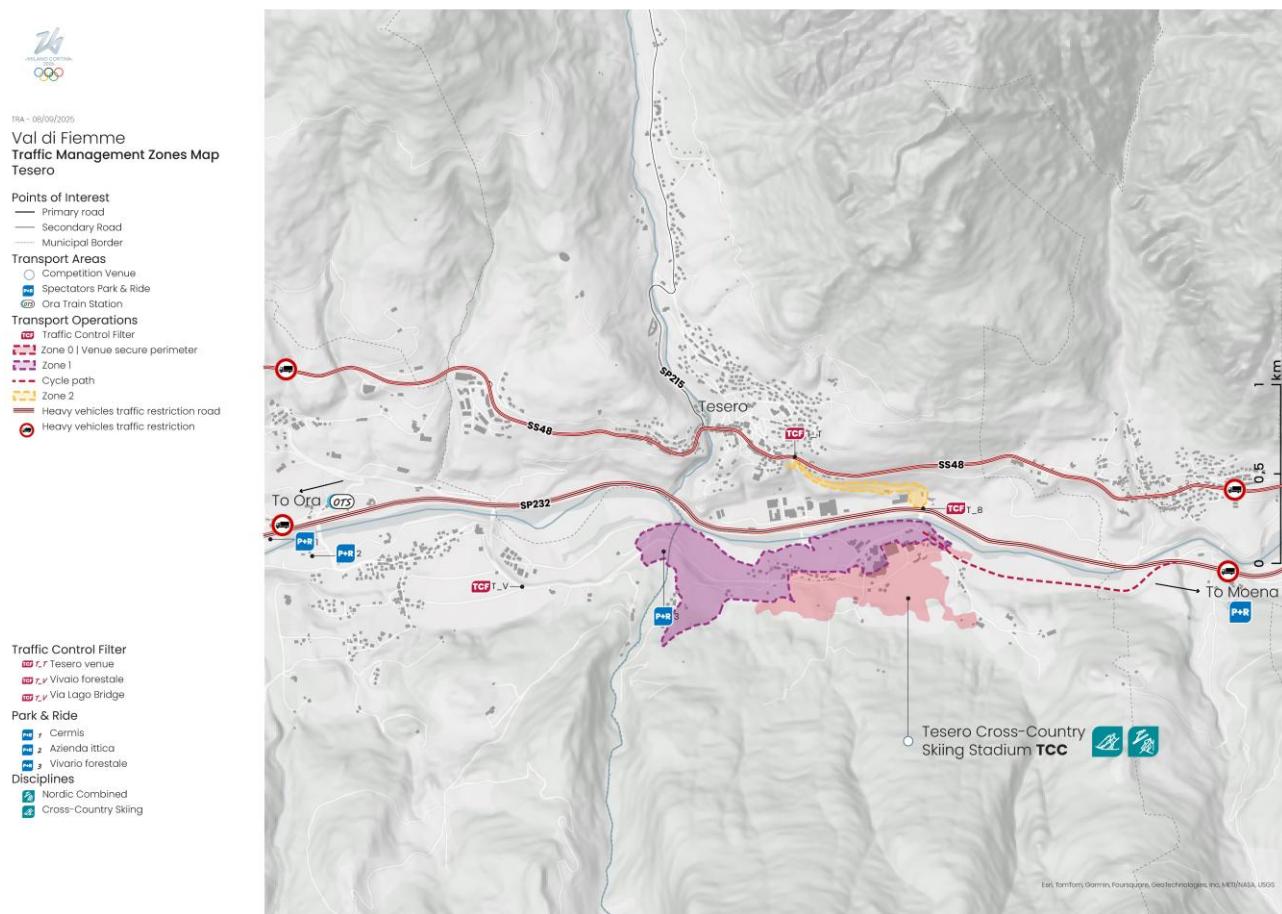
The following table reports the TCF activation time, for TCC Zone-1 and Zone-2

Val di Fiemme Cluster	TCF Activation Time
7/2 –Saturday	9:00 – 17:00
8/2 –Sunday	9:00 – 17:00
10/2 –Tuesday	7:00 – 17:00
11/2 –Wednesday	9:00 – 17:00
12/2 –Thursday	9:00 – 17:00
13/2 –Friday	9:00 – 17:00
14/2 –Saturday	9:00 – 17:00
15/2 –Sunday	9:00 – 17:00
17/2 –Tuesday	9:00 – 17:00
18/2 –Wednesday	7:00 – 17:00
19/2 –Thursday	9:00 – 17:00
21/2 –Saturday	7:00 – 17:00
22/2 –Sunday	7:00 – 17:00

Predazzo – Ski Jumping Stadium (PSJ)

During competition days, heavy vehicle filtering will be implemented to protect the operational flow to and from the venue. Special attention will be given to the SS48 national road, the only major axis serving the Predazzo venue, with a strong communication campaign that will start from the A22 highway.

1.2.5. ORN & Traffic Management Cortina
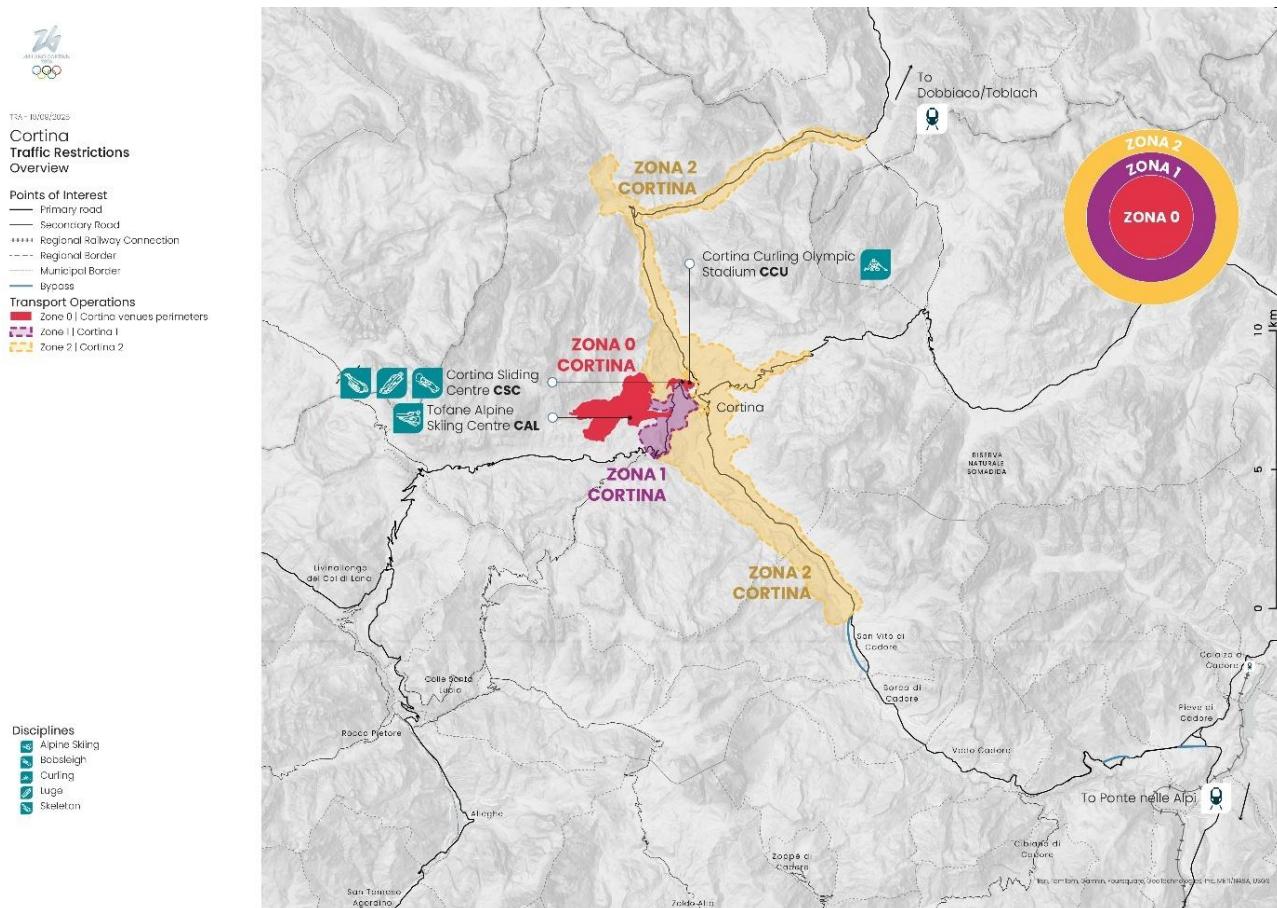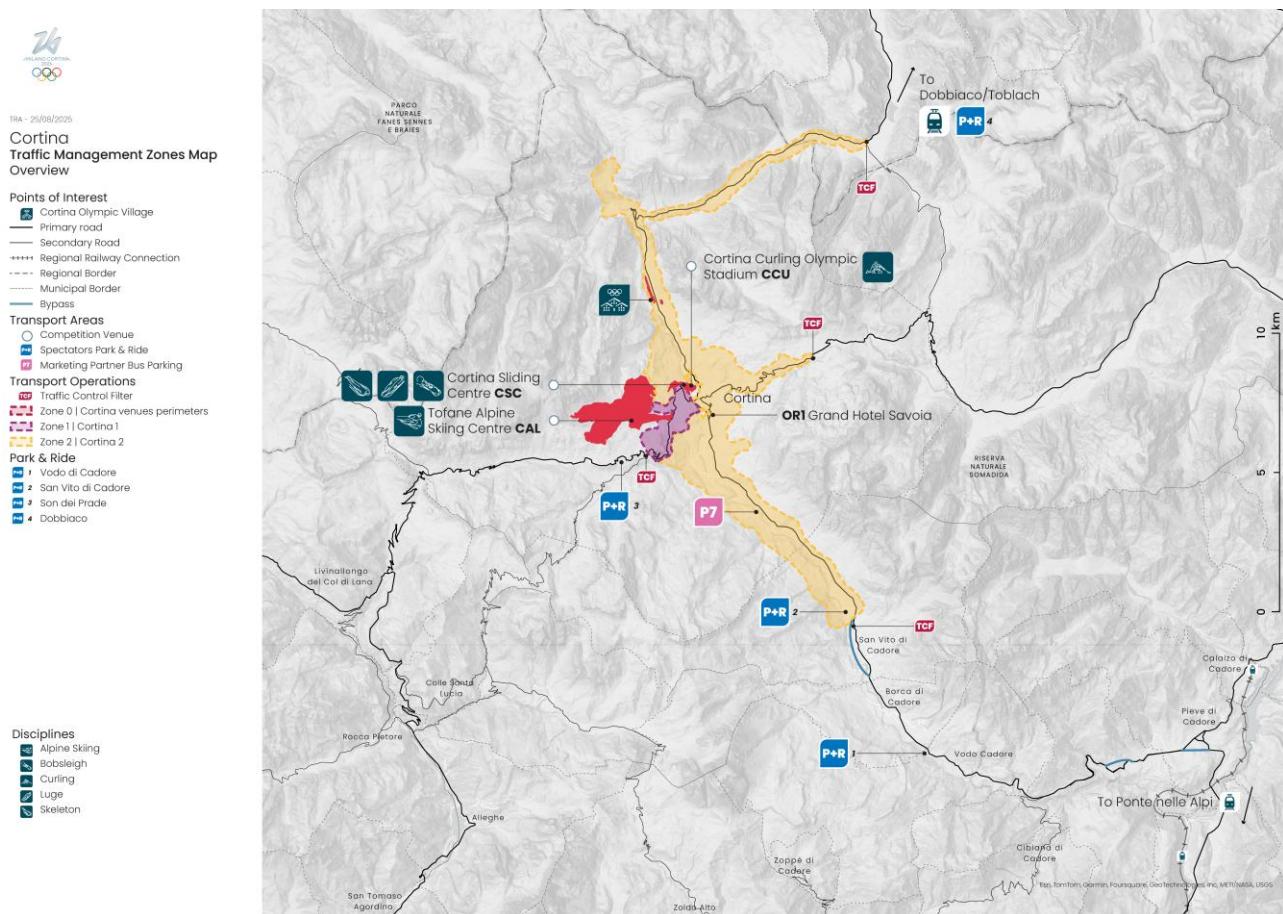
Given the strategic role of the Cortina Cluster within the overall Olympic framework and considering the fragility of the territory and its limited transport infrastructure, a comprehensive and structured Traffic Demand Management (TDM) plan is currently under development.

This includes the implementation of 3 layers of traffic perimeters, Zone 0-1-2, aimed at ensuring secure, reliable, and coordinated access to Cortina and its surrounding areas throughout the Games period.

Zone 1 – CORTINA 1 – With Zona Stadio Cortina Curling Olympic Stadium (CCU) and Cortina Sliding Centre (CSC)

This perimeter surrounds the CCU and CSC venues. Access at the PCP (Permit Checkpoint) will be granted exclusively to vehicles displaying the Appropriate VAPP and a valid Zone 1 Host Territory Car Pass (CCU & CSC).

This perimeter will be active up to 16 hours per day, across all operational days of the cluster, as represented in the following picture.

Before and during the Olympic Winter Games:

‣ Active days: from 4 to 22 February 2026

‣ Activation hours: 7:00 a.m. – 11:00 p.m.

	04 feb	05 feb	06 feb	07 feb	08 feb	09 feb	10 feb	11 feb	12 feb	13 feb	14 feb	15 feb	16 feb	17 feb	18 feb	19 feb	20 feb	21 feb	22 feb
CORTINA 1 Zona Stadio																			
CORTINA 1 Zona Tofane																			
CORTINA 2																			
GIORNI DI GARA																			
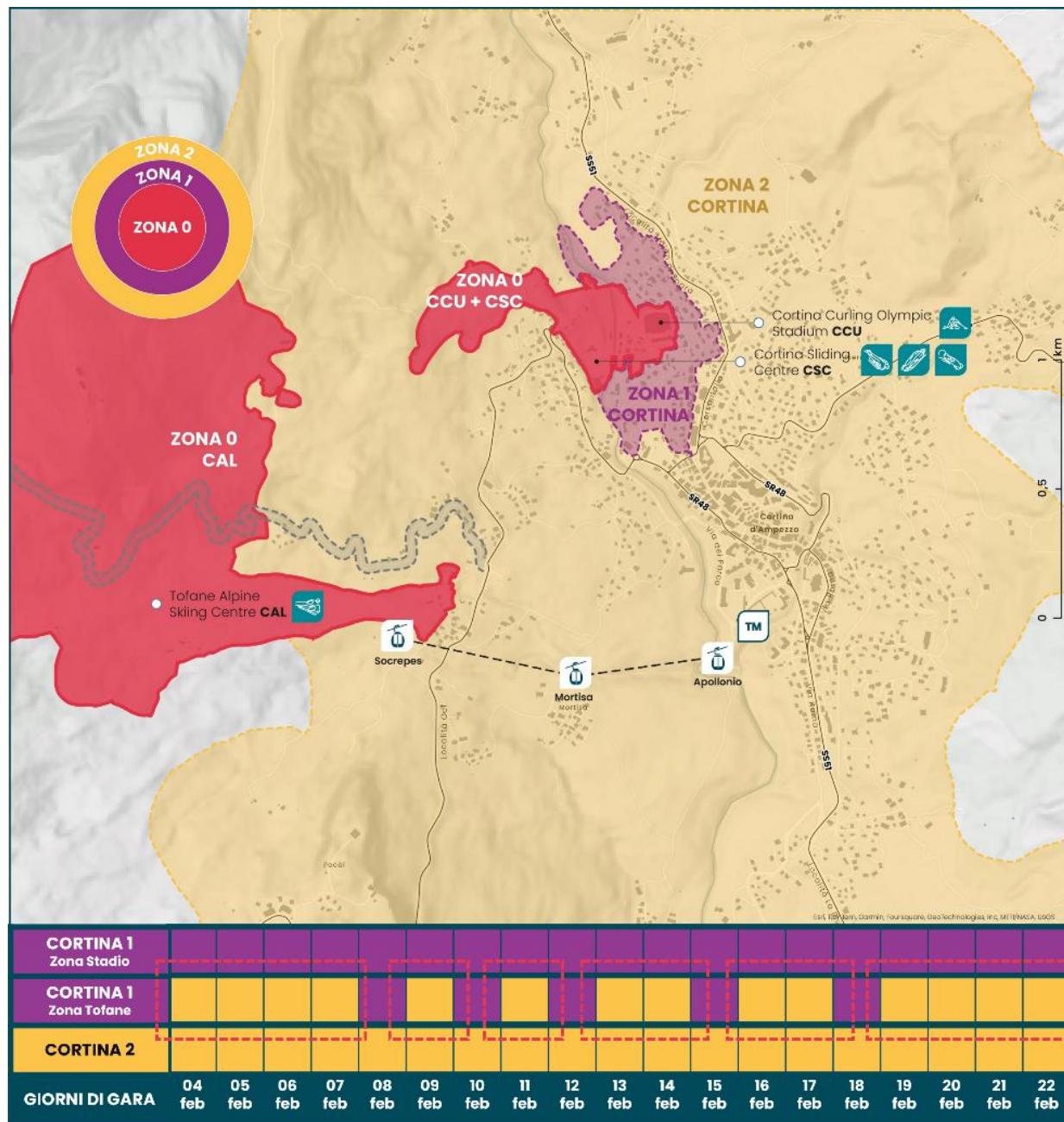
Note: *this Zone-1 scenario closure is representative from 4th to 22nd February, where there are competitions in CCU and CSC, and no competition at CAL. Therefore, the road near CAL falls under Zone 2. Only in the CAL competition days, the case below, that area will be under Zone 1*

Zone 1 – CORTINA 1- With "zona Tofane "- Alpine Skiing Centre (CAL)

A dedicated Zone 1 perimeter, defined by two PCPs (Permit Checkpoint), will be in place on competition days around the Tofane Alpine Venue.

During the Olympic Winter Games:

‣ Active days: February 8, 10, 12, 15, 18, 2026 (5 days)

‣ Activation hours: 6:00 a.m. – 5:00 p.m.

Access to SR48, the road serving the venue, will be controlled at two points:

• Lower access: Cortina city area (Via Lungoboite / Ponte Corona)

• Upper access: Pocol (intersection of SR48 and SP638)
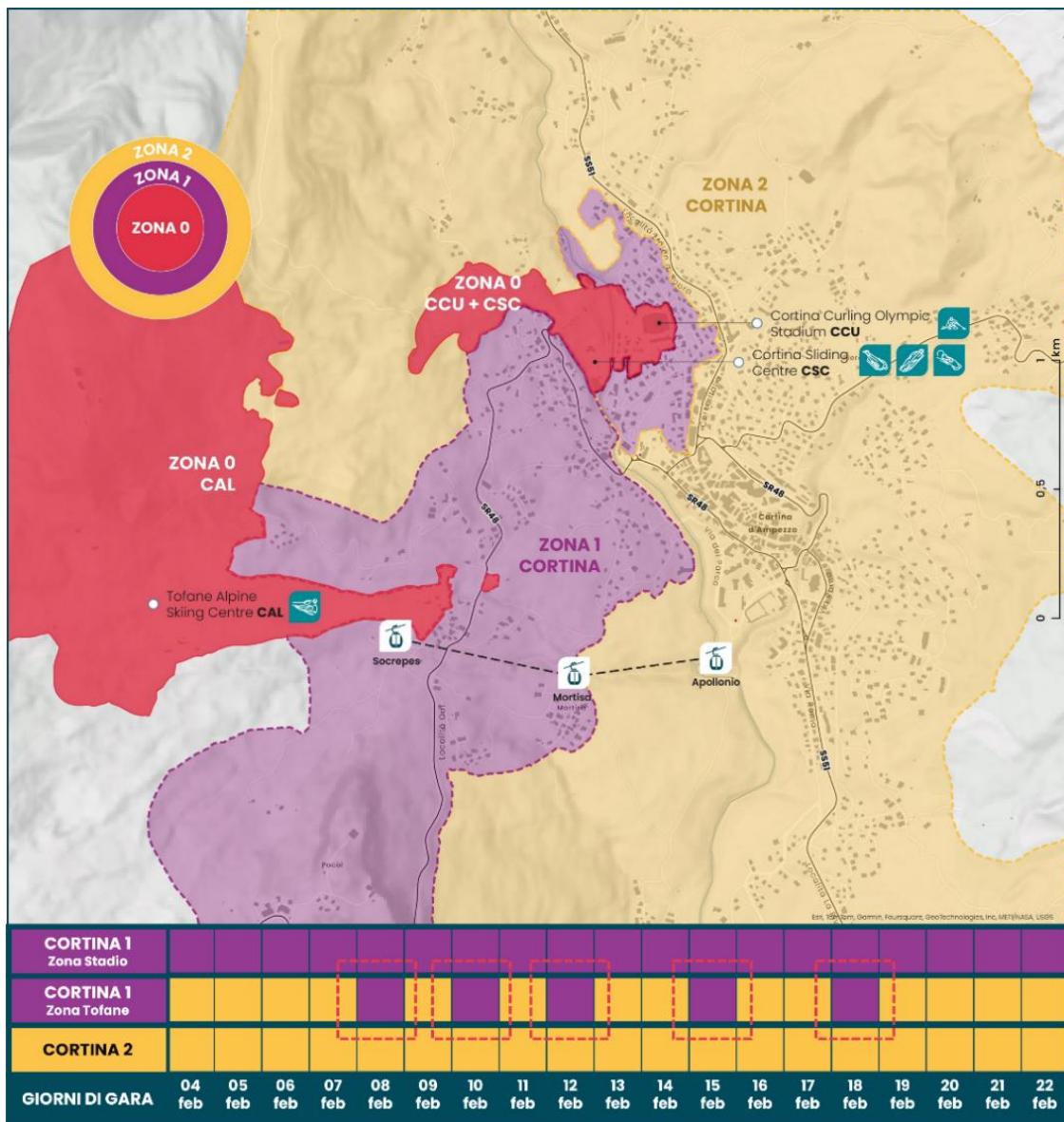
Note: *this Zone 1 scenario is representative of 8-10-12-15-18/February, where competition will be also at CAL venue. In this case, the road and area next to CAL venue will fall under Zone 1.*

Zone 2 – CORTINA 2- Host City (Cortina Area)

The Zone 2 perimeter aims to control access to the town of Cortina d'Ampezzo via TCFs, limiting it to vehicles displaying a valid VAPP (any category) or a Host Territory Car Pass for Zone 2 or Zone 1.

This perimeter also supports the efficient use of Park & Ride (P&R) spectator parking facilities located at the perimeter edges at San Vito P&R, Son dei Prade P&R, Rio Gere Parking.

The geographic coverage of Zone 2 includes:

- South: Hall of San Vito di Cadore

- West: near Pocol (intersection of SR638 and SP48)

- East: Rio Gere ski lift parking area

- North: Carbonin (intersection of SS51 and SS51-bis)

Finally, the following table resume the TCF activation time and days

		start	end	start	end	Inizio	Fine	start	end
		Secure Periemter		Zona 1 Stadio		Zona 1 Tofane		Zona 2 Cortina	
27/1	Tuesday	–	–	–	–	–	–	–	–
28/1	Wednesday	–	–	–	–	–	–	–	–
29/1	Thursday	–	–	–	–	–	–	–	–
30/1	Friday	–	–	–	–	–	–	–	–
31/1	Saturday	–	–	–	–	–	–	–	–
1/2	Sunday	00:00	24:00	–	–	–	–	09:00	20:00
2/2	Monday	00:00	24:00	–	–	–	–	09:00	20:00
3/2	Tuesday	00:00	24:00	–	–	–	–	09:00	20:00
4/2	Wednesday	00:00	24:00	7:00	23:00	–	–	09:00	20:00
5/2	Thursday	00:00	24:00	7:00	23:00	–	–	09:00	20:00
6/2	Friday	00:00	24:00	7:00	23:00	–	–	07:00	23:00
7/2	Saturday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
8/2	Sunday	00:00	24:00	7:00	23:00	06:00	17:00	06:00	20:00
9/2	Monday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
10/2	Tuesday	00:00	24:00	7:00	23:00	06:00	17:00	06:00	20:00
11/2	Wednesday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
12/2	Thursday	00:00	24:00	7:00	23:00	06:00	17:00	06:00	20:00
13/2	Friday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
14/2	Saturday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
15/2	Sunday	00:00	24:00	7:00	23:00	06:00	17:00	06:00	20:00
16/2	Monday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
17/2	Tuesday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
18/2	Wednesday	00:00	24:00	7:00	23:00	06:00	17:00	06:00	20:00
19/2	Thursday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
20/2	Friday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
21/2	Saturday	00:00	24:00	7:00	23:00	–	–	06:00	20:00
22/2	Sunday	00:00	24:00	7:00	23:00	–	–	06:00	20:00

Access and Daily Host Territory Car Pass Distribution

Access to P&R facilities and accommodations located within the traffic perimeters will be managed through Host Territory Daily Car Passes, issued at dedicated release points – called "Host Territory Car Pass Distribution Points"- positioned strategically across the valley before the traffic perimeter:

- North: Dobbiaco P&R (TBD)

- South: San Vito di Cadore (Town Hall - 46.461767287592465, 12.205009462340575)
- East: Parking Passo Tre Croci (46.55618163210155, 12.19834695106961)
- West: Pocol (46.52221731866313, 12.110420559532717)

Further information will be present in the platform.

1.2.6. ORN & Traffic Management Anterselva/Antholz

Thanks to the valley's morphology and the long-standing experience of hosting Biathlon World Cup events, the proposed Traffic Demand Management (TDM) plan for the Anterselva Cluster is spatially and temporally limited. The concept focuses on ensuring secure and efficient Games-time operations while maintaining access for the local population.

The plan foresees the implementation of two Traffic Zone, both activated only on competition days, with different time profiles shown in the final table.

	04 feb	05 feb	06 feb	07 feb	08 feb	09 feb	10 feb	11 feb	12 feb	13 feb	14 feb	15 feb	16 feb	17 feb	18 feb	19 feb	20 feb	21 feb	22 feb
ANTHOLZ 1					■		■	■		■	■	■		■	■		■	■	
ANTHOLZ 2					■		■	■		■	■	■		■	■		■	■	
GIORNI DI GARA																			
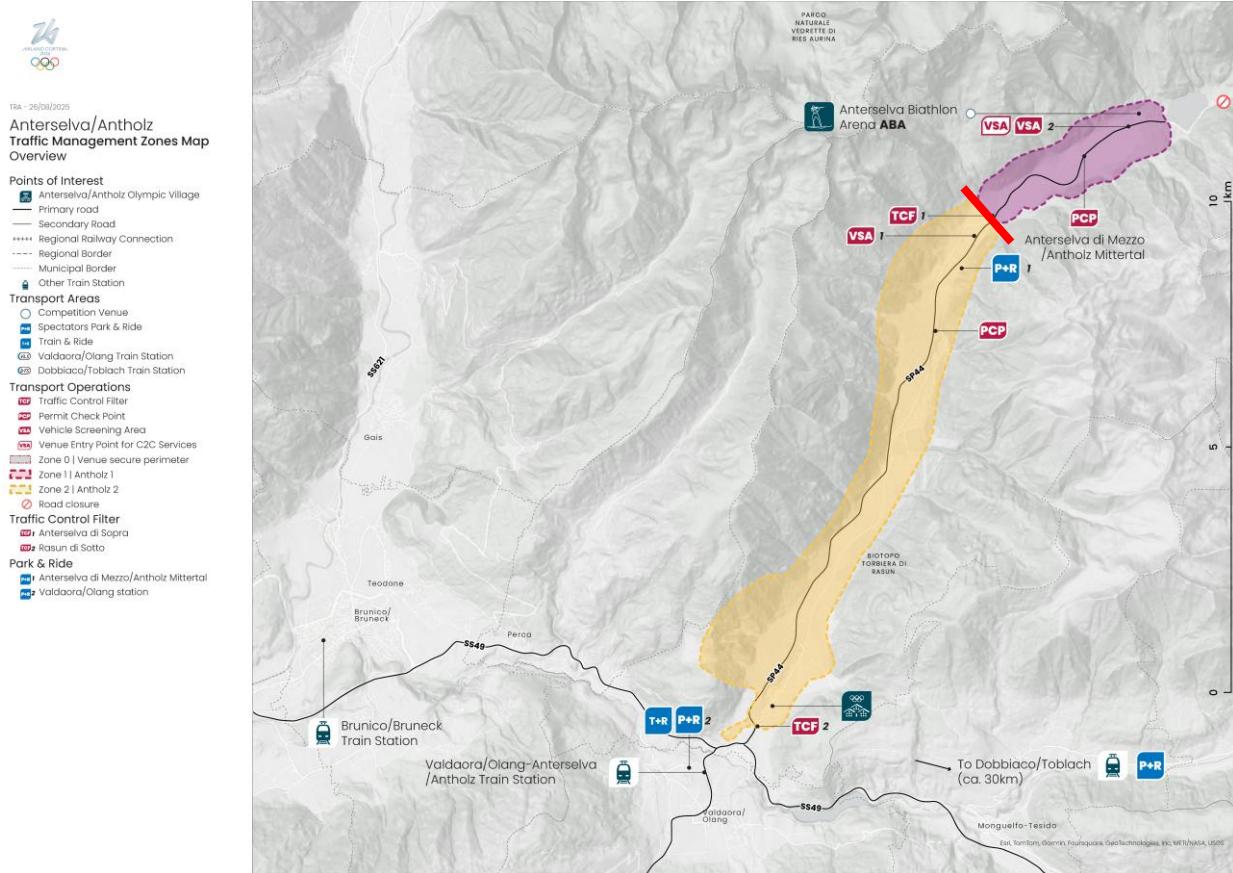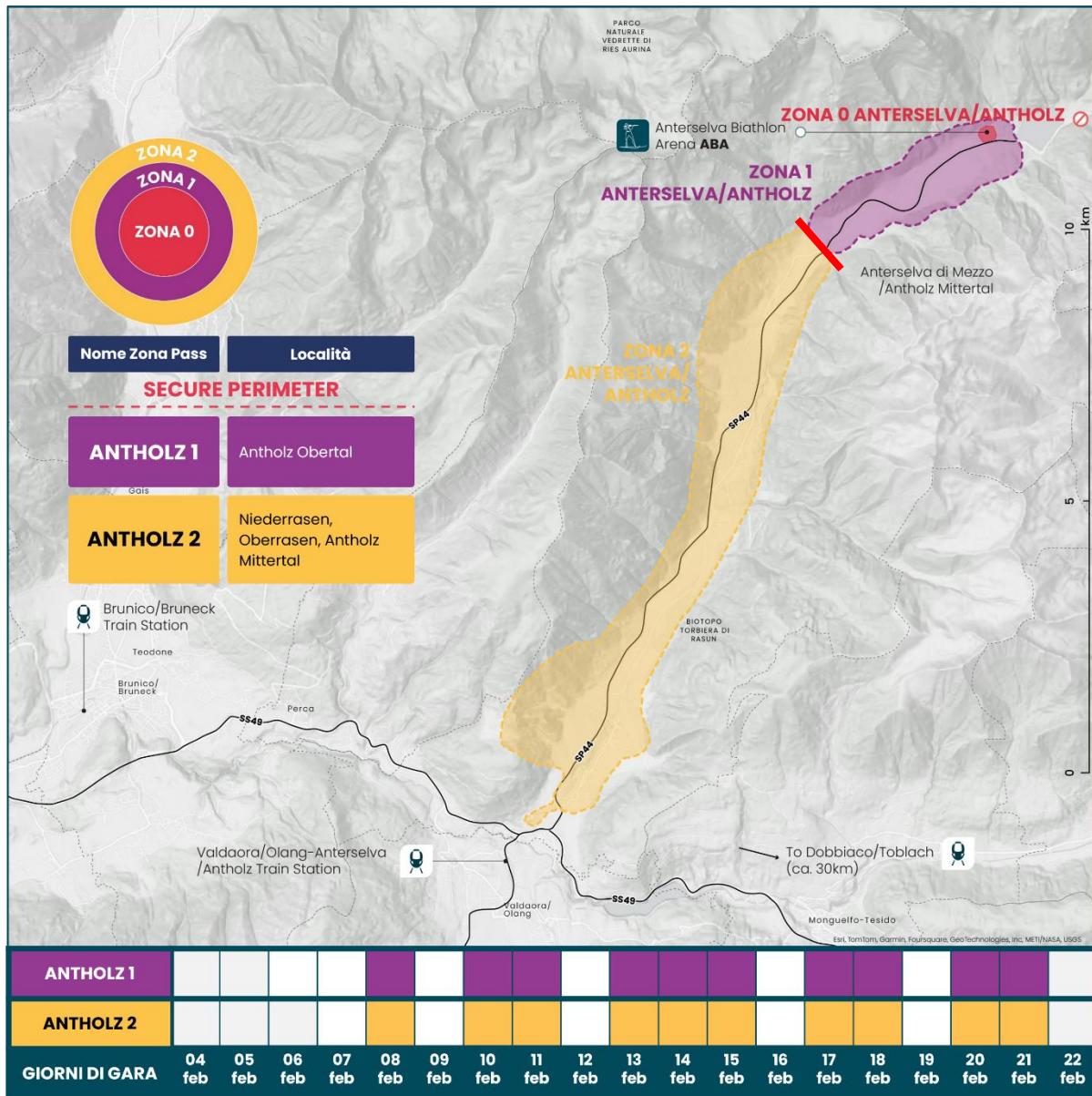
Zone 1 – Anterselva Biathlon Arena (Anterselva di Sopra /Antholz Obertal)

A Zone 1 perimeter will protect the immediate surroundings of the Anterselva Biathlon Arena in Anterselva di Sopra/Antholz Obertal, by a PCP Access will be restricted to vehicles displaying the appropriate VAPP or a valid Zone 1 Pass, in order to safeguard transport operations and stakeholder and spectator movement. Vehicles without appropriate Vapp are not allowed to go through the red line.

Zone 2 – Valley Access (Anterselva/Antholz)

A second perimeter defined by a TCF (Traffic Control Filter) will be established at the entrance of the valley, in Anterselva/Antholz, functioning as a Zone 2 filter. This aims to reduce background traffic entering the valley on competition days, allowing only vehicles with a VAPP (no restrictions on type of VAPP) or a valid Host Territory Car Pass for Anterselva/Antholz Zone 2 or Zone 1.

Finally, the following table summarizes the Traffic Zones time and days activations:

DAY		Zone 0: ABA; OVA	Zone 1 Start	Zone 1 End	Zone 2 Start	Zone 2 End
6/2	Friday	0-24	–	–	–	–
7/2	Saturday	0-24	–	–	–	–
8/2	Sunday	0-24	8:00	19:00	8:00	14:00
9/2	Monday	0-24	–	–	–	–
10/2	Tuesday	0-24	8:00	19:00	8:00	14:00
11/2	Wednesday	0-24	8:00	19:00	8:00	14:00
12/2	Thursday	0-24	–	–	–	–
13/2	Friday	0-24	8:00	19:00	8:00	14:00
14/2	Saturday	0-24	8:00	19:00	8:00	14:00
15/2	Sunday	0-24	8:00	19:00	8:00	14:00
16/2	Monday	0-24	–	–	–	–
17/2	Tuesday	0-24	8:00	19:00	8:00	14:00
18/2	Wednesday	0-24	8:00	19:00	8:00	14:00
19/2	Thursday	0-24	–	–	–	–
20/2	Friday	0-24	8:00	19:00	8:00	14:00
21/2	Saturday	0-24	8:00	19:00	8:00	14:00
22/2	Sunday	0-24	–	–	–	–

Access and Daily Host Car Pass Distribution

Access to the Park & Ride facility at Anterselva di Mezzo/Antholz Mittertal (at the border of Zone 1 PCP), as well as to hotels and accommodations located within the perimeters, will be managed through daily Passes, issued at the Host Territory Car Pass Distribution point, located at the beginning of the valley before TCF.

Further operational details will be released following validation by the competent local authorities.

1.3. Signage

Different kinds of signage products have been identified by the Transport team:

- Road signage (ORN, vehicular signage)
- Load zones signage
- Venue transport signage (outside the secure perimeter and Stakeholders oriented)
- Transport facilities signage (depots, parkings and malls)

Full development of the signage project (dot plan and content definition) started at the end of Q1 2025 and detailed signage plans (also installation timeline) for every cluster will be included in the next version of the MTG.

In the meantime, below attached mock-ups and base templates (to be defined with the supplier):

ROAD SIGNAGE (graphic approved by the Ministry of Transport and Infrastructures):

Vehicular signage must respect the Italian *Codice della Strada*, so, all the following prototypes are compliant with the Italian law and the usage of the Olympic/Paralympic pictograms and signature.

The territory will be covered by 2 main types of road directional signs:

1. **Urban territory** – **rectangular shape**, both in white and blue version

(example)

2. **Extra-urban territory** – **arrow shape**, both in white and blue version

(example)
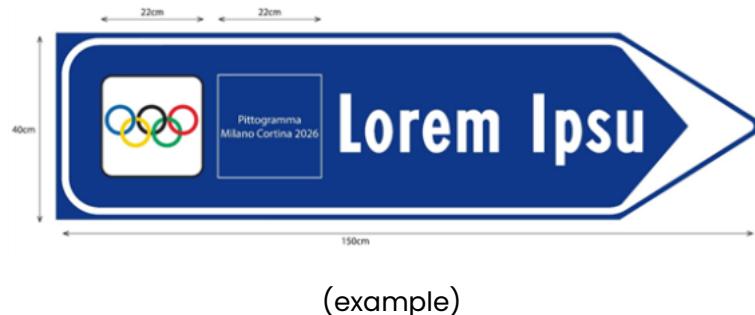
BUS STOP SIGNAGE
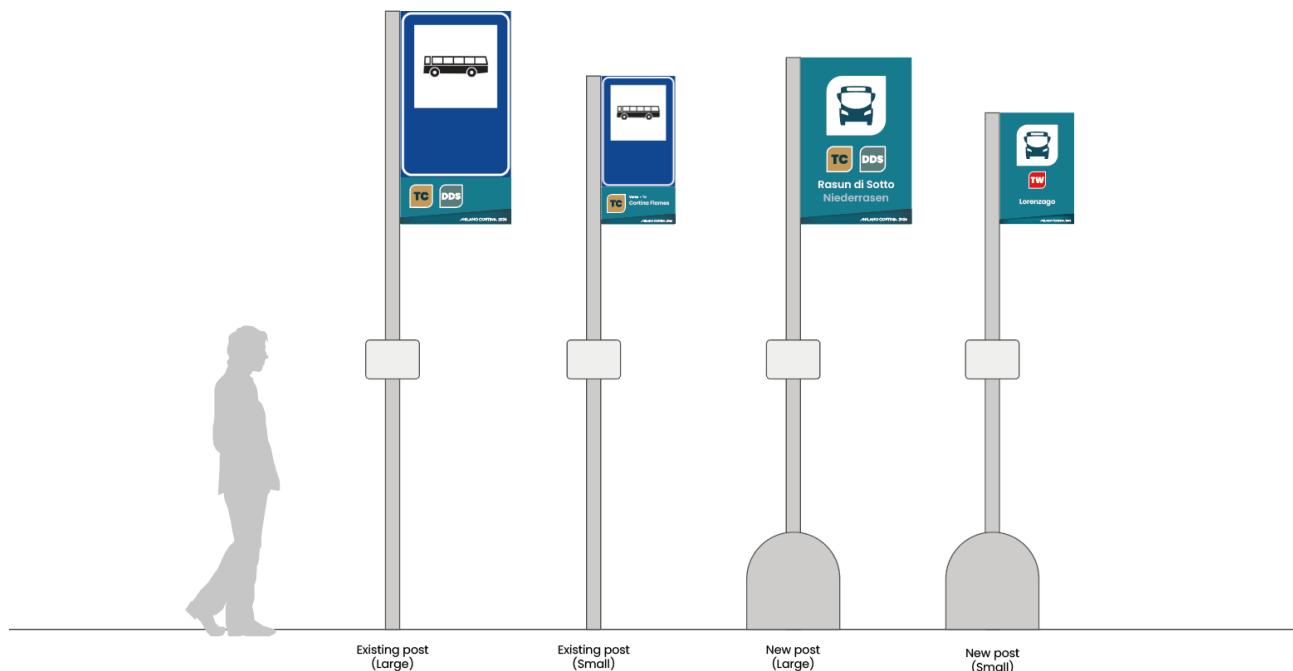
In most cases, bus lines for accredited people (TC) will use existing public transport stops. An additional sign will be therefore added to existing bus stop poles, as well as an A4 timetable. When TP poles are missing, a new temporary post will be added to the stop.

Regarding signage of the vehicles, on the outside of the bus a digital display or sign will clearly indicate that the bus runs a TC (for example) service, including the line number and if possible, information about the destination.

VENUE TRANSPORT SIGNAGE

Directional sign   VAPP Board   Parking sign   Load zone
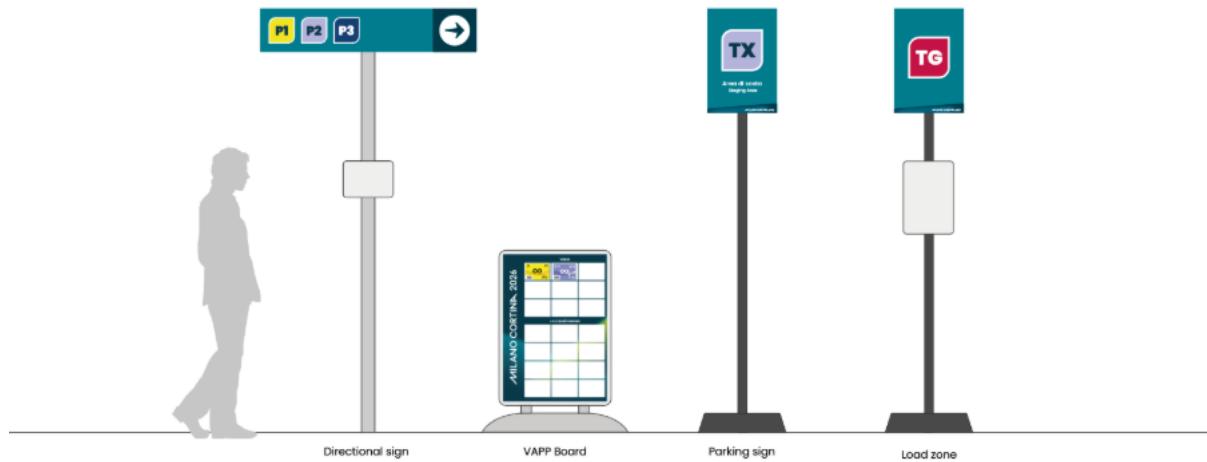
Venue transport signage has been designed to be flexible and easily repositionable: the product chosen for parkings and load zones is a lightweight pole with a clip-on sign. The base of the pole will be weighted in a modular way to withstand wind and severe weather.

TRANSPORT FACILITIES SIGNAGE

Depot Identification   Directional sign   Depot Facilities   Depot Facilities
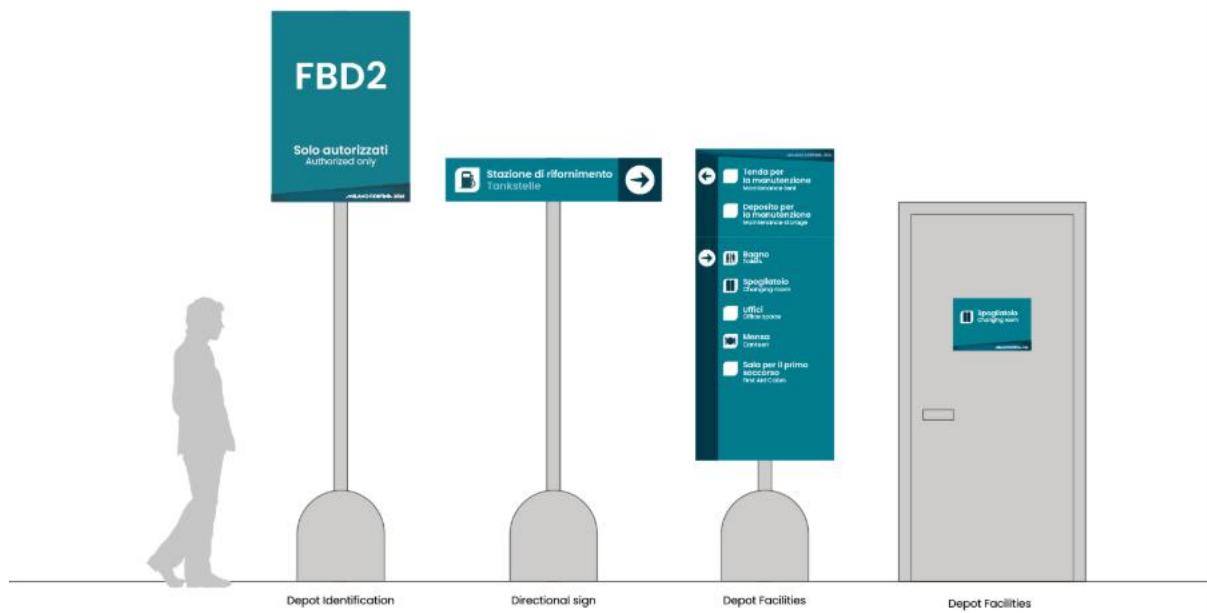
Signage in bus depots and fleets identifies the entrance, various parking areas and staff facilities. Depots entries are indicated with their code, so that they are recognizable only by Olympic staff and not by the general public.

2. MMC – VMC – EVMC

2.1.   Main Media Centre (MMC)

The Main Media Centre (MMC) is located in Milano City Life area next to the Portello (TP Metro line M5 lilac) and Lotto (TP Metro lines M1 red & M5 lilac) metro stations.

The venue is also one of the stops of the TC line MI-01 connecting MMC to Olympic Family Hotel (OFH) and Milano Olympic Village (OVM).

In the MMC will be located both International Broadcast Centre (IBC) and Main Press Centre (MPC).
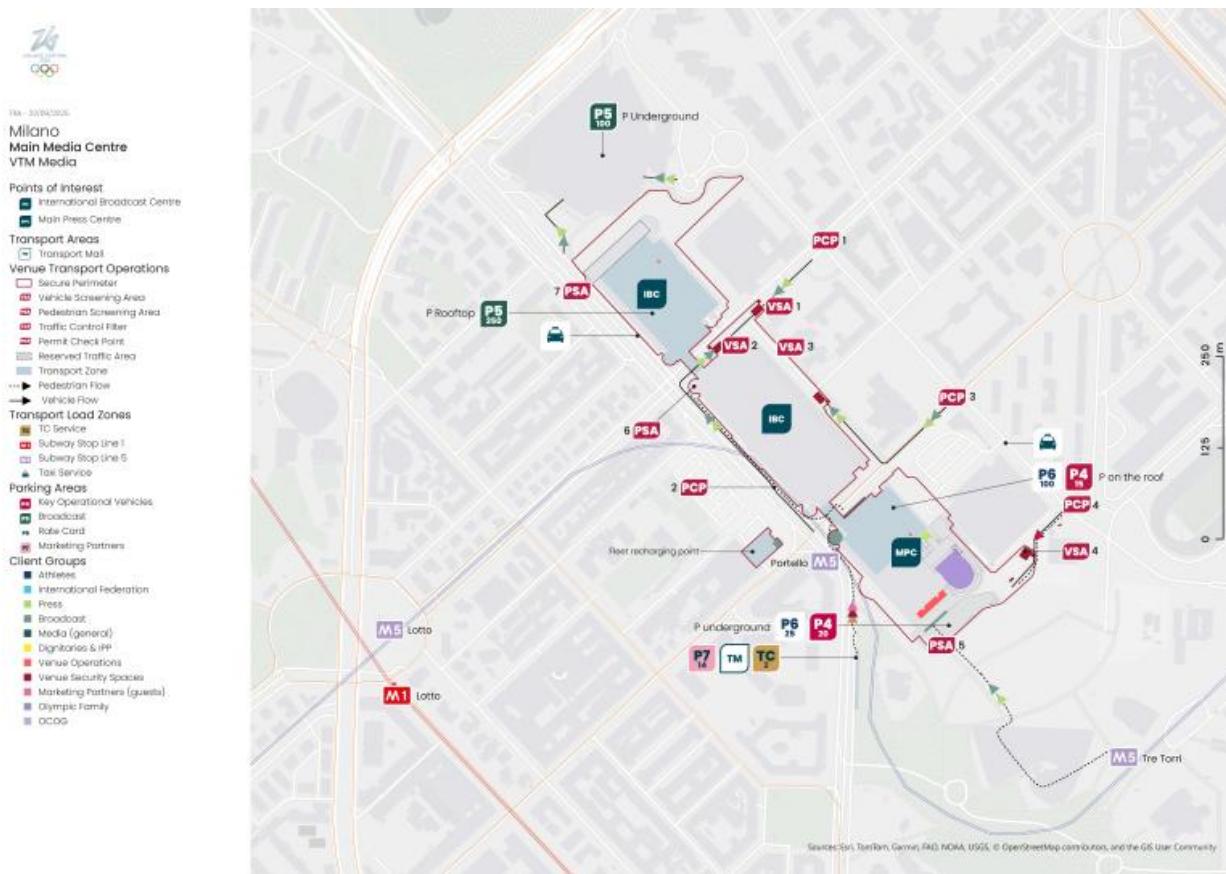
There will be also taxi ranks near the MMC (service paid by the clients):

- Via Gattamelata, near Gate 16 towards Viale Colleoni
- Viale Scarampo, from Viale Teodorico (towards North, Pavillion 1)

The possibility to access the venue with motorbikes, bicycles, scooters, etc. is still under evaluation and more details will be included in the next version of the MTG.

In the meantime, below are the positions of bike racks and moto parking all around the venue:

The **Main Media Centre** is hosted in **Fiera Milano Congressi**, the congress centre in Milano. The spaces, covering an area of almost **80,000 square metres,** are designed for maximum flexibility and to offer the most intuitive connection between areas. Thanks to its state-of-the-art technology, Allianz Mico is considered one of the **most advanced congress centres in the world.** The exhibition district has pedestrian entrances and vehicle access points. The upper storeys are directly accessible by commercial vehicles for easy building and dismantling.

- Venue capacity: Gross (pavilions and meeting rooms) 18,000
- Peak attendance: 7,000
- Estimated total workforce peak shift: 487

2.1.1.   Opening Dates & Times

OPENING HOURS
MMC

IBC International Broadcast Centre	**PRE-SOFT OPENING**		**SOFT OPENING**	**OLYMPIC OPERATIONS**	**TRANSITION**	**PARALYMPIC OPERATIONS**
	1 Nov 1 Dec 2025	2 Dec 2025 5 Jan 2026	6 Jan 2026 24 Jan 2026	26 Jan 2026 22 Feb 2026	23 Feb 2026 28 Feb 2026	02 Mar 2026 15 Mar2026
	7.00-20.00	7.00-22.00	24h	24h	08.00-20.00	24h

SECURITY SWEEP – Jan 25th
LOCKDOWN starts on Jan 26th

SECURITY SWEEP
Mar 1st

MPC Main Press Centre	**PRIVATE OFFICES BUMP-IN**		**SOFT OPENING**	**OLYMPIC OPERATIONS**		**MOVE-OUT / BUMP-OUT**	**PARALYMPIC OPERATIONS**
	6 Jan 2026 12 Jan 2026		13 Jan 2026 24 Jan 2026	26 Jan 2026 29 Jan 2026	30 Jan 2026 22 Feb 2026	23 Feb 2026 28 Feb 2026	02 Mar 2026 15 Mar2026
	08.00-20.00		08.00-20.00	08.00-22.00	24h	08.00-20.00	Closed

HOLIDAYS – VENUE CLOSURE

01/11/2025	24 hours	25/12/2025	24 hours
07/12/2025	24 hours	26/12/2025	24 hours
08/12/2025	24 hours	31/12/2025	24 hours
24/12/2025	24 hours	01/01/2026	24 hours

Access to the venue will be granted during the holidays. However, without the operations team's presence, services will be suspended, and food concessions will be closed.
Deliveries will be suspended (no slots will be available via MDS) and works with low risk will be allowed (such as office works / intellectual activities according to the HSE regulations)
THE FINAL CALENDAR OF HOLIDAYS WILL BE PUBLISHED WITH THE VENUE OPERATIONS PLAN

Except for above venue closures, MMC will be open from Monday to Sunday.

Driving Distance and Travel Time between MMC and		
Olympic Village	8km	20 min by car
OCOG headquarters	3km	15 min by car
Milano San Siro Olympic Stadium	3km	15 min by car
Milano Ice Park	9km	20 min by car
Milano Ice Skating Arena	14km	30 min by car
Milano Santagiulia Ice Hockey Arena	13km	30 min by car
Olympic Family Hotel 1	5km	15 min by car

VENUE ENTRY - VSAS & PSAS

IBC
International Broadcast Centre

MPC
Main Press Centre

N.4 VSAs (with PSA)
VSA 1 – Via Teodorico North
3 lanes - Dimensions: 10x15m
VSA 2 – Via Teodorico south
3 lanes - Dimensions: 10x15m
VSA 3 – Via Tranchedini
2 lanes - Dimensions: 10x15m
VSA 4 – Via Gattamelata
4 lanes - Dimensions: 12x15m

N.3 PSAs
PSA 5 – MMC Main Entrance
8 lanes
PSA 6 – IBC Entrance
6 lanes
PSA 7 – IBC Entrance 2
2 lanes

The Transport Mall will be located on Viale Berengario. The pick-up and drop-off point is under review but will be as close as possible to the main Pedestrian Screening Area (PSA). Details and map will be included in next version of MTG.

All services managed and scheduled by the Transport team will use the Transport Mall as their loading and unloading point.

For Olympic Opening Ceremony operations, there will be a separate dedicated area, different from the daily Transport Mall. Details will be included in the next version of the MTG.

2.1.2.   Transport and Parking

The Main Media Centre benefits from multiple public-transport options: metro line M5 (lilac) from Portello station and metro line M1 (red) and metro line M5 (lilac) from Lotto station, urban bus lines and regional trains from Milano Domodossola Fiera station.

The Media Transport Mall, located just outside the MMC secure perimeter, will provide additional transport services and will cover public transport non-operational hours.

A limited number of parking spaces will be available inside the perimeter of the Main Press Centre. A Vehicle Access and/or Parking Permit (VAPP), which can be purchased via the Rate Card Portal for Press and will be delivered by OBS for MRHs, will be always required for parking.

VENUE ENTRY & PARKING
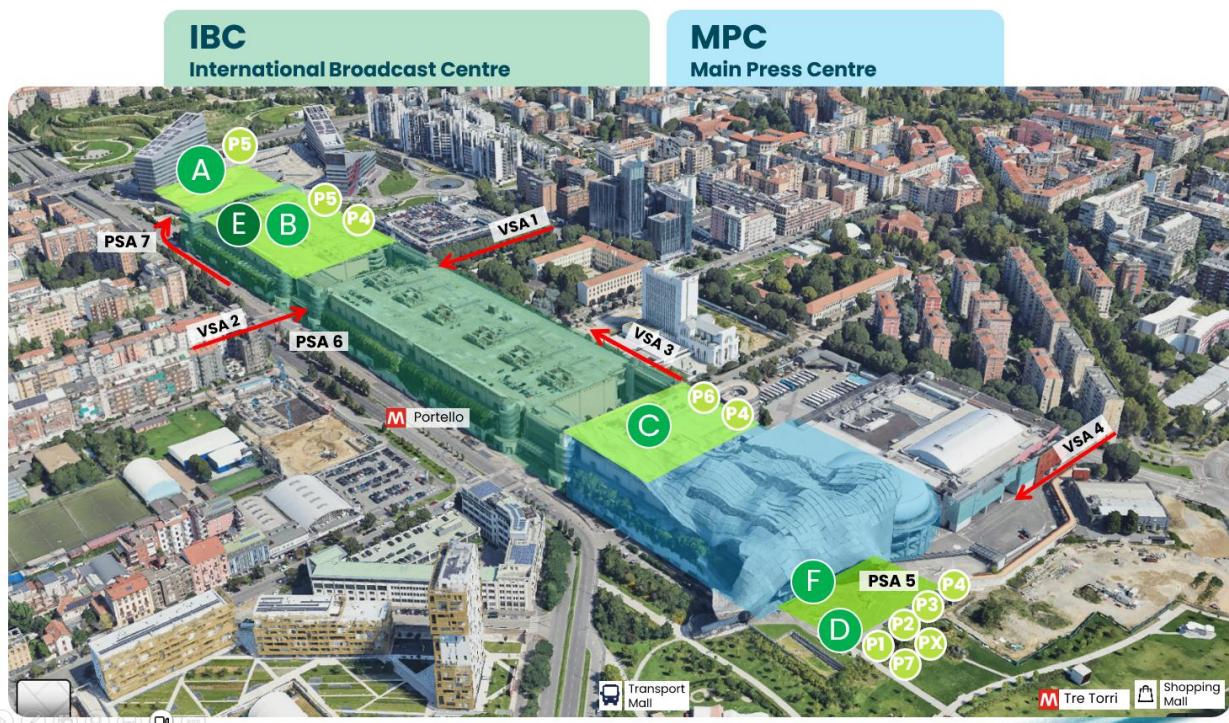
Confirmed numbers (as per now) of parking spaces in MMC	
P5 IBC (B & E - rooftop)	300
P5 external dirty parking	100
P6-P4 MPC (C - rooftop)	125
P4 - P6 underground parking (D)	55
P1 – P2 – P3 MPC LZ (F)	10
P1 – P2 – P3 IBC LZ (rooftop bridge)	10
P2 – P3 – TX – CIR (parking / LZ between IBC & MPC	20
P2 – P3 – P7 – TC – TX (TM)	25

Due to space restrictions, additional spots will be found outside the secure perimeter.

Negotiations are currently underway with the owners of the parking areas to identify:

1 - **Motorpool**: will be located at the rooftop of IBC side at Pavilion 2 and the capacity of it will be 100 spots.

2- **P5 External Dirty Parking** (point A on above map), is situated approximately 250 meters from the nearest access gate. It offers an estimated total capacity of 100 spaces.

2.1.3. Transport Desks

Stakeholders will find 2 Transport Desks at the MMC:

1) **at MPC: Pavillon 5 – Level 1 – MMC Main Lobby**
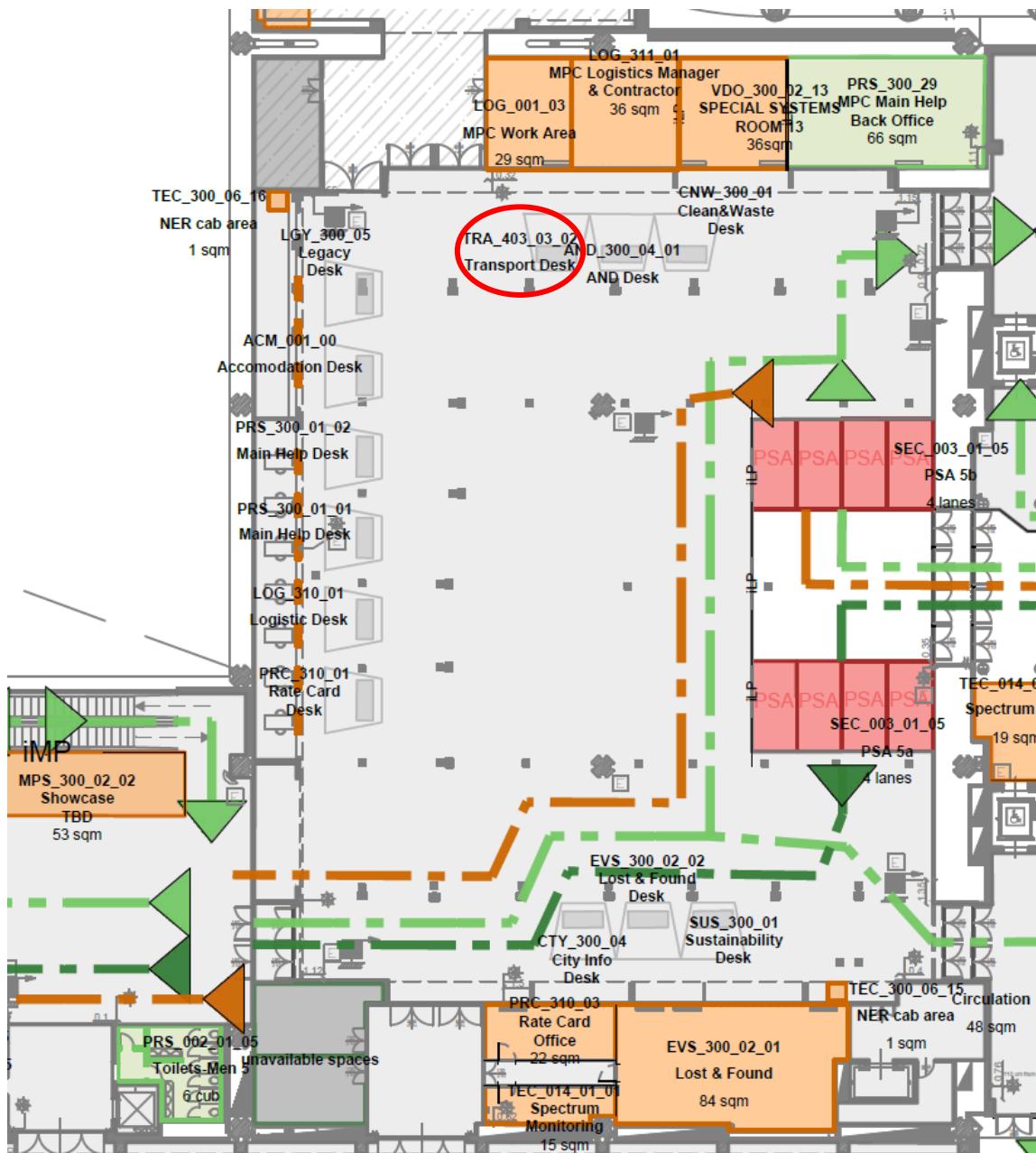
2) **at IBC: Pavillon 3 - Level 1 – PSA 6**
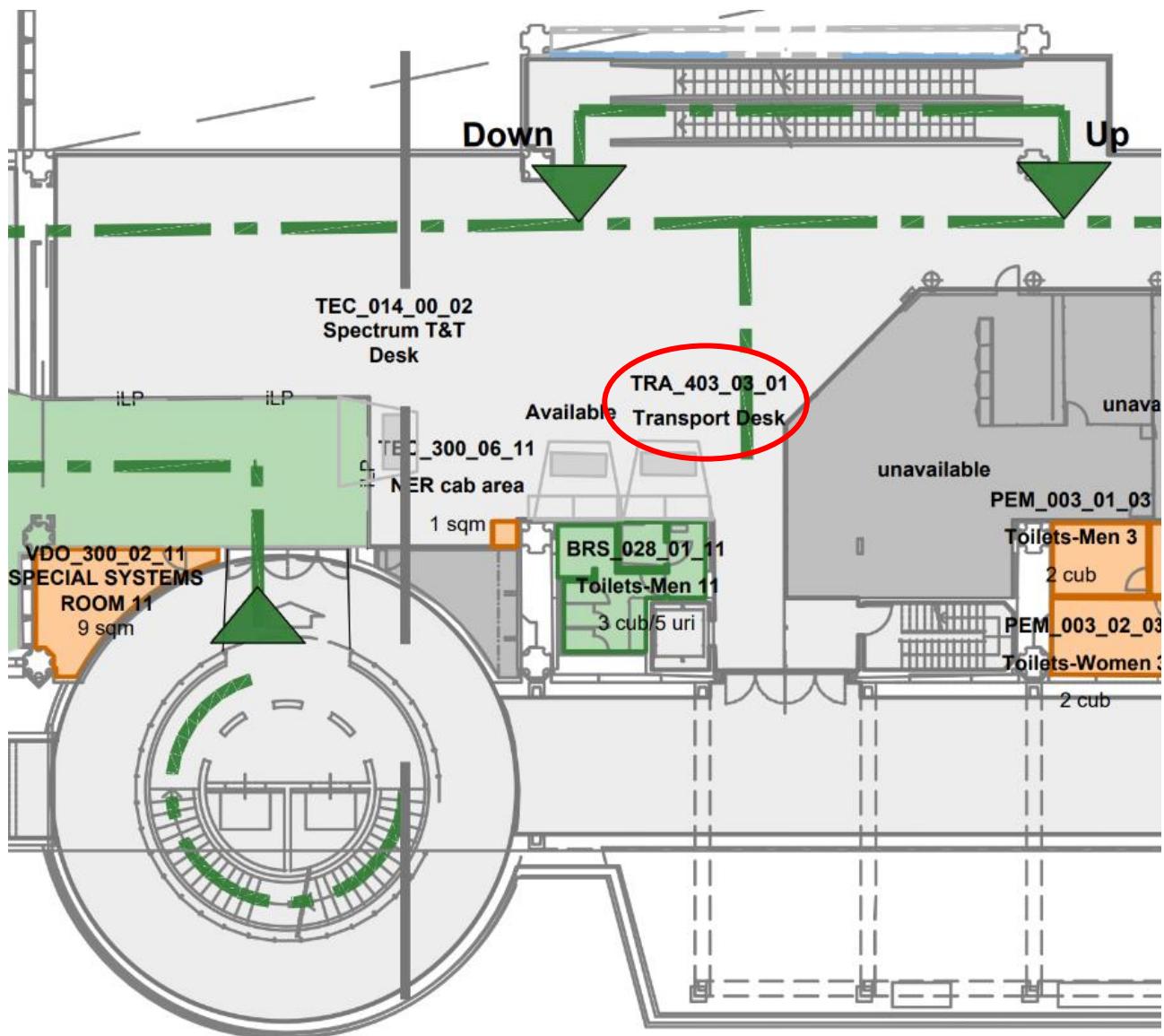
Main tasks:

Client services staff* will be behind the desks providing transport information, support with maps and assistance on access/booking of transport services.

Collect feedback, report complaints and help with SHs necessities are also part of the daily duties.

The desk at the MPC will be operational only from the Soft Opening until the Transition Period (no MPC during PLY).

1 paid staff + 1 volunteer (if available) x desk x shift

Operational period (TBC):

Soft Opening (06/01 – 24/01)	OLY (25/01 – 22/02)	Transition (23/02 – 28/02)	PLY (01/03 – 15/03)
h.08:00 – 20:00	h.07:30–23:30	h.08:00 – 20:00	07:30–23:30

Contact number (TBD) and email address (TBD) will be displayed on the desks for emergencies after hours
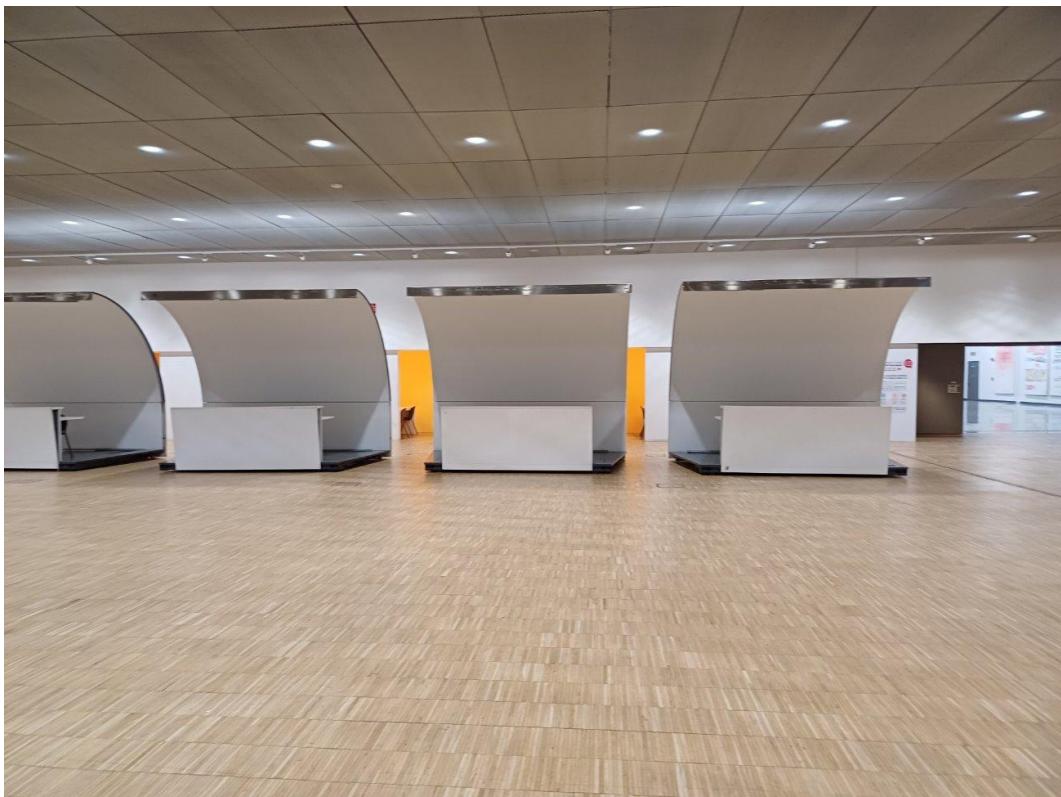
2.2. Venue Media Centre

There will be a **Venue Media Centre** (**VMC**) in each competition venue. Each VMC will have a work area for journalists and photographers that will be available on a first-come, first-served basis. Some of the services offered in the VMC include:

- information desk for general and venue specific information

- desks equipped with cabled internet and power outlets, available on a first-come, first-served basis

- Wi-Fi

- HBCD (formerly known as CATV) with live feed

- lockers for photographers

- printers

- refreshment stations with free coffee, tea and water

- media lounge with food and beverages available for purchase

Venue Media Centres' Operational Period for Olympic Winter Games

Phases	Days/Hours
First day of operations	– 3 days prior to the first competition day or first day of official training
Non-competition days	From 9 a.m. to 6 p.m.
Official training days	– 1 hour prior to the start of training + 1 hour after the end of training
Olympic competition days	– 3 hours prior to start of competition + 4 hours after the end of competition
Last day of operations	Last day of competition

VMCs will be closed at night between 3 a.m. and 6 a.m., regardless of the competition schedule.

2.3. Enhanced Venue Media Centres (EVMCs)

Due to the specific configuration of the Milano Cortina 2026 clusters, there will be no Mountain Media Centre, but instead services and facilities provided in key VMCs have been enhanced, such as longer opening hours, photo sleeves distribution and photo service centres by Canon, Nikon and Sony.

EVMCs for OLYMPIC WINTER GAMES:
• Cortina > Cortina Curling Olympic Stadium
• Valtellina > Livigno Snow Park
• Val di Fiemme > Tesero Cross-Country Skiing Stadium

EVMCs' Operational Period for OLYMPIC WINTER GAMES	
First day of operations	Opening day of Olympic Villages (30 Jan 2026)
Extended operational hours	30th January – 5th February (9 a.m. – 9 p.m.)
Games Time Operational Hours	6 – 22 February 2026
	From 7 a.m. to 00:30 a.m. or from -3 hours prior to the start until +4 hours after the end of competition, if this exceeds the above operational hours
Last day of operations	Day of the Closing Ceremony (22 Feb 2026)

Important Note

EVMCs, like VMCs, will be closed at night between 3 a.m. and 6 a.m., regardless of the competition schedule.

TRA - 09/07/2026

Cortina
Cortina Curling Olympic Stadium
VTM Media zoom

Venue Transport Operations
- Secure Perimeter
- VSA Vehicle Screening Area
- PSA Pedestrian Screening Area
- PCP Permit Check Point
- Transport Zone
- Pedestrian/Skiing Flow
- Vehicle Flow

Competition Venues
- CCU Cortina Curling Olympic Stadium
- CSC Cortina Sliding Centre

Non-Competition Venues
- VMC Venue Media Centre

Transport Load Zones
- TG TG Service
- TC TC Service

Client Groups
- Field of Play
- Athletes
- International Federation
- Press
- Broadcast
- Dignitaries & IPP
- Spectators
- PHP / Marketing Partners
- Venue Operations
- Venue Security Spaces
- Marketing Partners (guests)
- In Venue Hospitality
- Olympic Family
- OCOG

Parking Areas
- P4 Key Operational Vehicles
- P5 Broadcast
- P6 Rate Card

Disciplines
- Curling

TRA – 03/07/2025

Valtellina
Livigno Snow Park
VTM Media (OBS, MRH, Press)

Venue Transport Operations
- Secure Perimeter
- VSA　Vehicle Screening Area
- PSA　Pedestrian Screening Area
- PCP　Permit Check Point
- TCF　Traffic Control Filter
- Reserved Traffic Area
- Transport Zone
- ▸▸▸ Pedestrian Flow
- ➤ Vehicle Flow

Transport Load Zones
- TC　TC Service
- TP　Public Transport
- ENG　ENG Service

Parking Areas
- P4　Key Operational Vehicles
- P5　Broadcast
- P6　Rate Card

Client Groups
- Field of Play
- Athletes
- Press
- Broadcast
- Spectators
- Venue Operations
- Venue Security Spaces
- Marketing Partners (key operational)
- In Venue Hospitality
- Olympic Family & Top Marketing Partner
- Marketing Partners (guests)

Disciplines
- Freestyle Skiing
- Snowboard

TRA - 29/07/2025

Val di Fiemme
Tesero Cross-Country Skiing Stadium
VTM Media

Venue Transport Operations
- Secure Perimeter
- VSA Vehicle Screening Area
- PSA Pedestrian Screening Area
- TCF Traffic Control Filter
- PCP Permit Check Point
- Transport Zone
- Pedestrian Flow
- Vehicle Flow

Non-Competition Venues
- VMC Venue Media Centre

Transport Load Zones
- TC TC Service
- DDS Service
- PHP PHP Load Zone
- ENG ENG Load Zone

Parking Areas
- P4 Key Operational Vehicles
- P5 Broadcast
- P6 Rate Card

Client Groups
- Field of Play
- Athletes
- International Federation
- Press
- Broadcast
- Media (general)
- Dignitaries & IPP
- Spectators
- PHP / Marketing Partners
- Venue Operations
- Venue Security Spaces
- Marketing Partners (guests)
- In Venue Hospitality
- Hospitality (general)
- Olympic Family
- OCOG
- Security & Emergency

Disciplines
- Cross-Country Skiing
- Nordic Combined

3. TRANSPORT SERVICES (TP, TC, TG)

This section outlines the Milano Cortina 2026 transport concept, considering each client's general level of services and transport needs.

3.1. Public Transport (TP) Service

> ## TP (Public Transport):
>
> Free public transport service (train, metro, tram, bus, etc.) for all accredited stakeholders.
>
> **In the Milano cluster, media will use TP as the primary service between accommodation and venues.**

In both Milano and the mountain clusters, public transportation plays a central role in the services provided to stakeholders.

While Milano's public transport system primarily relies on rail-based services (such as metro, s-lines, trams, etc.), a significant enhancement of bus services will be implemented for the mountain clusters.

All these services will be provided free of charge to stakeholders.

3.2. Transport Connect (TC) Service

TC **(Transport Connect):**

Free service shared between all accredited stakeholders.

In mountain clusters, media will use TC as the primary service between official accommodation and venues.

TC is an OCOG provided shared service; in addition to or replacing the existing public transportation offer, other shared services can be deployed.

TC Service is described in the following table:

Type of service	• Shared regular service activated within all clusters with limited road capacity or to increase limited local public transport, to replace dedicated services • Drop-off will be outside the secure perimeter
Vehicles / Drivers	• Buses and coaches • Accessible vehicles should be available on most routes and will be assigned based on expected demand for accessible spaces
Origins / Destinations	• Network to be assessed according to the operational needs of every cluster
Service days / hours	• According to competition schedule and operational needs (opening and closing of enhanced VMC and VMCs included)

Some of the stakeholders' accommodations are located in areas that are difficult to reach by bus or have a number of stakeholders that does not justify the provision of regular daily routes due to efficiency and environmental sustainability reasons.

In any case, even for these accommodations, if it is not possible to access a public transportation service with acceptable minimum service levels, a TC connection, known as the TC Feeder, will be implemented as a scheduled service (with established timetable). This will be indicated on the maps with the letter "F" and a number. For these services, a timetable of departures will be provided for each line in the next version of the MTG.

As an annex, are available also Stakeholder Services Travel Time schemes, where is possible check which TC lines are available for every accommodation to reach every venue.

3.3. Transport Group (TG) Service

TG (Transport Group):

"Clean to clean" (C2C) free service shared between all accredited stakeholders, activated for specific connections where it is convenient.

Currently, TG is planned for the Cortina cluster only.

TG services carried out within the venues or connecting two security perimeters of two or more venues are referred to as TG services and are accessible to any stakeholder who is authorised to enter the venue's perimeter of security (no need for another security check at the PSA).

OCOG provided shared services will be free of charge for all accredited stakeholders. TG service will be implemented only in Anterselva/Antholz and Cortina because of limited road capacity at the venues.

- Anterselva/Antholz: TG service will be developed between Anterselva di Mezzo/Antholz Mittertal and Anterselva Biathlon Arena.
- Cortina: one line running from the OVC (Fiames) to Freccia nel Cielo (Campetti Roma) and another line from Freccia nel Cielo (Campetti Roma) to Pié Tofana (CAL).
  Still under discussion if CSC will be affected (depending on space constrains and infrastructure availability).

Following the definition and principles of TG service:

| Type of service	• Clean to Clean shared regular service activated within certain cluster with limited road capacity
Vehicles / Drivers	• Buses, coaches, mini-vans and vans • Drivers dedicated to this service • Accessible vehicles should be available on most routes and will be assigned based on expected demand for accessible spaces
Origins / Destinations	• Network to be assessed according to the operational needs in every cluster
Service days / hours	• According to competition/training schedule and operational needs

3.4. Milano Cluster

The map below shows the competition venues and the Village in the Milano cluster.

Competition Venues:

- Milano Santagiulia Ice Hockey Arena (MH1)

- Milano Ice Park (MIP): Milano Rho Ice Hockey Arena (MH2), Milano Speed Skating Stadium (MSS)

- Milano Ice Skating Arena (MSK)

Village: Milano Olympic Village (OVM)

It also shows the Main Media Centre (MMC), the metro lines (1, 2, 3, 4, 5), the bus lines (90-91) and the railway connections.
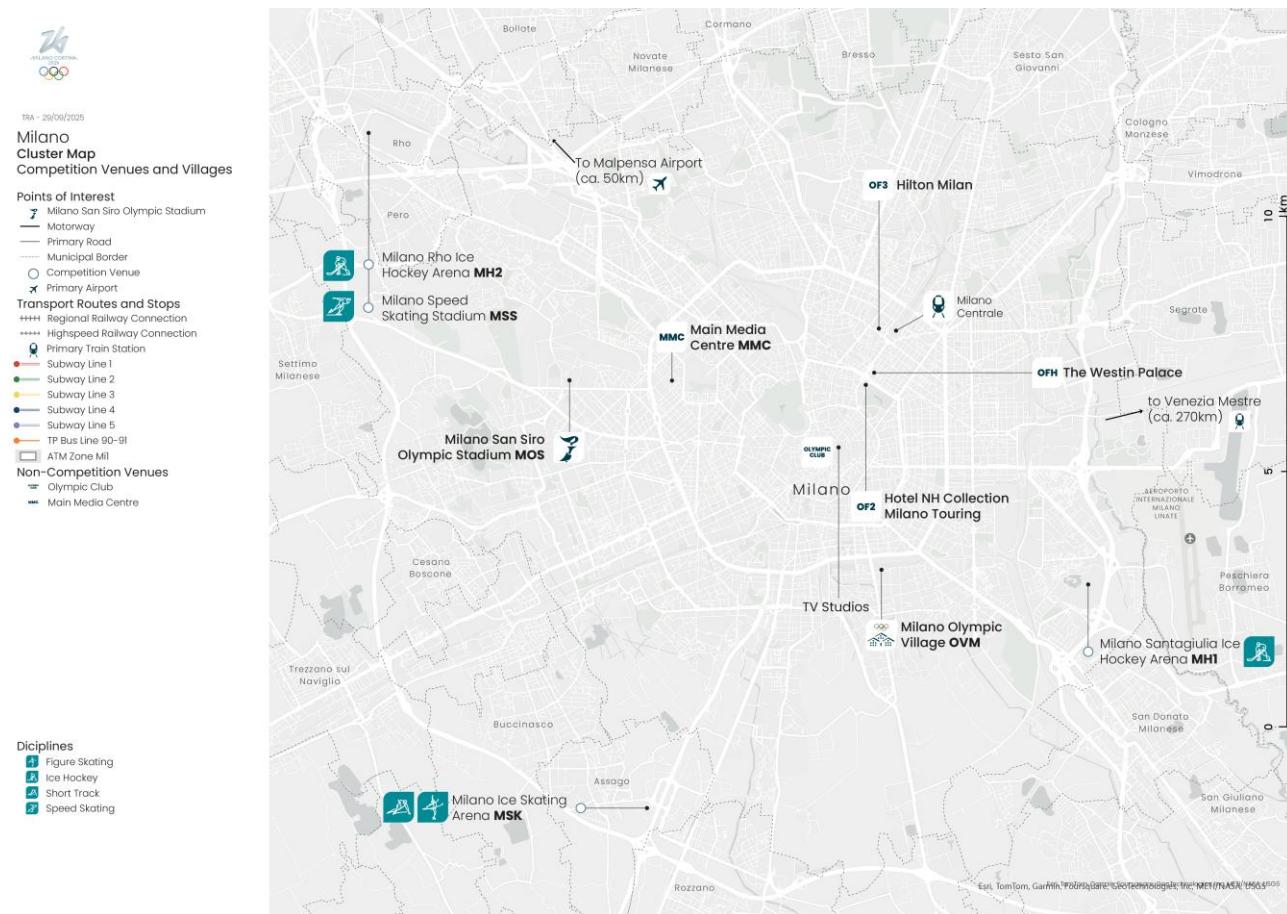
3.4.1. TP Milano

TP in Milano will be the core transport service for all stakeholders who will travel within the city as it's accessible and connects all venues with regular lines.

Milano's public transport system consists of:

- a network of 5 metro lines

- an extensive tram network

- a suburban railway service consisting of 12 lines (all integrated with metro, see map below)

- an extensive regional rail service

- a trolleybus network consisting of 4 lines

- an urban and interurban bus network consisting of more than 300 lines for over 4,000km in length

- a motorway system consisting of 10 motorways

- 2 main airports (Malpensa MXP and Linate LIN)

With reference to rail transport system, the one in the Milano area is the largest in Italy, both considering the individual networks and as a whole. The public transport network is entrusted to a dozen operators, among which the main ones are ATM and Trenord.

In the Milano Cluster, the public transport network will be used extensively to provide the core service, with all competition, non-competition venues and official accommodation locations connected.

All the public transport services within the zones Mi1 (light grey area, City of Milano) and Mi3 (first circle of neighbouring towns, i.e. Rho and Assago) will be free of charge for all the stakeholders at Games time (from 1st January to 31st March 2026).

From 23 January to 25 February metro will work from 5.30 a.m. to 2.00 a.m. and buses will run 24h (see table below).

Also S-Lines (suburban train lines) will run from 5.30 a.m. to 2.30 a.m. (from 5 to 23 February).

All competition venues in Milano cluster are included in this free of charge area.

Access to these services will be through the Client App.

All transport services are listed in the following link: GiroMilano ATM, Azienda Trasporti Milanesi and Trenord.

TRA – 30/09/2025

Milano
Cluster Map
**Public Transport**

Points of Interest
- Ceremony Venue
- Milano Olympic Village
- Olympic Family Hotel
- Hotel NH Collection Milano Touring OF2
- Hilton Milan OF3
- High-speed Railway Connection
- Regional Railway Connection
- Metro Service
- Train Station
- Airport
- Subway Line 1
- Subway Line 2
- Subway Line 3
- Subway Line 4
- Subway Line 5
- TP Bus Line 90-91
- ATM Zone Mil

Non-Competition Venues
- Olympic Club

Diciplines
- Figure Skating
- Ice Hockey
- Short Track Speed Skating
- Speed Skating

S2 MARIANO COMENSE
S4 CAMNAGO–LENTATE

CHIASSO
S11 CHIASSO
S1 S3 S9 SARONNO

S7 S8 LECCO

S1 S3 S9 SARONNO

S13 GARBAGNATE M.SE

Garbagnate Groane

Bollate Nord

Bollate Centro

Novate Milanese

CORMANO-
CUSANO MILANINO S12

Bruzzano Parco Nord

M3 COMASINA

Affori FN

Affori Centro

M5 BIGNAMI
PARCO NORD

M1 SESTO
1° MAGGIO

Sesto S.Giovanni

Sesto Marelli

Villa S.Giovanni

Precotto

Gorla

Turro

M2 COLOGNO NORD

Cologno Centro

Cologno Sud

S5 VARESE FS
S6 NOVARA

Quarto Oggiaro

RHO FIERA Certosa

RHO

M1 Pero

Molino Dorino

S.Leonardo

Bonola

Uruguay

Lampugnano

Villapizzone

Bovisa
Politecnico

Lancetti

P.GARIBALDI
S7 S8

CENTRALE FS

Greco Pirelli
Bicocca

M2 GESSATE

Metro automatica Ospedale San Raffaele
Automatic train to San Raffaele Hospital

MILANO

M5 SAN SIRO
STADIO

San Siro
Ippodromo

Segesta

Lotto

Amendola

Buonarroti

Domodossola

Tre Torri

Portello

QT8

Wagner

De Angeli

Gambara

Bande Nere

Primaticcio

Inganni

Pagano

Conciliazione

Pero

Cadorna

CADORNA
S3 S4

Republica

P.Venezia
M1

Dateo

Lambrate
M2

Segrate

TREVIGLIO
S5 S6

Coni Zugna

California

Bolivar

Tolstoj

Frattini

Gelsomini

Segneri

Famagosta

S.Ambrogio

S.Agostino

De Amicis

S.Sofia

Missori

Duomo

Crocetta

P.Romana

S.Babila

Tricolore

Dateo

P.Vittoria

LINATE
AEROPORTO
M4

Forlanini

BISCEGLIE
M1

S.CRISTOFORO
M4

Corsico

ALBAIRATE
VERMEZZO
S9

Cesano
Boscone

Romolo

P.Genova

Tibaldi-
Bocconi

PIAZZA
ABBIATEGRASSO
M2

Assago
MilanoFiori Nord

ASSAGO
MILANOFIORI FORUM
M2

P.Romana
FS

Brenta

Corvetto

Porto di Mare

ROGOREDO

S2

SAN DONATO
M3

S.Donato Milanese FS

S13 PAVIA

S1 LODI
S12 MELEGNANO

Orari dei trasporti pubblici su
Public transport timetables on
muoversi.regione.lombardia.it

Regione Lombardia 11/2024 UA4

Relevant TP Lines working nightly

- NM1 bus (same route of red line in above map) with terminus at MIP
- Q78 bus with terminus at IBC
- NM2 bus (same route of green line in above map) with terminus at MSK
- NM3 bus (same route of yellow line in above map) passing through OVM and OFH
- N27 bus with stop at MH1

3.4.2. TC Milano

Period of service

- From 14 days before Opening Ceremony to 3 days after Closing Ceremony (23/01-25/02/2026)
- TC-MI-01 operating day time only (h06:30 – h22:30)
- TC-MI-02 operating day time only (h07:30 – h01:30)
- TC-MI-N1 operating night time (h22.30-h06.30)

Peak and Off-Peak frequency depending on Competition Schedule and on demand (details will be included in the next version of the MTG).

Type of service

Regular service (frequency based).

Type of vehicles

Buses and coaches: 45/53 seats for coach

Line ID	Start	End	One-way Distance	One-way time	Bus type	Headway during peak time
TC-MI-01	Milano Olympic Village (OVM)	Main Media Centre (Transport Mall Berengario)	13 km	56 min	Coach	15 min
TC-MI-02*	Dateo M4	San Donato - Crowne Hotel	10 km	20 min	Urban	15 min
TC-MI-N1	Main Media Centre (Transport Mall Berengario)	Main Media Centre (Transport Mall Berengario)	21 km	84 min	Coach	20 min

Note: still undefined due to the situation around the venue MH1. It will be a connection between Dateo M4 (Corso Plebisciti) and Hotel Crowne Plaza passing through MH1 but the route is still pending.

The maps below show Milano cluster TC Services. It includes the list of all metro line stops and all train stops.

TRA – 30/09/2025

Milano
Cluster Map
TC Bus Services

Points of Interest
- Milano San Siro Olympic Stadium Ceremony Venue
- Milano Olympic Village
- Olympic Family Hotel
- Hotel NH Collection Milano Touring OF2
- Hilton Milan OF3
- Olympic Club
- High-speed Railway Connection
- Regional Railway Connection
- Metro Service
- Train Station
- Airport

Transport Load Zones
- TC TC Service
- TM Transport Mall

TC Lines
TC-MI-01 Main Media Centre **MMC** » Milano Olympic Village **OVM**

TC-MI-02 Milano Dateo » Milano Santagiulia Ice Hockey Arena **MH1** » Crowne Hotel

Diciplines
- Figure Skating
- Ice Hockey
- Short Track Speed Skating
- Speed Skating

Bollate

Cormano

Novate
Milanese

Bresso

Sesto San
Giovanni

Cologno
Monzese

Rho

Vimodrone

To Milano
Malpensa Airport
(ca. 50km)

Pero

Segrate

OF3 **OF3** Hilton Milan

Milano Rho Ice
Hockey Arena **MH2**

MMC Main Media
Centre **MMC**

Milano
Centrale

Settimo
Milanese

Milano Speed
Skating Stadium **MSS**

TM

TC Centrale

Milano San Siro
Olympic Stadium

MMC **TC**

OFH **OFH** The Westin Palace

OF2 **OF2** Hotel NH
Collection Milano
Touring

TC-MI-01

TC Dateo

TC-MI-02

OLYMPIC
CLUB

TC Forlanini

Linate Airport

Lodi **TC**

TC-MI-02

TV Studios

Cesano
Boscone

OVM **TC**

Peschiera
Borromeo

TC-MI-01

TC

TC

Milano Olympic Village
OVM

Rogoredo
Train Station

Milano Santagiulia Ice
Hockey Arena **MH1**

Trezzano sul
Naviglio

Buccinasco

Assago

TC

Crowne
Hotel

San Donato
Milanese

TC-MI-02

Milano Ice Skating
Arena **MSK**

San Giuliano
Milanese

Rozzano

Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS

TRA – 30/09/2025

Milano
Cluster Map
TC Bus Nightly Services

Points of Interest
- 🏟 Milano San Siro Olympic Stadium Ceremony Venue
- 🏕 Milano Olympic Village
- 🏨 Olympic Family Hotel
- 🏨 Hotel NH Collection Milano Touring OF2
- 🏨 Hilton Milan OF3
- 🏛 Olympic Club
- ⊢—⊣ High-speed Railway Connection
- +++++ Regional Railway Connection
- ⊐══⊏ Metro Service
- 📍 Train Station
- ✈ Airport

Transport Load Zones
- **TC** TC Service
- **TM** Transport Mall

TC Lines
- **TC-MI-N** Main Media Centre **MMC** » Olympic Family Hotel » Milano Olympic Village **OVM** » Main Media Centre **MMC**

Diciplines
- 🔲 Figure Skating
- 🔲 Ice Hockey
- 🔲 Short Track Speed Skating
- 🔲 Speed Skating

List of the closest TP/TC stop for each hotel is available at the following link (work in progress files):

ACM-BUS STOPS-BUS LINES FILE - Milano.xlsx

Milano Hotel Focus - V2.0.pdf

3.5. Cortina Cluster

3.5.1. Cortina d'Ampezzo

The map below shows the competition venues and the Village in the Cortina cluster.

Competition venues: Cortina Curling Olympic Stadium (CCU), Cortina Sliding Centre (CSC) and Tofane Alpine Skiing Centre (CAL).

Village: Cortina Olympic Village (OVC).
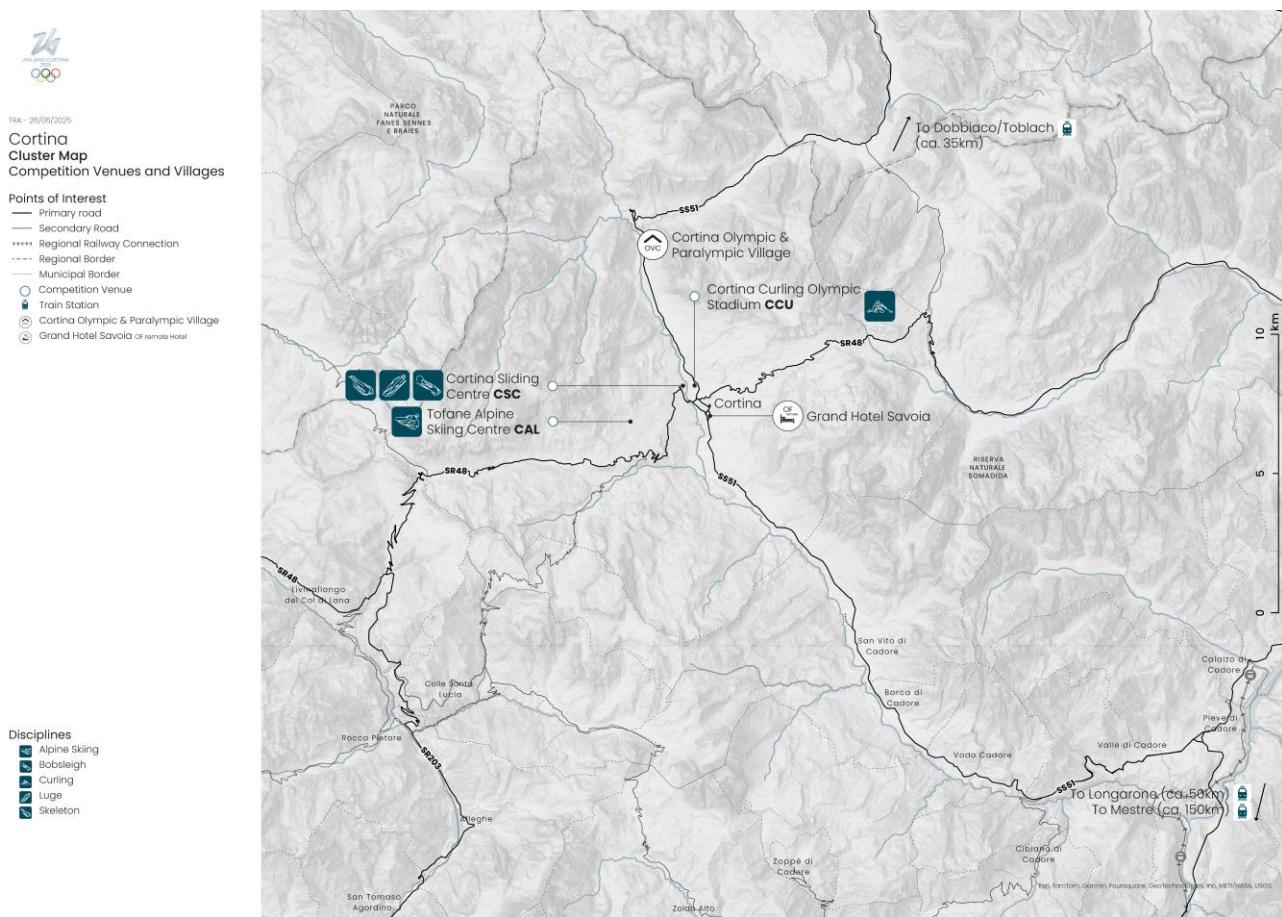
3.5.1.1. TP Cortina

Public transport (TP) in Cortina cluster is managed by two main companies: **Dolomitibus**, which operates both urban and suburban bus services, and **Sued-Tirol Mobil**, which manages urban bus connections to Dobbiaco (Line 445) and the 400 railway lines between Fortezza and San Candido / Innichen. Specifically, the urban service in Cortina consists of 7 lines (Trasporti - Servizi Ampezzo Se.Am.), while one suburban line connects Cortina with Calalzo di Cadore (Line 30).
Free access to those services will be through visual check of accreditation (or the Client App access, TBC).

3.5.1.2. TC & TG Cortina

The map below shows the Cortina Cluster TC and TG Services.

TC-CO-VF is the only TC line that allows stakeholders to move across clusters, while TC-CO-AS is the TC line that enables movement between the Cortina and Anterselva/Antholz sub-cluster.

From Venezia Mestre train station, the TC-VCE-VS shuttle links directly to Venezia Marco Polo Airport.
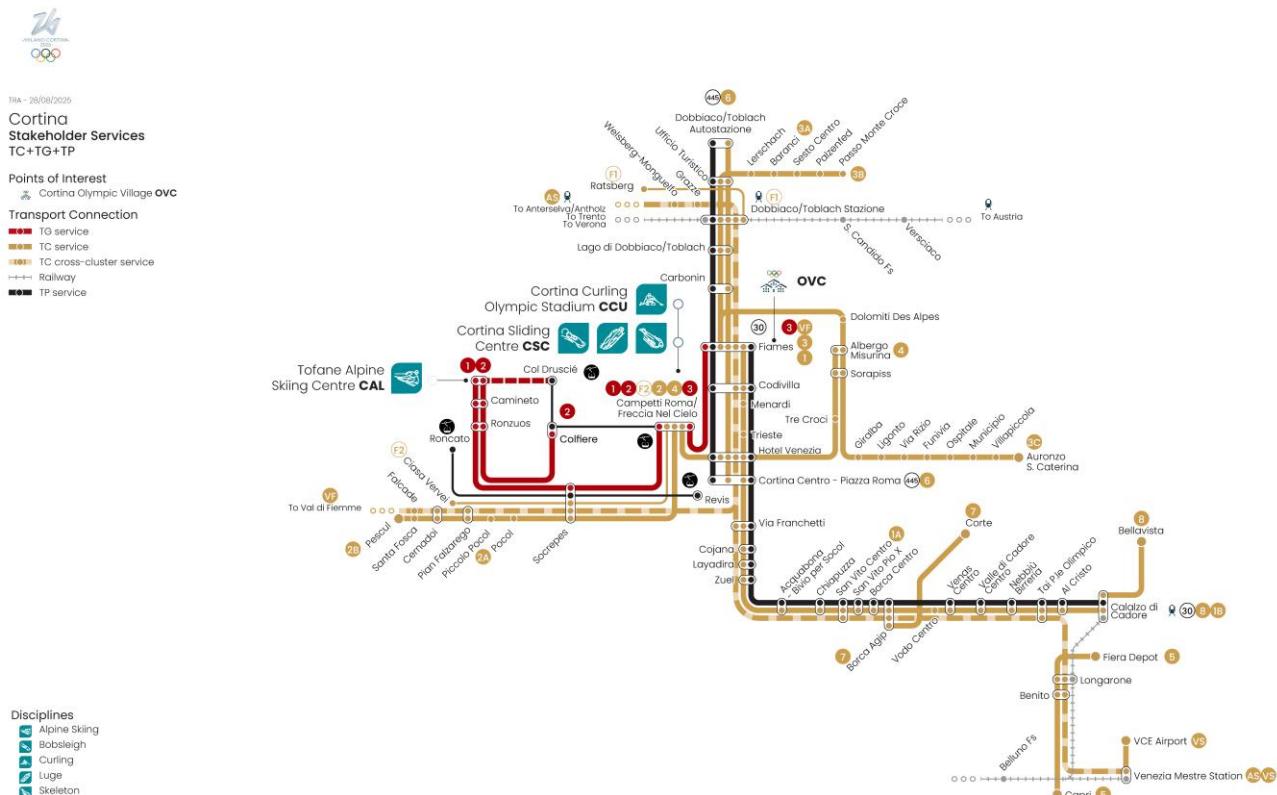
Line ID	Start	End	One-way distance	One-way travel time	Bus type	Peak frequency
TG-CO-01	Campetti Roma	Pié Tofana (CAL)	10 km	24 min	Sprinter	10 min
TG-CO-02	Colfiere (CAL)	Pié Tofana (CAL)	3 km	7 min	Sprinter	30 min

TG-CO-03	Cortina Curling Olympic Stadium (CCU)	Fiames (OVC)	6 km	12 min	Urban bus	10 min
TG-CO-SC	Cortina Curling Olympic Stadium (CCU)	Cortina Sliding Centre (CSC)	3 km	14 min	Sprinter	10 min
TC-CO-1A	San Vito Centro	Fiames (OVC)	16 km	28 min	Coach	10 min
TC-CO-1B	Calalzo di Cadore	Fiames (OVC)	39 km	70 min	Coach	15 min
TC-CO-2A	Pocol	Campetti Roma	6 km	10 min	Coach	45 min
TC-CO-2B	Pescul	Campetti Roma	40 km	66 min	Coach	45 min
TC-CO-3A	San Candido (Baranci)	Fiames (OVC)	32 km	56 min	Coach	60 min
TC-CO-3B	Passo Monte Croce	Fiames (OVC)	47 km	76 min	Coach	90 min
TC-CO-3C	Auronzo (S.Caterina)	Fiames (OVC)	41 km	68 min	Coach	35 min
TC-CO-04	Albergo Misurina	Campetti Roma	15 km	26 min	Coach	60 min
TC-CO-05	Capri	Fiera Depot	12 km	27 min	Coach	180 min

TC-CO-06	Dobbiaco Autostazione	Cortina Centro - Piazza Roma	32 km	56 min	Coach	15 min
TC-CO-07	Corte	Borca Agip	2 km	10 min	Van	10 min
TC-CO-08	Bellavista	Calalzo di Cadore	2 km	7 min	Sprinter	90 min
TC-CO-F1	Ratsberg	Dobbiaco Stazione	7 km	21 min	Van	NA
TC-CO-F2	Ciasa Vervei	Campetti Roma	8 km	14 min	Van	NA
TC-CO-AS	Venezia Mestre Station	Anterselva Farmacia	197 km	275 min	Double Decker	90 min
TC-CO-VF	Predazzo Autostazione	Fiames (OVC)	90 km	168 min	Coach	90 min
TC-VCE-VS	Venezia Marco Polo Airport	Venezia Mestre Station	17 km	40 min	Coach	20 min

Period of Service

From 14 days (23 January 2026) before Opening Ceremony to 3 days (25 February 2026) after Closing Ceremony.

Peak and Off-Peak frequency depending on Competition Schedule and Training Schedule.

	TG-CO-01			TG-CO-02			TG-CO-03		
	peak	**off peak**	**night**	**peak**	**off peak**	**night**	**peak**	**off peak**	**night**
23/01 – 30/01		30 min	60 min		30 min	30 min		30 min	no service
31/01 – 21/01	10 min	30 min	60 min	10 min	30 min	30 min	10 min	30 min	30 min
22/02 – 25/02		30 min	60 min		30 min	30 min		30 min	no service

	TC–CO–SC		
	peak	**off peak**	**night**
23/01 – 01/02		20 min	20 min
02/02 - 22/02	10 min	20 min	20 min
23/02 - 25/02		20 min	20 min

Hours of Operations

- According to venue operating hours.
- According to enhanced VMC and VMCs operational needs.

Type of Service

The TC service is during the day a regular from 7.00 am to 11.00 pm.

The feeder lines marked 'F' will have a dedicated timeline published in advance (next version of the MTG).

Type of Vehicles

- TG-CO-01: Minibus, around 20 people capacity

- TG-CO-02: Minibus, around 20 people capacity

- TG-CO-03: Urban Buses, around 70 people capacity

- TG-CO-SC: Minibus, around 20 people capacity

List of the closest TP/TC stop for each hotel is available at the following link (work in progress file): ACM–BUS STOPS–BUS LINES FILE - Cortina.xlsx

Total travel time for each route will be available through the Client App (and schemes in annex).

3.5.2. Anterselva/Antholz

The map below shows the competition venue and the Village in Anterselva/Antholz.

Competition Venue: Anterselva Biathlon Arena (ABA).

Village: Anterselva Olympic Village (OVA – 4 hotels).

Anterselva/Antholz
Cluster Map
Competition Venues and Villages

Points of Interest
— Primary road
— Secondary Road
+++++ Regional Railway Connection
----- Regional Border
— Municipal Border
🚉 Primary Train Station
🚉 Other Train Station
◯ Competition Venue
⌂ Olympic Village

Disciplines
🎿 Biathlon
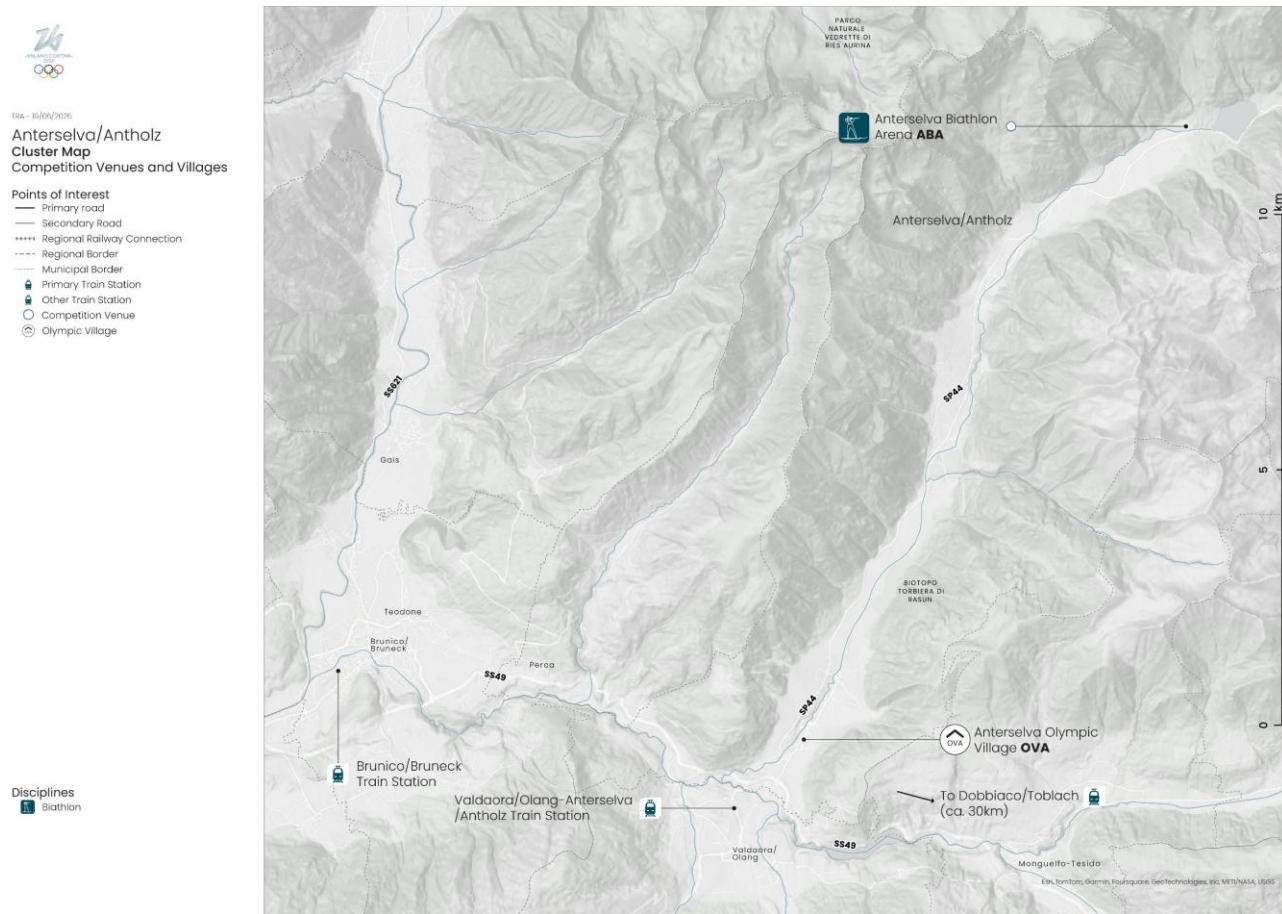
3.5.2.1. TP Anterselva/Antholz

Public transport in Anterselva/Antholz is managed by Sued-Tirol Mobil, which manages bus connections to Dobbiaco and the 400 railway lines between Fortezza and San Candido/Innechen.
Regional train services also include relations to Brunico/Bruneck, Bressanone/Brixen, and Bolzano/Bozen, with stops along minor centres.

The main railway stop of the sub-cluster is Valdaora, considered as a main point of entry.

Two main bus lanes offer service along SS621 road, from Casere to Brunico/Bruneck, and along the SP44 road, in the Anterselva/Antholz Valley.

Pustertal | Val Pusteria

Bus — Citybus
Bahn | Treno | Ferrata
Seilbahn | Funivia | Furnadoia
Saisonal | Stagionale | Sajonal
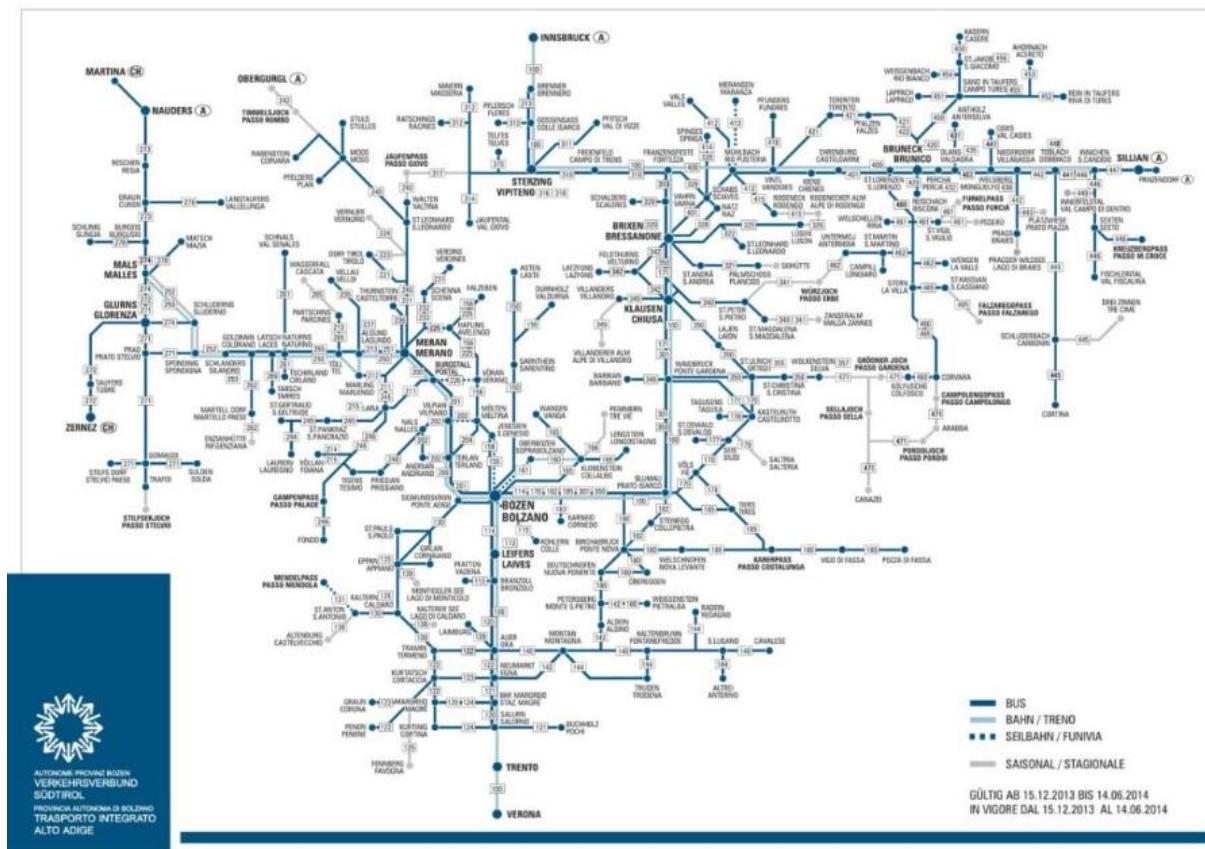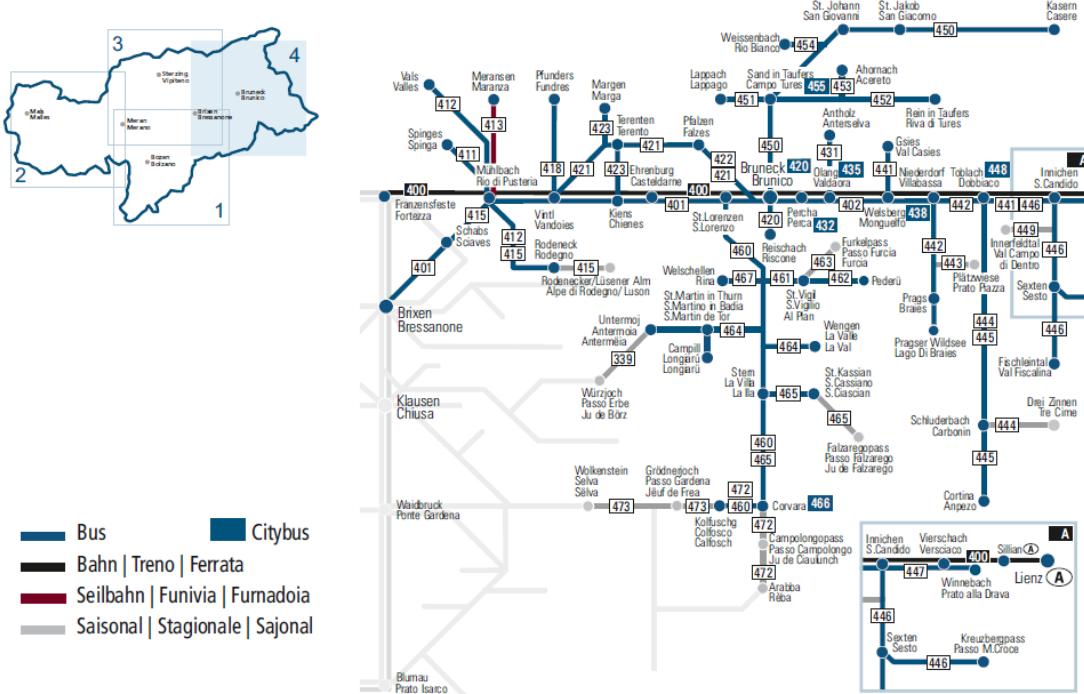
TP bus lines – Timetables

Free access to those services will be through visual check of accreditation; more details in the next version of the MTG.

3.5.2.2. TC & TG Anterselva/Antholz

TC-CO-AS allows stakeholders to make cross-cluster movement between Anterselva/Antholz and Cortina.
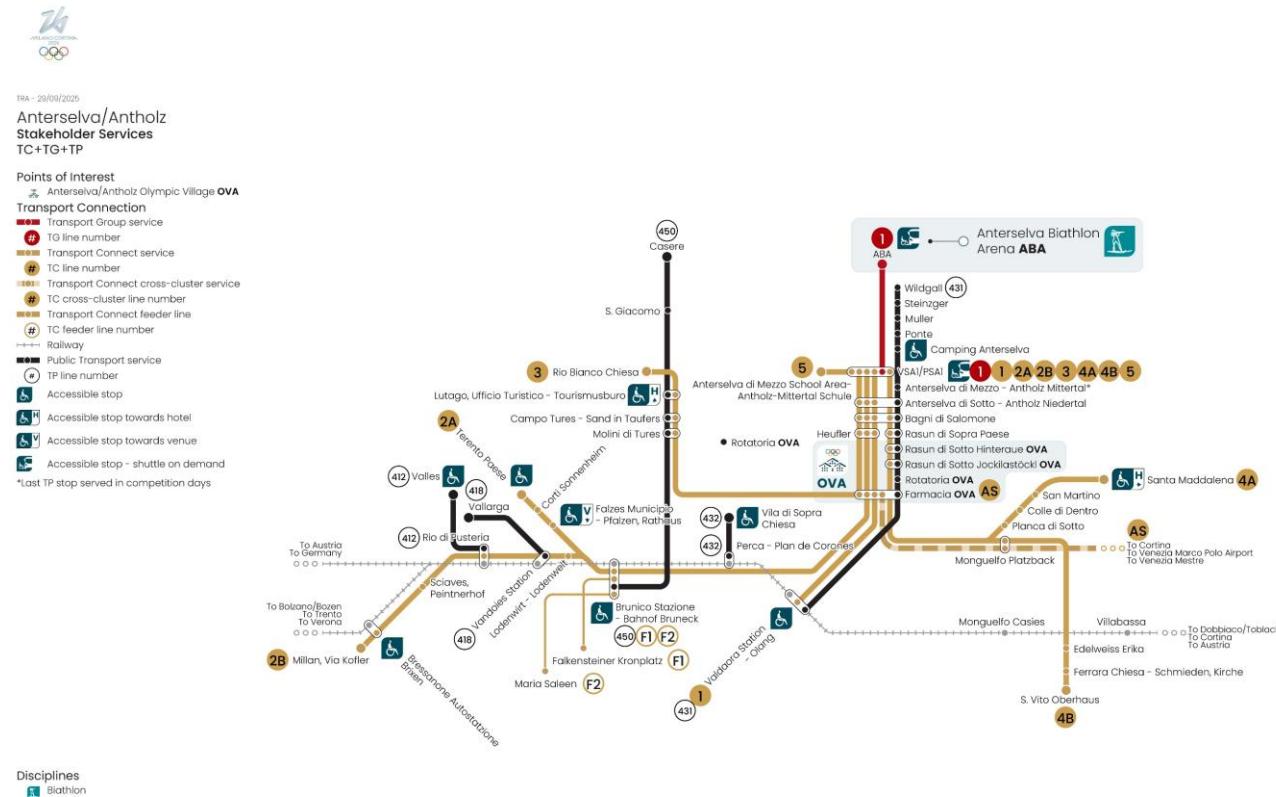
Line ID	Start	End	One-way Distance	One-way Time	Bus Type	Frequency peak-time
TC-AS-01	Valdaora/ Olang Station	VSA1/PSA1	13km	20	Urban bus	30 min
TC-AS-2A	Terento/ Terenten	VSA1/PSA1	41km	60	Coach	60 min
TC-AS-2B	Millan, Via Kofler	VSA1/PSA1	60km	90	Coach	60 min

TC-AS-03	Rio Bianco Chiesa	VSA1/PSA1	46km	75	Coach	60 min
TC-AS-4A	Santa Maddalen/ St. Magdalena	VSA1/PSA1	34km	50	Coach	60 min
TC-AS-4B	San Vito Oberhaus / St. Veit Oberhaus	VSA1/PSA1	28km	45	Coach	60 min
TC-AS-05	Cluster parking (School Area)	VSA1/PSA1	2km	5	Sprinter	On-demand
TC-AS-F1	Falkensteiner Krontplatz	Brunico FS	3km	9	Van	Scheduled
TC-AS-F2	Maria Saleen	Brunico FS	7km	13	Van	Scheduled
TG-AS-01 *	VSA1/PSA1	Anterselva Biathlon Arena (ABA)	5km	10	Urban Bus	10 min

*in the ABA Venue it is important to avoid as much traffic as possible on the only road leading to the competition venue. Therefore, a special transport system has been put in place to ensure high-frequency shuttles between Anterselva di Mezzo/Antholz Mittertal and the venue, using a C2C service, by urban buses. All people arriving by the TC-lines upstream, need to get-off the bus on Anterselva di Mezzo/Antholz Mittertal, get clean and take the TG shuttle, nearby.

Period of service

From 14 days before Opening Ceremony (23rd January) to 3 days after Closing Ceremony (25th February).

Peak and Off-Peak frequencies depend on competition schedule and demand.

Hours of operations

According to venue operating hours – from 7 a.m. to 8 p.m.

Type of service

Regular and scheduled (feeder lines) service.

Type of vehicles

Coaches: 50 seats

Urban buses: 80 seats (including around 20 seats + 60 standing)

Sprinter: 15 seats (TBC)

Vans (feeder lines): 8 seats

List of the closest TP/TC stop for each hotel is available at the following link (work in progress file): ACM-BUS STOPS-BUS LINES FILE - Anterselva.xlsx

Total travel time for each route will be available through the Client App (and schemes in annex).

3.6. Valtellina Cluster

The map below shows the competition venues and Villages in the Valtellina cluster.

Competition venues: Stelvio Ski Centre (SSC), Livigno Aerials & Moguls Park (LAM) and Livigno Snow Park (LSP).

Villages: Bormio Olympic Village (OVB) and Livigno Olympic Village (OVL).
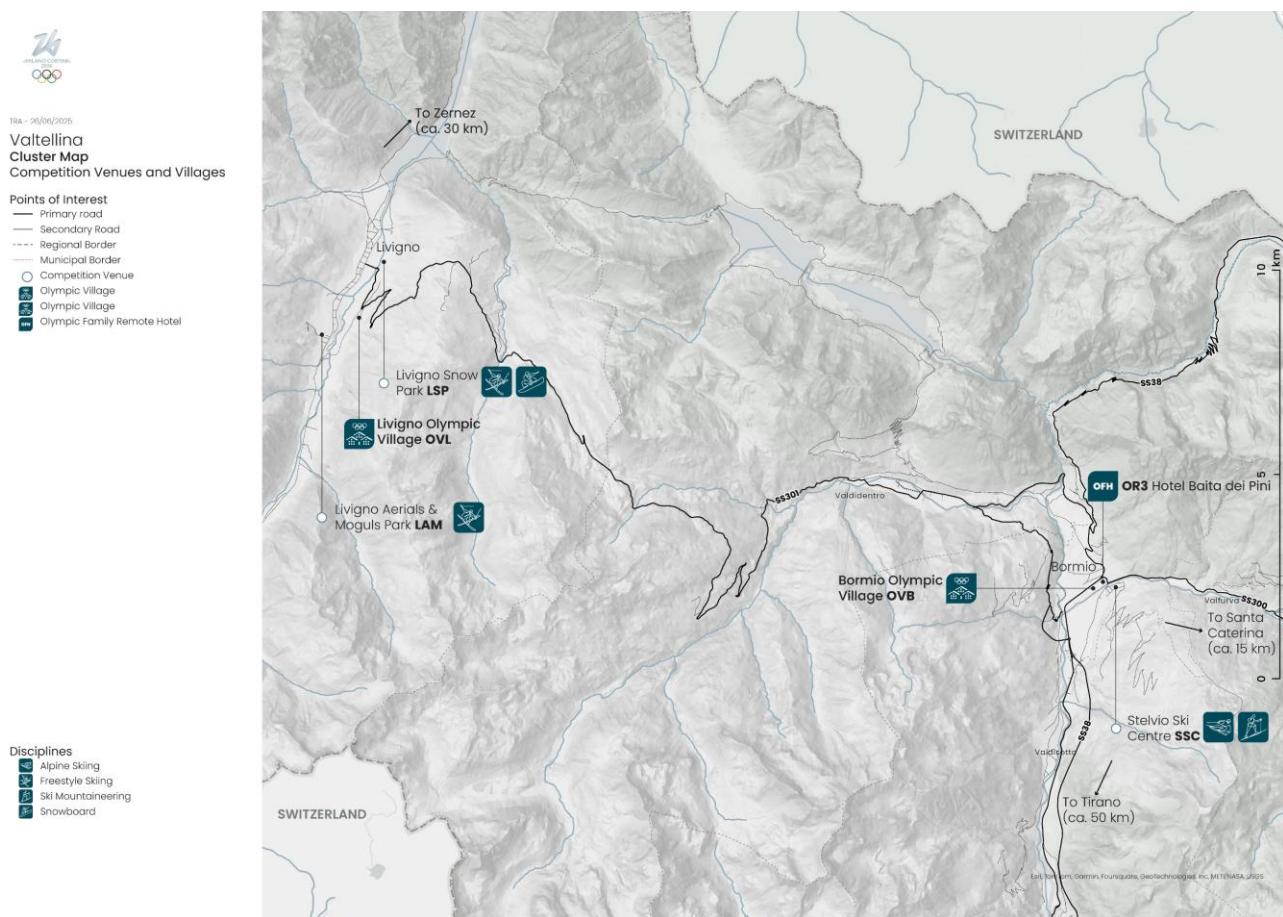
3.6.1. TP Valtellina

TP in Valtellina is primarily operated by three companies:

- Automobilistica Perego for inter urban lines between cities - Local Public Transport Company | Perego bus

The network in Bormio and the surrounding area consists of 14 lines, with two main extra-urban lines going to Santa Caterina and Tirano (ref. map on page 30). A public transport line connects also Bormio and Livigno, passing through the towns along the SS301 road.
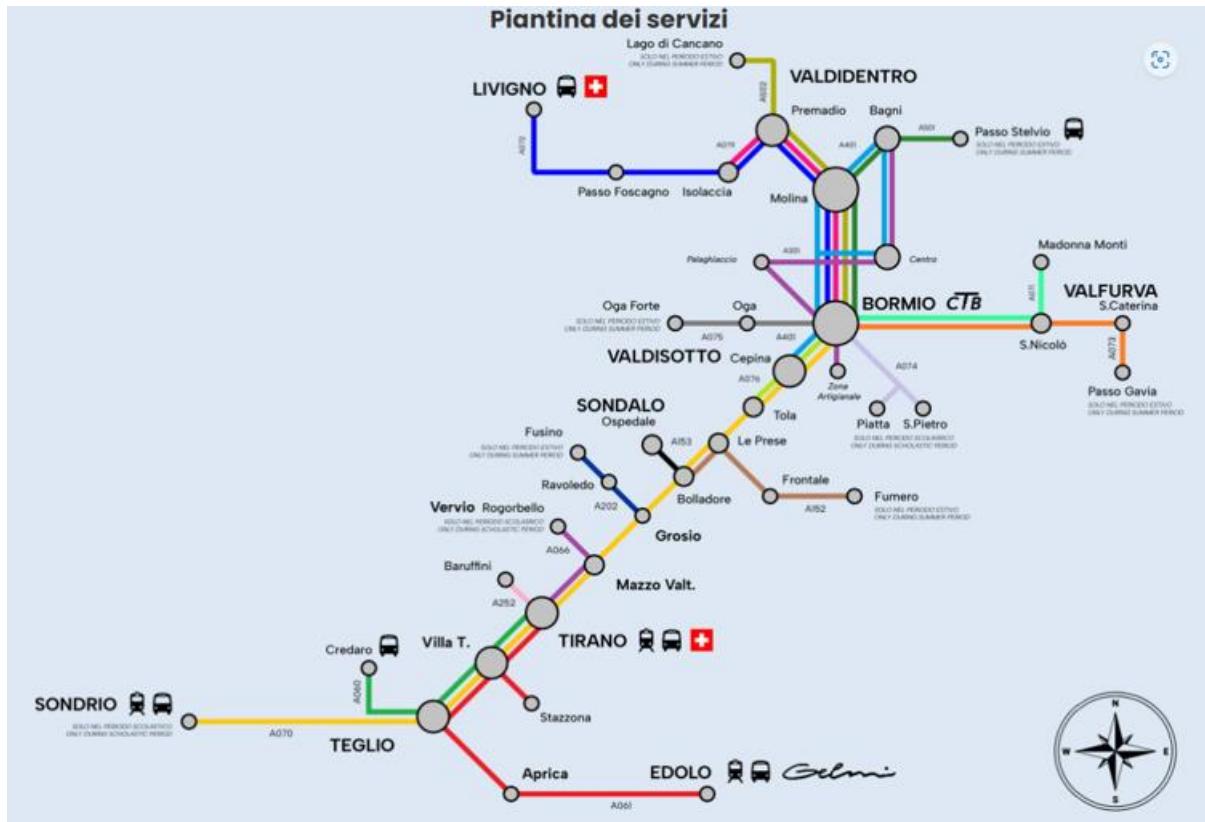
- Autoservizi Silvestri inside Livigno - Silvestri Bus | Trasporto pubblico a Livigno

The service in the city of Livigno is made up of 5 frequent and widespread lines, during winter, which cover all areas of the town.
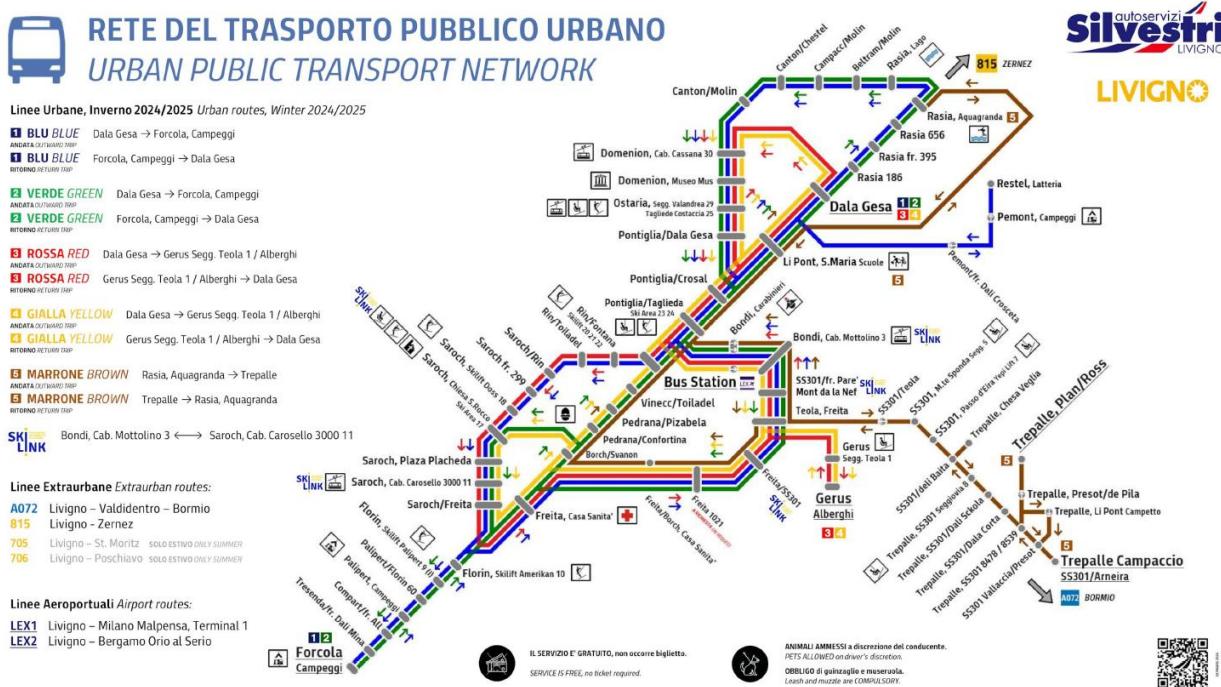
- CTB inside Bormio – [COOPERATIVA TRASPORTI BORMIO – TRASPORTO PUBBLICO LOCALE](#)

Free access to those services: through visual check of accreditation.

3.6.2. TC Valtellina

TRA - 24/09/2025

Valtellina, Bormio area
Stakeholder Services
TC+TP

Points of Interest
- Bormio Olympic Village
- Mountain Pass

Transport Connection
- TC service
- TP service
- Railway

To Livigno

Foscagno Pass – Dogana
Valdidentro, SS301, Lago Trusc.
Valdidentro, S.Carlo, SS301 fr. 86
Valdidentro, Semogo, SS301 Piazzi/Ponti
Valdidentro, Isolaccia, Livigno/Nazion.
Valdidentro, Plandelvino, SS301/Rasin.
Valdidentro, F. Alpe Torrip.-Belvedere
Valdidentro, Premadio, al Forni/Belved.

Valdidentro, Molina,
SS301 Bur./Contrada

Valdidentro, SS38, Bagni Vecchi **5**

Bormio

Valfurva Sascin 35

Bormio, SS38 Stelvio/Moltr., fr. Terme

Valfurva, Autostazione, **A**
S.Caterina/SS300

Valfurva, Uzza,
SS300 fr. 23

Bormio, Manzoni,
Pentagono Cluster
Parking

Valdisotto, Bormio **3**
2000, Funivia

Valdisotto, Ciuk 6/S.Pietro

Valdisotto, Piatta, S.Pietro/Eira

Bormio, Coltura/Crocefisso

OVB

Bormio

OVB

Bormio, TC M.

Bormio, SS38 Milano, Presidio Sanitario

S. Lucia

SSC **3 4 5 6 F2**

Capitania Nazionale

Cepina Roma Picagnoni

Sondalo, Mazzini/Zubiani **F1**

Sondalo, Bolladore, SP27 **F1**

Grosotto Statale / Roma
fr. Comune

Grosio Roma

To Switzerland

Tirano, FS/RhB **1**
Stazione

To Edolo
To Brescia

Disciplines
- Alpine Skiing
- Ski Mountaineering

Origin – Destination

Line ID	Start	End	One-way Distance	Estimated Travel Time	Bus Type	Frequencies peak time
TC-VA-01	Tirano Station	Bormio TC Mall	40 km	60 min	Coach	25 min
TC-VA-02	Bormio TC Mall	Livigno Snow Park (LSP)	45 km	90 min	Coach	15 min
TC-VA-03	Bormio 2000	Stelvio Ski Centre (SSC)	10 km	30 min	Sprinter	15 min
TC-VA-04	Santa Caterina	Stelvio Ski Centre (SSC)	12 km	30 min	Coach	35 min
TC-VA-05	Bagni Vecchi	Stelvio Ski Centre (SSC)	5 km	15 min	Sprinter	60 min
TC-VA-06	Pentagono Cluster Parking	Stelvio Ski Centre (SSC)	3 km	10 min	Sprinter	15 min
TC-VA-F1	Sondalo Mazzini	Sondalo Bolladore	3 km	6 min	Van	25 min
TC-VA-F2	Residence Fior d'Alpe	Stelvio Ski Centre (SSC)	6 km	17 min	Van	60 min

Period of service

From 14 days before Opening Ceremony (23rd Jan) to 3 days after Closing Ceremony (25th Feb).

Peak and Off-Peak frequency depending on competition schedule and demand.

Hours of operations

General hours will be between 7am and 11 pm (could be adjusted according to venue operating hours).

Additional details and indications on how to travel when TC is not operational will be added in next version of MTG.

Type of service

Shared regular service.

The feeder lines marked 'F' will be scheduled shuttle services.

Final details, dates and timetables will be included in next version of MTG.

Type of vehicles

Coaches (50 pax), minibus (20 pax) and vans (8 pax)

List of the closest TP/TC stop for each hotel is available at the following link (work in progress file): ACM-BUS STOPS-BUS LINES FILE - Valtellina.xlsx

Total travel time for each route will be available through the Client App (and schemes in annex).

3.7. Val di Fiemme Cluster

The map below shows the competition venues and the Village in the Val di Fiemme cluster.

Competition venues: Tesero Cross-Country Skiing Stadium (TCC) and Predazzo Ski Jumping Stadium (PSJ).

Village: Predazzo Olympic Village (OVP).
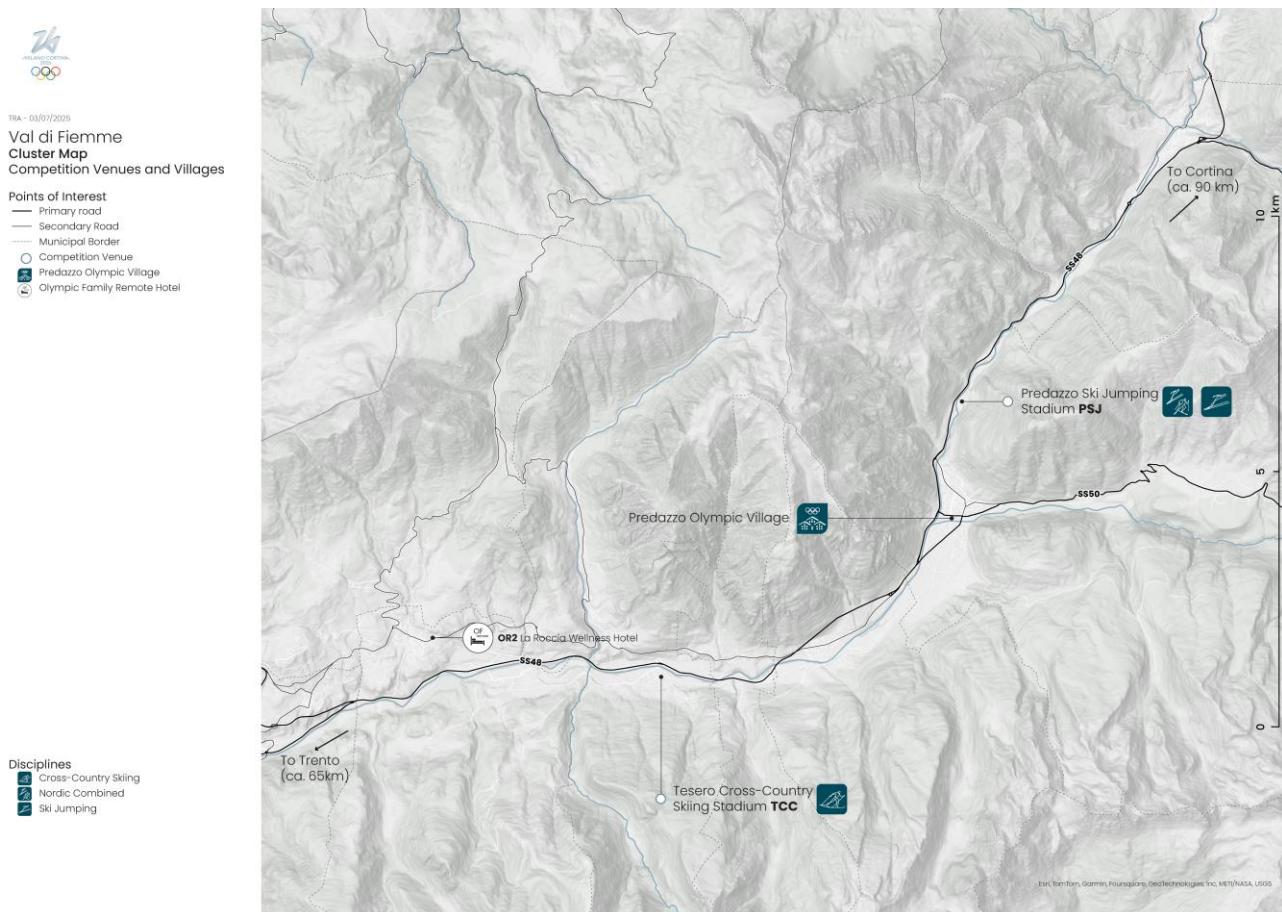
3.7.1. TP Val di Fiemme

Val di Fiemme falls within "Zone 1" of Trento's suburban transport system, which is operated by the company Trentino Trasporti. The network consists of 18 bus lines.

In particular, two main lines running along the SS48 road connect the towns of the valley with each other, as well as with Trento and Ora.

Lastly, two regional railways connect Trento to Ora and Levico Terme.

The TP services lines and stops and the way to ensure free access to those services (visual check of accreditation) will be presented in details in the next version of the MTG.

3.7.2. TC Val di Fiemme

The diagram below shows the Val di Fiemme cluster TC Services.

TC-CO-VF is the only TC line that enables cross-cluster movement for stakeholders.
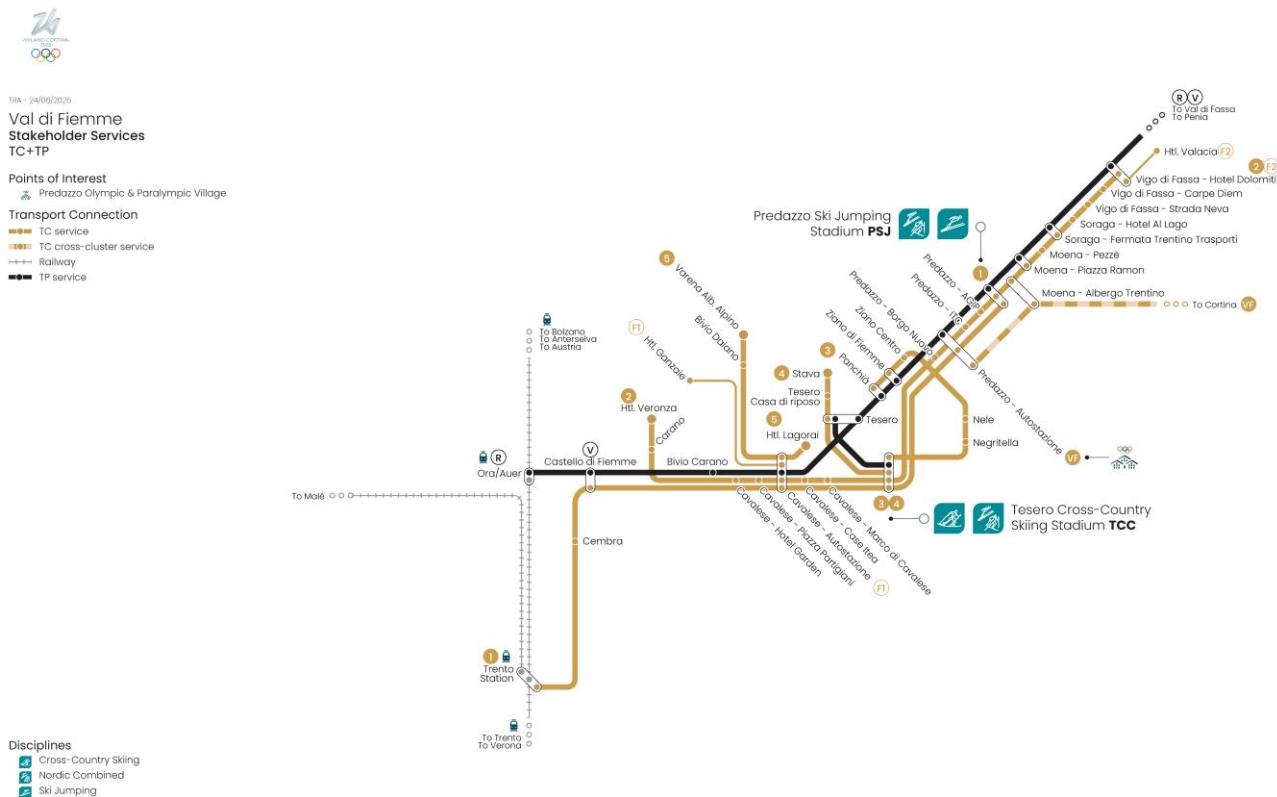
Origin - Destination

Line ID	Start	End	One-way Distance	One-way Time	Bus Type	Frequencies
TC-CO-VF	Predazzo Autostazione	Fiames (OVC)	90 km	168 min	Coach	180 min
TC-VF-01	Trento Station	Predazzo Ski Jumping Stadium (PSJ)	76 km	119 min	Coach	15 min
TC-VF-02	Villaggio Veronza	Vigo di Fassa - Hotel Dolomiti	35 km	84 min	Urban	15 min
TC-VF-03	Panchià	Tesero Cross-Country Stadium (CCS)	7 km	17 min	Coach	15 min

TC-VF-04	Stava	Tesero Cross-Country Stadium (CCS)	6 km	13 min	Coach	30 min
TC-VF-05	Varena	Lagorai	5 km	12 min	Coach	30 min
TC-VF-F1	Hotel Maso Ganzaie	Cavalese Autostazione	5 km	16 min	Van	30 min pick time 1h off-time
TC-VF-F2	Hotel Valacia	Vigo di Fassa - Hotel Dolomiti	3 km	7 min	Van	10 min pick time 30 min off-time

TC-CO-VF allow stakeholders to do cross-cluster movement between Val di Fiemme and Cortina.

Period of service

From 14 days before Opening Ceremony to 3 days after Closing Ceremony (23/01-25/02/2026).

Peak and Off-Peak frequency depending on competition schedule and on demand (more details will be included in the next version of the MTG).

Hours of operations

According to venue operating hours and to enhanced VMC- VMCs operational needs.

From 6 am to 11pm, frequency and night services will be included in the next version of the MTG

Type of service

TC-VF-F1

Will be operated by a minivan due to narrow roads that prevent buses from entering. The service frequency will be every 30 minutes during peak hours and every hour during off-peak hours.

TC-VF-F2

Ski bus service (TP that will be used as TC):

- from Hotel Valacia to Vigo di Fassa – Hotel Dolomiti bus stop from 8:09h to 17:39h
- from Vigo di Fassa – Hotel Dolomiti bus stop to Hotel Valacia from 7:33h to 18:34h

Skibus Lines		Itinerary									Timetable											
Line 1	To Hotel	Vigo di Fassa Htl. Dolomiti B- Htl. Valacia	07:33	07:58	08:27	-	09:30	-	-	11:15	-	12:45	13:45	14:45	15:45						
	To Hotel	Vigo di Fassa Htl. Dolomiti A- Htl. Valacia	08:16	-	09:19	-	-	11:04	-	12:34	13:34	14:34	15:34	-	-	16:49	17:19	17:34	17:49	18:07	18:34
Line 6	To Venue	Htl. Valacia - Vigo di Fassa Htl. Dolomiti	08:44	09:14	09:44	10:14	10:44	11:14	11:44	12:14	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:39			
	To Hotel	Vigo di Fassa Htl. Dolomiti - Htl. Valacia	08:11	08:41	09:11	09:41	10:11	10:41	11:11	11:41	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:06			
Line 7	To Venue	Htl. Valacia - Vigo di Fassa Htl. Dolomiti	08:15	08:45	09:30	10:00	10:55	13:15	14:00	14:29	15:25	15:54	16:50								
	To Hotel	Vigo di Fassa Htl. Dolomiti - Htl. Valacia	08:23	08:53	09:38	10:08	11:03	13:23	14:08	14:37	15:33	16:02	16:58								
Line 8	To Venue	Htl. Valacia - Vigo di Fassa Htl. Dolomiti	08:09	08:39	08:59	09:29	09:59	10:14	10:49	11:19	11:59	13:59	14:34	14:49	15:19	15:49	16:04	16:34	17:04		
	To Hotel	Vigo di Fassa Htl. Dolomiti - Htl. Valacia	08:18	08:48	09:08	09:38	10:08	10:23	10:58	11:28	12:08	14:08	14:43	14:58	15:28	15:58	16:13	16:43	17:13		
Duration	10min																				

Before and after operating hours of Ski bus, TC feeder service will be put in place to cover the route from Hotel Valacia to the bus stop Vigo di Fassa – Hotel Dolomiti, where the stakeholders can get on the line TC-VF-02 for reaching the venues and OVP.

This service will be scheduled as follows:

- From 6am to 8am, minivan service with 20min frequency

- From 6pm to 1am, minivan service with 20 min frequency

For timings and frequencies outside above schedules, more details will be included in the next version of the MTG.

Type of vehicles

Buses and coaches: 45/53 seats for coach, no standing or 60/80 (34 seats + max 45 standing) for urban bus.

List of the closest TP/TC stop for each hotel is available at the following link (work in progress file): [ACM-BUS STOPS-BUS LINES FILE - VDF.xlsx](#)

Total travel time for each route will be available through the Client App (and schemes in annex).

4.OTHER TRANSPORT SERVICES

4.1. Cross-Cluster Transport

Cross-cluster transport services will be provided exclusively by free of charge trains (upon reservation) between designated cross-cluster transit hubs: Milano Centrale, Tirano, Trento, Valdaora and Venezia Mestre.

The available trains services are shown in the diagram below.

From those transit hubs stakeholder can use the available cluster transport services (TC) to reach venues and official accommodations.
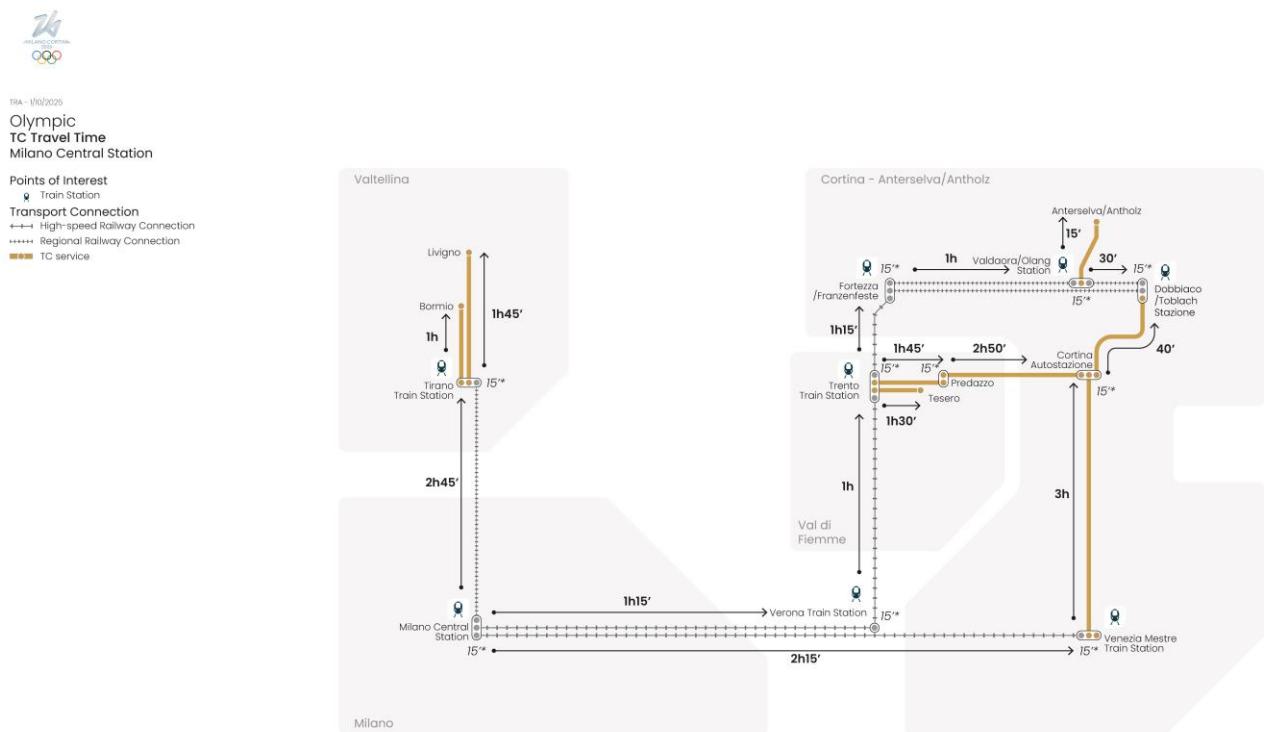
allow a minimum transfer time of 15 minutes - passengers' lounge is available in case of longer waiting time

OCOG is reaching an agreement with High Speed and Regional Operators to select the trains and the number of seats per train freely dedicated to stakeholders ("MICO26 trains").

- VALTELLINA

Milano Centrale – Tirano (regional):

> Milano – Tirano (regional) | Arrival and Departures days: one train/hour from early morning (6AM) to late night (9PM)
> Milano – Tirano (regional) | Games Time: one train/hour from early morning (4AM) to late night (10PM) during Games Time
> Tirano – Milano (regional) | Arrival and Departures days: one train/hour from to morning (9AM) late afternoon (7PM)
> Tirano – Milano (regional) | Games Time: one train/hour from early morning (6AM) to late night (00:30AM) during Games Time

- VAL DI FIEMME

> Milano Centrale – Trento (high speed): 2 to 4 trains/day/direction from the morning (8-9AM) to the afternoon (5:45PM)

> Venezia Mestre – Trento (high speed): 3 trains/day/direction from the morning (9AM) to the afternoon (5PM)

- CORTINA:

> Milano Centrale – Venezia Mestre (high speed): 5 trains/day from the morning (6:30AM) to the afternoon (6:45PM)
> Venezia Mestre – Milano Centrale (high speed): 5 trains/day from the morning (9AM) to the afternoon (7PM)

Exact train schedules will be shown in the Client App, but as per now, stakeholders can rely on attached file: Trains OLY (TBC).xlsx

Stakeholders who wish to travel cross-cluster will be asked to reserve their seat via Client App, following the Cross-Cluster Train Booking Procedure, and access trains free of charge.

Cross-cluster by bus services (TC) only from Val di Fiemme to Cortina and vice versa.

Each stakeholder will be entitled to a specific level of service and will have a defined number of train tickets for cross-cluster movements.

For the booking procedure (ticket delivery and modification), see the table below:

Train Type	Destinations	Booking procedure	Ticket delivery procedure	Modification procedure
High Speed Train (Trenitalia)	Milano – Cortina Milano – Val di Fiemme	Through Client App	Through Client App	Until train departure by cancelling the reservation and

			rebooking on other train based on availability on Client App
Regional Train (Trenord)	Milano – Valtellina	Through Client App	Through Client App	Until train departure by cancelling the reservation and rebooking on other train based on availability

4.1.1. Travel Times

The following table lists the estimated travel times differentiating OCOG services travel times and Self-drive travel times.

FROM/TO		Milano Santa Giulia			Rho			Assago		
		Km	By car	Public Transport	Km	By car	Public Transport	Km	By car	Public Transport
Milano	Milano Santa Giulia	-	-	-	40 km	-	1 hour	20 km	-	1 hour
	Rho	40 Km	-	1 hour	-	-	-	40 km	-	1 hour
	Assago	20 km	-	1 hour	20 km	-	1 hour	-	-	-
Valtellina	Bormio	200	3 hours	-	200 km	3 hours	4 hours	200 km	3 hours	4 hours
	Livigno	240 km	4 hours	1 hour	240 km	4 hours	5 hours	240 km	4 hours	5 hours
Val di Fiemme	Tesero	300 km	4 hours	1 hour	300 km	4 hours	4/5 hours	300 km	4 hours	4/5 hours
	Predazzo	300 km	4 hours	-	300 km	4 hours	4/5 hours	300 km	4 hours	4/5 hours
Cortina		420 km	5 hours	1 hour	420 km	5 hours	6 hours	420 km	5 hours	6 hours
Anterselva		470 km	5 hours	1 hour	470 km	5 hours	6 hours	470 km	5 hours	6 hours

FROM/TO

		Bormio			Livigno		
		Km	By car	Public Transport	Km	By car	Public Transport
Milano	Milano Santa Giulia	200 km	3 hours	4 hours	240 km	4 hours	5 hours
	Rho	200 Km	3 hours	4 hours	240 km	4 hours	5 hours
	Assago	200 km	3 hours	4 hours	240 km	4 hours	5 hours
Valtellina	Bormio	-	-	-	40 km	1 hour	1.15 hour
	Livigno	40 km	1 hour	1.15 hour	-	-	-
Val di Fiemme	Tesero	300 km	4 hours	8/9 hours	300 km	4 hours	4/5 hours
	Predazzo	220 km	4 hours	8/9 hours	300 km	4 hours	4/5 hours
Cortina		420 km	5/6 hours	10/11 hours	420 km	5 hours	6 hours
Anterselva		270 km	4/5 hours	9/10 hours	470 km	5 hours	6 hours

FROM/TO

		Tesero			Predazzo		
		Km	By car	Public Transport	Km	By car	Public Transport
Milano	Milano Santa Giulia	300 km	4 hours	4/5 hours	300 km	4 hours	4/5 hours
	Rho	300 Km	4 hours	4/5 hours	300 km	4 hours	4/5 hours
	Assago	300 km	4 hours	4/5 hours	300 km	4 hours	4/5 hours
Valtellina	Bormio	220 km	4 hours	8/9 hours	230 km	4 hours	8/9 hours
	Livigno	180 km	3/4 hours	10 hours	190 km	3/4 hours	10 hours
Val di Fiemme	Tesero	-	-	-	10 km	15 min	20 min
	Predazzo	10 km	15 min	20 min	-	-	-
Cortina		85 km	2/3 hours	5 hours	85 km	2/3 hours	5 hours
Anterselva		125 km	2/3 hours	5 hours	135 km	2/3 hours	5 hours

FROM / TO		Cortina			Anterselva		
		Km	By car	Public Transport	Km	By car	Public Transport
Milano	Milano Santa Giulia	420 km	5 hours	6 hours	470 km	5 hours	6 hours
	Rho	420 Km	5 hours	6 hours	470 km	5 hours	6 hours
	Assago	420 km	5 hours	6 hours	470 km	5 hours	6 hours
Valtellina	Bormio	310 km	5/6 hours	10/11 hours	270 km	4/5 hours	9/10 hours
	Livigno	270 km	4/5 hours	11/12 hours	230 km	4 hours	8/9 hours
Val di Fiemme	Tesero	85 km	2/3 hours	5 hours	125 km	2/3 hours	5 hours
	Predazzo	85 km	2/3hours	5 hours	135 km	2/3 hours	5 hours
Cortina		-	-	-	60 km	1 hour	2 hours
Anterselva		60 km	1 hour	2 hours	-	-	-

Notes:

Net travel time calculated considering <u>average</u> traffic conditions on the Olympic Route Network
Every change includes an average interchange time of 20 min
A 45 min break for the driver is mandatory in case the bus trip is 4 hr 30 min or more

4.1.2. Journey Planner

The journey planner will be implemented in the Client App where every stakeholder will be able to plan their trip from point to point.

In case of cross-cluster movements, the Client App will allow every stakeholder to book the entire journey through a unique procedure taking into consideration the connections timings.

An example of a journey using TP/TC is represented in the schemes below:

9:41

← **Journey details**

🚶1 › 🚗 Booking › Ⓜ 2 › 🚶8 ›
🚄 🚉 Intercity 701 › 🚶5 › 🚌 TC-003

Estimated arrival time 10:27 AM   **5 hr 27 min**

🔵 **Main Media Centre**

🚶 About 1 min, 50 m   Nav ◈

A
T
M

📅 Booking : Reservable ›

🚕 **Portello**   5:19 AM

  🚗 Booking   ♿

27 min (11 km)

🚕 **Garibaldi FS**   5:25 AM

↕ Transfer

🚇 **Garibaldi FS**   5:30 AM

  Ⓜ 2

⌄ 4 min (3 stops)

♿ **Centrale FS**   5:34 AM

🚶 About 7 min, 350 m   Nav ◈

🎟 Free ticket : Reservable ›

🚆 ♿ **Milano Centrale Train Stati...**   5:41 AM

  🚄 🚉 202   ♿

⌄ 2 hr 51 min (7 stops)

♿ **Venezia Mestre Train Stati...**   8:30 AM

🚶 About 2 min, 120 m   Nav ◈

🚌 ♿ **Venezia Mestre Train Stati...**   8:34 AM

  🚌 TC-003   ♿   **Timetable**

⌄ 1 hr 53 min (10 stops)

♿ **Cortina Olympic Stadium**   10:27 AM

🔴 **Cortina Olympic Stadium**

For further details on the booking system please refer to the Client App section.

4.1.3. Accessibility Requirements

Specific attention will be paid to accessible cross-cluster transfers, during the Olympic Winter Games, making sure that the offer will match the request.
OCOG has reserved a quota of tickets for people with not-foldable wheelchairs on the "MICO26 trains" (see chapter 4.1).
They will be distributed at the Games Connection Desk or via App, based on operational discussions in progress.

Stakeholders with accessibility needs that can use a regular seat, can directly book their tickets via the Client App.

All stakeholders with accessibility needs can request special assistance service ("Sala Blu") following the procedure that will be described in the Client App. The process will include sending an e-mail to the indicated address with specific information (described in the client App during the reservation process).

4.1.4. Luggage

Please refer to the Luggage policy in chapter 7 (Arrivals and Departures Services).

No porter service will be available between connection points.

5. STAKEHOLDER VEHICLES

The map illustrates the recommended driving routes to each cluster.

Please note that these routes may be subject to changes due to weather conditions, road closures, or Traffic Control Filters.
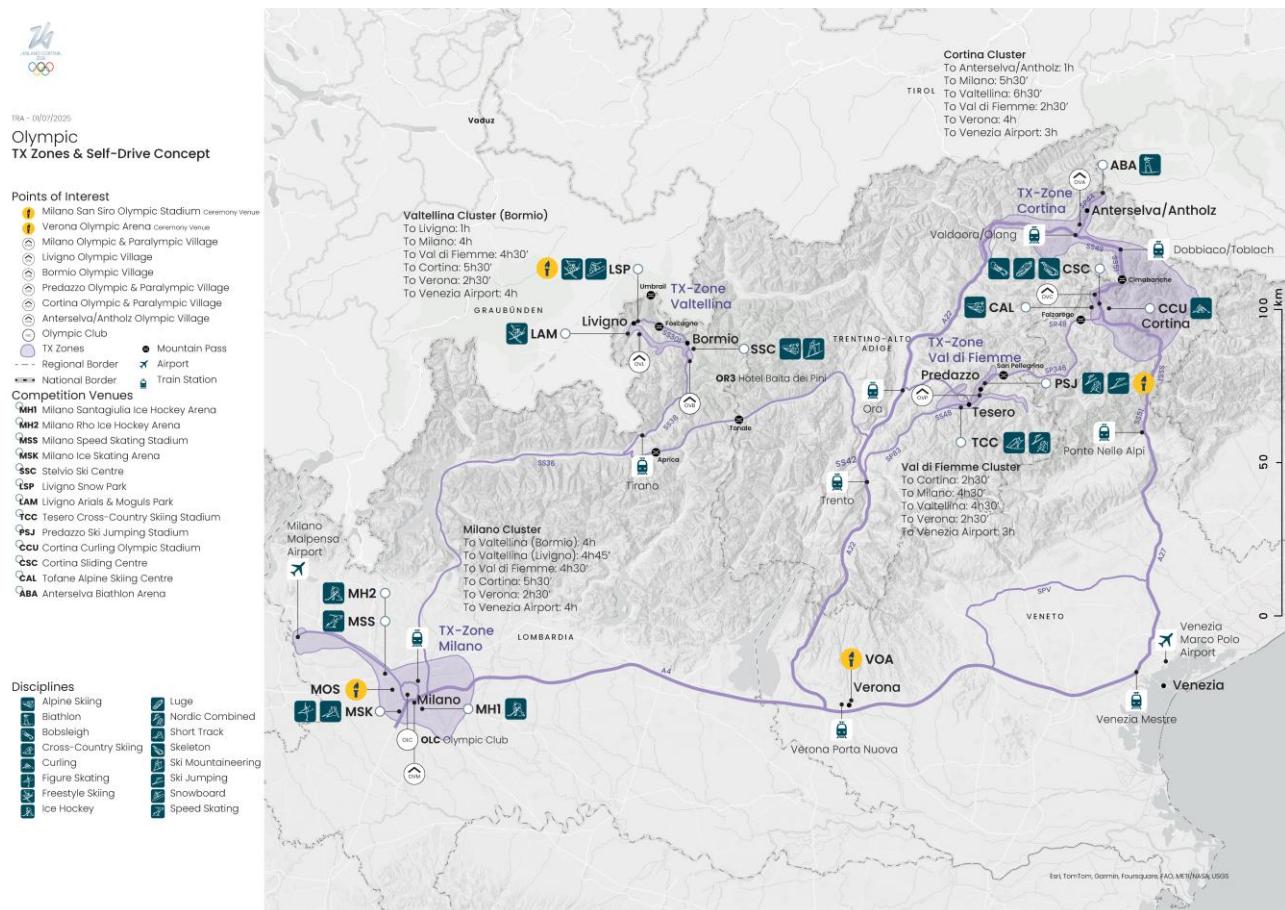
5.1. OCOG Self-Drive Vehicles

The Milano Cortina 2026 self-drive system allows entitled stakeholders to operate dedicated vehicles independently, in accordance with terms and conditions to ensure safety and compliance throughout the Olympic Winter Games period.

Each fleet representative (stakeholder's legal representative, or any appointed person acting on their behalf to manage vehicle orders and holding a valid driver's license) is responsible for selecting authorised drivers and ensuring they meet all entitlement requirements.

For all matters related to role definitions, driving license requirements, vehicle collection and return procedures, insurance, fines management and geographical boundaries, please refer to the Self-Drive Policy.

OCOG vehicles will be identified with OCOG stickers.

SH logos are allowed only on rear door windows and windscreen top right.

Flags are allowed only on rear door windows.

More details in the next version of the MTG.

Accessories provided by OCOG :

- navigation app
- Self-Driver Guide
- Vehicles' documents
- winter tyres
- Fuel card

- Baby seat (optional and according to availability on each depot)

5.1.1. IOPP-Allocated Vehicles

A specific quota (10) of allocated vehicles (without drivers) is assigned to IOPP.

IOPP will be provided with allocated vehicles with the following guidelines:

- The vehicles provided by Milano Cortina 2026 will be equipped with winter tyres (3PMSF – Three-Peak Mountain Snowflake) or 4-season tyres, ensuring good mobility on snowy roads and enhanced safety on wet and icy surfaces. For additional safety, snow chains could be provided, upon request at the depot and according to availability, for vehicles that can accommodate their use. Chains should be used in cases of heavy snowfall or on particularly challenging roads. For vehicles where chains cannot be fitted, alternative snow grips (fabric tyre covers) will be supplied. Snow chains and alternative snow grips should be fitted on the vehicle's drive axle (front or rear wheel drive) or on the front axle if the vehicle is AWD. These measures are intended for short distances, emergency situations, or particularly snowy surfaces.

- Accommodation Parking spaces availability has to be discussed directly with the property. Accommodation team will facilitate the relationship between the stakeholder and the ACM allocated property once the Accommodation Allocation Agreement (AAA) is signed.

- It will be possible for IOPP stakeholders (in accordance with the VAPP Policy implemented and to the Self-Drive Policy) to self-drive allocated vehicles cross-cluster.

- Due to mountain environment limitations, a cluster parking will be provided in each cluster to self-drive vehicles, according to the capacity of the area. The access to the venue is then served with OCOG services.

Type of service	- Allocated vehicles for this stakeholder group - Specific quota (10) assigned to IOPP - Access and parking in nominated PHP P4 or P6 areas according to availability
Vehicles / Drivers	- Crossover (5 seats) - Self-driven
Origins / Destinations	According to VAPP Policy
Service days / hours	Delivery upon arrival of the relevant IOPP staff starting from Soft Opening on 6 January

Fleet Depot Locations:

Name of Depot	Address	GPS Link (Google Maps)	Co-Ordinates
Milano	20057 Assago, Metropolitan City of Milano	https://maps.app.goo.gl/VBZnUgkCSeg7XAx59	45.405610, 9.145644
Cortina	Località Fiames, 3, 32043 Fiames BL	https://maps.app.goo.gl/H8TtKRS7W7MHD7aZ9	46.573510, 12.118873
Anterselva/ Antholz	Vierbrunnenstraße, 9-7, 39030 Antholz Mittertal, Autonome Provinz Bozen – Südtirol	https://maps.app.goo.gl/U85M3WihmisvapYq6	46.857703, 12.096967
Val di Fiemme	Via Lagorai, 115, 38037 Predazzo TN	https://maps.app.goo.gl/YhXKcRFfe9Uo7qnt7	46.300598, 11.598311
Bormio	Via Alessandro Manzoni, 22, 23032 Bormio SO	https://maps.app.goo.gl/XqmCMC5zNyfpn44g8	46.467712, 10.361574

5.2. Personal Vehicles

Stakeholders can also use their own vehicles.

Cluster parkings can act as a base for stakeholders who are driving to Italy with their own cars and may not have parking spaces available at their accommodation.

VAPPs may also be used for the client's personal vehicles. Details of own vehicles (number plate, make and model) must be communicated at least four hours prior to accessing an Olympic venue for the first time. This can be done in advance of VAPP collection if those details are available.

Further details (i.e. movements at stations and airports) will be included in the next version of the MTG.

5.3. Cluster Parkings

In each cluster, an area has been identified to act as a cluster parking area.

This area will be available to be used by any stakeholder in possession of any VAPP that has parking privilege (CIR, MDS, AP VAPPs do not have parking rights at Cluster Parkings).

This cluster parking area will be connected to the TC network giving access to all key locations within that cluster. The purpose of this area will be to:

- Act as on overflow parking for any venue in that cluster
- Act as a car park for any stakeholder travelling cross cluster that may not have venue specific access in the cluster they are visiting. In this case, the stakeholder will park in the cluster parking and reach the venue using the TC services
- Act as a base for vehicles for stakeholders that are driving to Italy with their own cars and may not have parking at their own accommodation. Some stakeholders may be able to obtain a Cluster Parking VAPP as part of their allocation or purchase the VAPP on rate card.

The table shows the total number of spaces available in cluster parkings and are not stakeholder specific.

CLUSTER/LOCATION	ADDRESS	SPACE NO.	ESTIMATED DISTANCE FROM VENUES
MILANO	Unipol Forum (Via Giuseppe di Vittorio, 6, 20057 Assago MI)	200	• walking distance from MSK • 20km from MIP • 20km from MH1 • 12km from MMC
CORTINA	Centro Sportivo A. De Rigo (Località Fiames, 32043 Cortina d'Ampezzo BL)	300	5km from city centre and all the venues
ANTERSELVA/ANTHOLZ	Via Vierbrunnen (Anterselva di Mezzo) / Vierbrunnenstraße (Antholz Mittertal)	200	6km from ABA
VAL DI FIEMME	Via Stazione, 1 (Loc. Saltoggio, Lago di Tesero)	450	1km from TCC 11km from PSJ
BORMIO	Campo Sportivo Pentagono (Via A. Manzoni, 22, 23032 Bormio SO)	400	2km from city centre and all the venues

LIVIGNO	Via Beltram (Acquagranda)	400	2km from city centre and all the venues

MILANO CORTINA 2026

TRA – 29/09/2025

Milano
Cluster Map
Parking

Points of Interest
- San Siro Olympic Stadium Ceremony Venue
- Milano Olympic & Paralympic Village
- Hotel NH Collection Milano Touring OF2
- Competition Venue
- Main Media Centre
- Primary Airport
- Primary Train Station
- Municipal Border

Transport Areas
- Stakeholders Cluster Parking

Non-Competition Venues
- Olympic Club

Diciplines
- Figure Skating
- Ice Hockey
- Short Track
- Speed Skating

TRA - 19/06/2025

**Valtellina**
Cluster Map
Parking

Points of Interest
— Primary road
— Secondary Road
---- Regional Border
— Municipal Border
○ Competition Venue
Livigno Olympic Village
Bormio Olympic Village
Hotel Baita dei Pini OF remote Hotel

Transport Areas
Stakeholders Cluster Parking

Disciplines
Alpine Skiing
Freestyle Skiing
Ski Mountaineering
Snowboard

TRA - 26/06/2025

Cortina
Cluster Map
Parking

Points of Interest
— Primary road
— Secondary Road
---- Regional Border
···· Municipal Border
🚆 Train Station
⌂ Cortina Olympic & Paralympic Village
⌂ Anterselva/Antholz Olympic Village
⊙ Grand Hotel Savoia OF remote Hotel

Transport Areas
📍 Stakeholders Cluster Parking

Disciplines
Alpine Skiing
Biathlon
Bobsleigh
Curling
Luge
Skeleton

Anterselva Biathlon
Arena **ABA**

🅿 CLUSTER PARKING

Anterselva Olympic
Village **OVA** OVA

🚆

Cortina Olympic &
Paralympic Village OVC

🅿 CLUSTER PARKING

Cortina Sliding
Centre **CSC**

Cortina Curling Olympic
Stadium **CCU**

Cortina

Tofane Alpine
Skiing Centre **CAL**

Grand Hotel Savoia OF

30 km

15

0

Esri, TomTom, Garmin, FoursQuare, GeoTechnologies, Inc, METI/NASA, USGS

TRA - 03/07/2025

Val di Fiemme
Cluster Map
Parking

Points of Interest
—— Primary road
—— Secondary Road
······ Municipal Border
🏔 Predazzo Olympic Village
Transport Areas
○ Competition Venue
🅿 Stakeholders Cluster Parking

Disciplines
Cross-Country Skiing
Nordic Combined
Ski Jumping

To Cortina

Predazzo Ski Jumping
Stadium **PSJ**

Predazzo Olympic Village

🅿 FCP1

Tesero Cross-Country
Skiing Stadium **TCC**

To Ora

Esri, TomTom, Garmin, Foursquare, GeoTechnologies Inc, METI/NASA, USGS

5.4. Vehicle refueling and recharging

Each dedicated vehicle will be delivered with a Fuel Card which can be used for refueling, recharging (for electric cars) and other services, thanks to a partnership with ENI.
Fuel stations and Recharging points will be available across all clusters and can be mapped through the official website of ENI.
The Fuel Card will have a daily spending cap of EUR 150 and is assigned to each vehicle's license plate.
The Fuel Card will be delivered to the entitled Stakeholders upon collection of the keys of their booked vehicles.

SUMMARY	
Daily cap	150€/day
Geographic limits	• Lombardia • Veneto • Trentino Alto-Adige
Products	• Fuels • AdBlue • Electric Charging • Carwash • Lubricants
Authorised refuelling locations	Enilive Stations within the geographic perimeter according to the map https://stationfinder.enistation.com/?locale=it_IT
Livigno and contingency	Managed via digital vouchers (codes)
Card management	One fuel card per car associated to the license plate with dedicate PIN
Entitled to fuel cards	• OCOG fleet • Except for Rate Cards • Incentive Policy

5.5. Rate Card Vehicles

Rental period:

- 33 days for Olympic Winter Games from 22 January to 23 February.
- Non standard request (from 6 January to 23 February): for everything that is not listed in the Rate Card Catalogue (different period, different collection point, …) a Non-Standard Request needs to be placed on the Rate Card ordering platform. Each Non-Standard Request will be subject to Milano Cortina 2026 analysis.

For any other useful information, please refer to the Rate Card Manual.

At this stage, Transport team is conducting the following analysis with the fleet provider:

- Definition prices for different rental period with Fleet contractor
- Definition of available models and related engine type
- Based on the discussion with the fleet provider, we ask to have the collect location in the fleet depots (Milano, Bormio, Val di Fiemme, Cortina and Anterselva/Antholz; rate card vehicles will not be available for collection/return operations in Livigno)

Accessories provided by OCOG:

- Self-Driver Guide

- Vehicles' paper

- Winter tyres

More information will be provided in the next version of the MTG.

6. VAPPS (VEHICLE ACCESS AND PARKING PERMITS)

A **VAPP** (Vehicle Access & Parking Permit) is a security device that will be implemented during the Olympic Winter Games Milano Cortina 2026 to allow OCOG to control and regulate access and traffic in and around the Olympic sites and parking access.

Each device will be assigned to a specific vehicle and vehicle type (either private vehicles or passenger transport vehicles such as buses and coaches), enabling OCOG to plan and deliver an effective Transport Plan and consider the different needs and entitlements of each group.


Olympic & Paralympic Winter Games Milano Cortina 2026
Parking & Access Principles

Transport Services
○ Access
◯ Loadzone
▭ Parking
◇ Check points

Client Groups
■ Athletes
■ International Federation
■ Broadcast
■ Media (general)
■ Dignitaries & IPP
■ Spectators
■ PHP / Key Operations
■ Venue Operations
■ Hospitality programmes
■ Olympic Family
■ Security & Emergency
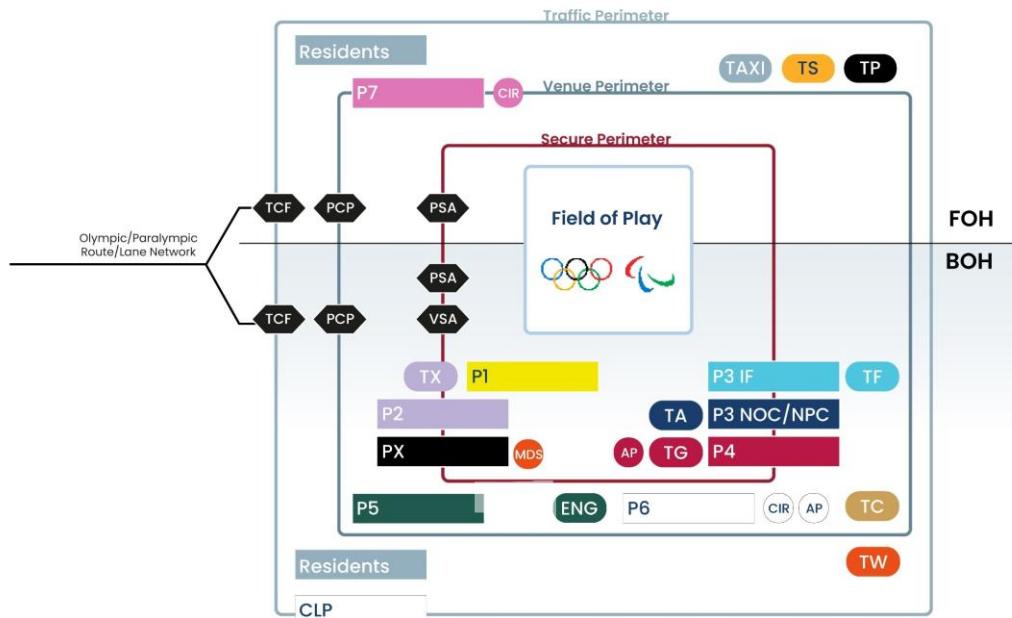
6.1. Media-Allocated VAPPs

Media VAPPs cover the following categories:

Primary:

- ✓ Infinity P2 MRH – gives access to P2 parking at all venues for OBS executives
- ✓ ALL P5 MRH – gives access to P5 parking at all competition venues for MRHs
- ✓ ALL ENG MRH – gives access to ENG load zones at all competition venues for MRHs
- ✓ MIL P5 MRH – gives access to P5 parking at all Milano competition venues for MRHs
- ✓ COR P5 MRH – gives access to P5 parking at all Cortina competition venues for MRHs
- ✓ ANT P5 MRH – gives access to P5 parking at Anterselva/Antholz competition venue for MRHs
- ✓ VAL P5 MRH – gives access to P5 parking at all Valtellina competition venues for MRHs
- ✓ VDF P5 MRH – gives access to P5 parking at all Val di Fiemme competition venues for MRHs
- ✓ IBC P5 MRH – gives access to P5 parking at the International Broadcast Centre for MRHs
- ✓ Cluster-Specific P4 PHP – gives access to P4 parking in the designated cluster and the Main Press Centre for International Olympic Photo Pool.

Secondary (valid only with a Primary VAPP):

- ✓ Infinity BRC – gives access to Broadcast Compound at all venues for MRHs
- ✓ Venue BRC – gives access to the Broadcast Compound at the designated venue for MRHs
- ✓ IBC SAT – gives access to the Satellite Farm at the IBC for MRHs
- ✓ IBC ATH – gives access to the IBC for pick-up and drop-off of Athletes by MRHs only
- ✓ TVM ATH – gives access to the TV Studios in Milano for pick-up and drop-off of Athletes by MRHs only
- ✓ Venue FOP – gives access to the Field of Play for filming vehicles

Please note the MRH VAPPs will be managed entirely by OBS.

6.2. MRHs Hospitality VAPPs

For the MRH entitled to Hospitality programmes, Infinity P7 VAPPs will be made available based on the results of the survey sent to them in September 2025. These give access to the P7 areas at all competition venues, whether for parking or for load zone operations will depend on the space available. These VAPPs are for vehicles of more than 10 passengers.

A small amount of Hospitality Circulation VAPPs may be provided to support the hospitality operations. These give access to the Hospitality Load Zone (in or near the P7) at all competition venues.

In addition, 29 Infinity P2 VAPPs will be made available to MRH based on their contractual agreements.

6.3. Press Rate Card VAPPs

Press VAPPs, giving access to P6 parking at competition venues and the Main Press Centre, will be available for purchase through our Rate Card Portal (**Errore. L'origine riferimento non è stata trovata.**).

VAPPs are not included in the price of a Rate Card vehicle and must be purchased separately. VAPPs may also be purchased for the client's own vehicles.

Press VAPP categories available for purchase are as follows:

VAPP Type	Venue(s)
ALM P6	P6 parking at all Competition Venues and Main Press Centre
ALP P6	P6 parking at Alpine Skiing Venues (Stelvio Ski Centre and Tofane Alpine Skiing Centre) and Main Press Centre
BNS P6	P6 parking at Biathlon & Nordic Ski Venues (Anterselva Biathlon Arena, Predazzo Ski Jumping Stadium, Tesero Cross-Country Skiing Stadium) and Main Press Centre
MIL P6	P6 parking at Milano Competition Venues (Milano Santagiulia Ice Hockey Arena, Milano Rho Ice Hockey Arena, Milano Speed Skating Stadium and Milano Ice Skating Arena) and Main Press Centre
COR P6	P6 parking at Cortina Competition Venues (Cortina Curling Olympic Stadium, Cortina Sliding Centre and Tofane Alpine Skiing Centre, Anterselva Cluster Parking) and Main Press Centre
VAL P6	P6 parking at Valtellina Competition Venues (Stelvio Ski Centre, Livigno Snow Park and Livigno Aerials & Moguls Park) and Main Press Centre
VDF P6	P6 parking at Val di Fiemme competition venues (Predazzo Ski Jumping Stadium and Tesero Cross-Country Skiing Stadium) and Main Press Centre
MPC P6	P6 parking at Main Press Centre
TCC P6	P6 parking at Tesero Cross-Country Skiing Stadium and Main Press Centre

MIL CLP	Cluster parking in Milano – no venue access except with TC/TP
COR CLP	Cluster parking in Cortina – no venue access except with TC/TP
ANT CLP	Cluster parking in Anterselva/Antholz – no venue access except with TC/TP
VAL CLP	Cluster parking in Valtellina – no venue access except with TC/TP
VDF CLP	Cluster parking in Val di Fiemme – no venue access except with TC/TP

- All VAPP orders must be submitted by the end of the Standard Order Period. In the month following, Milano Cortina 2026 team will analyze all requests and proceed to a fair allocation based on multiple criteria including operational necessity.

- This allocation will be communicated to the client by end of October 2025.

- Any orders during the Late Order Period will be fulfilled according to remaining stocks on a first-come, first-served basis. No orders will be accepted during Games Time unless stocks permit.

- All VAPPs will be delivered according to the process defined in the chapter on Rate Card VAPPs.

- The collection location(s) must be selected during the order process, and distribution will happen at the chosen location only. The available locations are detailed in the paragraph relating to VAPP Distribution. Should the ordering organisation wish to collect before the activation of the collection points, this must be clarified in the order notes on the Rate Card Portal, with early collection only possible at the VAPP Office.

- More information will be provided in the Stakeholder VAPP Guide, and the full Terms & Conditions will be communicated during the distribution process.

6.4. VAPPs Procedure

MRH VAPPs will be distributed by OBS, who will receive them as detailed below.

Hospitality P7 VAPPs will be distributed by IOC to entitled MRHs.

IOPP VAPPs will be delivered with the allocated vehicles.

Rate Card VAPPs will be delivered as detailed below.

Procedures for VAPP and Vehicle Registration as well as Lost, Stolen or Damaged VAPPs, are identical for all stakeholders.

6.5. VAPPs Distribution

All Milano Cortina 2026 vehicles provided to IOPP will be delivered with the relevant VAPP already installed, and the remaining allocated VAPPs will be delivered along with the vehicles.

VAPPs for OBS and MRHs will be collected by OBS and the IOC (for the Hospitality VAPPs) from the VAPP Office in Milano Headquarters and then distributed and managed entirely by them.

Rate Card VAPPs, and any VAPPs not covered above, will be collected at one of the following collection points:

Cluster	Location	Date	Notes
Milano	Rate Card Desk at Main Press Centre	From 6 Jan	Rate Card VAPPs only
Milano	VAPP Office at Milano Headquarters	From 15 Nov to 18 Jan	Early collection, non-Rate Card VAPPs
Cortina	VAPP Collection Point at Cortina Fiames Centre	From 19 Jan	
Anterselva/Antholz	VAPP Collection Point at Rasun di Sotto	From 19 Jan	In Cluster Connection Centre
Valtellina	VAPP Collection Point at Bormio Pentagono Centre	From 19 Jan	No distribution in Livigno
Val di Fiemme	VAPP Collection Point at cluster parking	From 19 Jan	

When the representative comes to collect their VAPPs, they will be requested to verify that the prepared VAPPs match their allocation and sign the handover form. It is the responsibility of the signer to verify both the VAPPs and the form, as no complaints will be received after signing.

If not already submitted beforehand, the representative will be requested to provide all known vehicle registration plates before leaving. A form will be sent to the provided email address should any vehicle details still be unknown.

6.6. VAPP and Vehicle Registration

VAPPs must be signed for at reception to be considered valid, with contact details of a referent person per organisation provided at that time.

VAPPs are transferable within a pool of vehicles up to four times the number of VAPPs. For example, two VAPPs may be shared between up to eight vehicles, with the caveat that a VAPP must always be visible on a vehicle within the venue perimeter.

In order to track transferability of VAPPs, each end user or Responsible Organisation will be required to provide the list of all vehicle registration plates that will be used during the Games. Where possible this will be collected digitally via a form, but it can be collected in person at VAPP collection.

As this information may be required for ANPR (Automatic Number Plate Recognition) systems, particularly in Milano, it is required that the vehicle registration plate be provided to Milano

Cortina 2026 at least four (4) hours prior to the vehicle accessing a venue for the first time (collection excluded).

Processing of the vehicle plates for Milano ORN or Area C access will take at least five (5) working days during Games Time, though there will be no restrictions on venue access using other routes during this period.

6.7. Lost, Stolen or Damaged VAPP Policy

Any lost, stolen or damaged VAPP must be communicated to the VAPP Office as soon as possible, with the associated serial number(s).

In case of theft, a police report must be provided in order to obtain a replacement, stocks permitting. Damaged VAPPs may be replaced depending on the justification, again if stocks are available. Lost VAPPs will not be replaced.

6.8. General VAPP Policy

Full Terms and Conditions will be communicated in the VAPP Guide, which will be released in September 2025 and made available online on stakeholders' extranet. They will also be included with the VAPPs at distribution.

7. ARRIVALS AND DEPARTURES SERVICES

The operational plan developed by the Transport (TRA) and Arrival and Departure (AND) teams for the Olympic Winter Games Milano Cortina 2026 plays a pivotal role in ensuring seamless coordination and mobility for all stakeholders involved. As specified in the Olympic Host Contract Operational Requirements, the plan focuses on efficiency, effectiveness, accessibility, and expediency for athletes, officials, dignitaries, media personnel, and other accredited individuals.

Due to the widespread nature of the Olympic Winter Games Milano Cortina 2026, Arrivals and Departures operations will be divided into two distinct zones:

- **West Zone**, comprising the Milano and Valtellina Clusters
- **East Zone**, comprising the Val di Fiemme and Cortina Clusters

Arrival and departure services will be provided at designated airports and train stations within both zones. The level of service will vary depending on the Port of Entry/Exit (PoE) or Service Point (SP), the final venue destination, and the specific timeframe.

7.1. General Concept

Transport services from recommended Ports of Entry (PoE) and designated Service Points (SP), including airports, train stations, and other transit hubs to official accommodation, will be provided from 14 days before the Olympic Opening Ceremony (23 Jan) to 3 days after the Olympic Closing Ceremony (25 Feb).

Arrivals and Departures transport services may be adjusted depending on the expected demands and resources available in this timeframe.

Stakeholders categorised as V3 Other will use TP/TC services as discussed and agreed with them, in line with their respective levels of service.

Access to TRA services requires stakeholders to be clearly identified by on-ground staff, who will provide the necessary assistance.

For proper identification, stakeholders should note that on-ground staff will request the accreditation card (including PVC) and verify it against the travel data entered in ADS. In the event that both identification processes fail, on-ground personnel will have the possibility to perform a cross-check with ACR FA in order to verify the stakeholder's identity.

7.2. Stakeholder Level of Service

The transport services for arrival and departure during the Milano Cortina 2026 Winter Games are designed to accommodate various stakeholders, ensuring efficient and seamless transitions despite the widespread nature of the Games.

Below is a summary of the different levels of service and stakeholders involved:

Level of Service	Stakeholder	Service Principle
V3 Other	Other accredited stakeholders	Streamlined service with a focus on efficiency and effectiveness

These AND service levels are used by transport to define and agree upon the tailored level of service to meet the specific needs of each stakeholder category, ensuring a smooth transport experience.

7.3. Official Ports of Entry and Exit (PoEs)

Milano Malpensa International Airport (MXP) and Venezia Marco Polo International Airport (VCE) are designated as the official Ports of Entry and Exit.

Stakeholders are therefore advised to arrange connecting flights or other transport modalities to arrive or depart from either MXP or VCE according to their destination cluster.

MXP (Games Connection Desk located in Terminal 1) is the recommended Port of Entry for the Milano and Valtellina clusters.

VCE is recommended for the Cortina and Val di Fiemme clusters and is the best solution to reach Verona (hosting Olympic Opening Ceremony).

Transport services will not be provided for arrivals and departures from any airport other than the designated PoEs.

7.4. Official Service Points (SPs)

Service Points (SPs) are designated transport access locations that provide limited arrival and departure services for accredited stakeholders. They include one airport and five railway stations zones, facilitating access to the respective clusters and Villages.

To access the Milano Cluster:

- Milano Centrale railway station
- Milano Linate Airport (LIN)

To access the Cortina cluster (including Anterselva):

- Venezia Mestre railway station

To access Anterselva:

- Valdaora/Olang railway station

To access Val di Fiemme Cluster:

- Trento railway station

To access Valtellina Cluster:

- Tirano railway station

All SPs will offer shared transport services to accredited stakeholders, as per the details submitted in the Arrivals and Departures System (ADS). These services include:

Transport Connect (TC) and Public Transport (TP)

These services are shareable and accessible by all Games-accredited stakeholders present at the SPs, provided they are properly registered in ADS or have successfully completed the identification process described earlier.

Support at PoEs and at Milano Centrale station will be provided at Games Connection Desk (9.1) where TRA staff will assist stakeholders with:

- How to reach the clusters and official accommodation within the cluster
- Client App
- Tickets
- Trains schedule and seats availability
- Competition schedule
- Venues locations

- Malpensa Express (only in MXP and Milano Centrale station) and emergency tickets distribution

- First arrival stakeholder identification process

- Collaboration with service providers

- Service stakeholders' data management

- Offline process for tickets emergencies
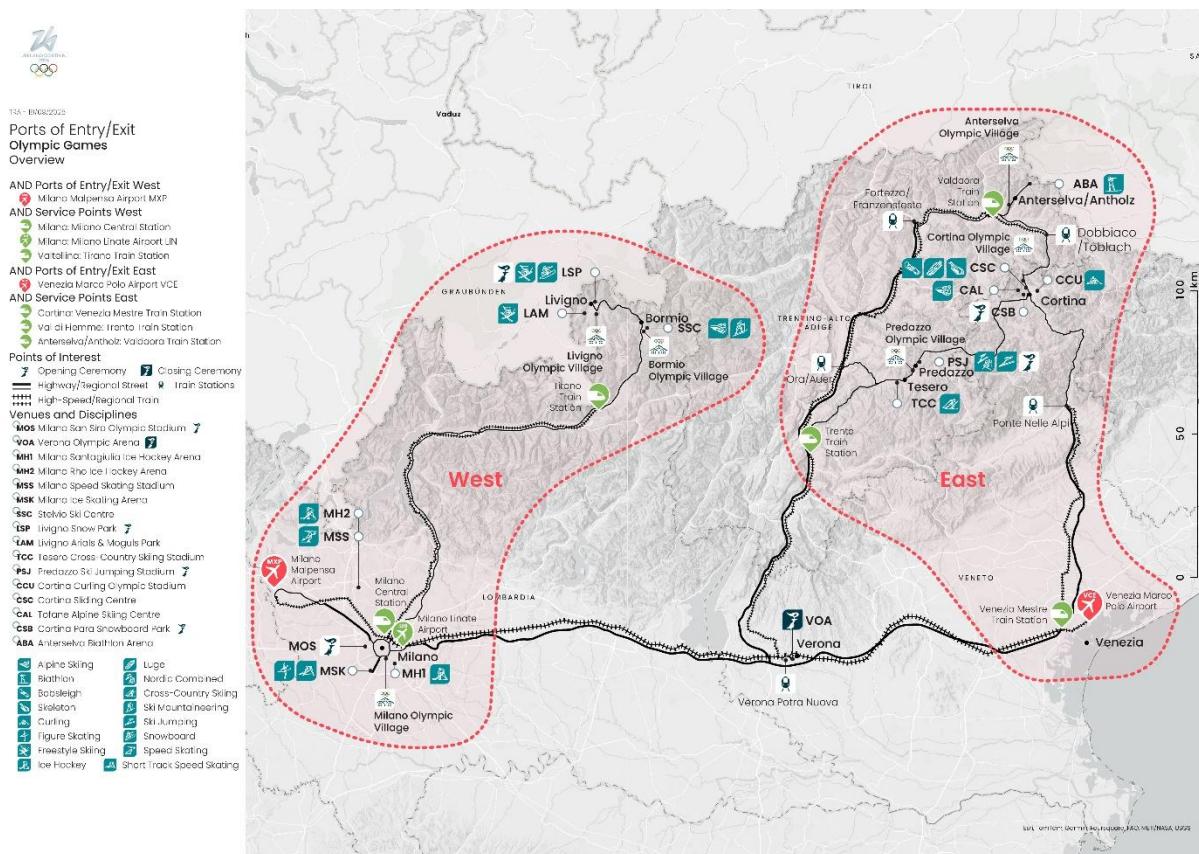
It is highly recommended to carefully account for travel time to the mountains when booking flights, with particular attention to those arriving in the late afternoon or evening

7.5. Arrivals and Departures System (ADS)

Milano Cortina 2026 offers a web-based Arrivals and Departures System (ADS) to support the efficient planning and delivery of transport services. The system is designed to anticipate travel demand and enable smooth operations across all Games-time transport functions. All stakeholders are strongly encouraged to submit detailed arrival and departure information for individuals and groups through the ADS. This includes travel modalities, accommodation details,

number of bags, type and quantity of equipment and any accessibility needs or special requirements.

Data entered into the ADS will be immediately reflected in the system and used by the Milano Cortina 2026 Arrivals and Departures Functional Area (AND FA) to plan services in close coordination with Transport Digital, Bus, and Fleet teams.

If travel data is missing, incomplete or not submitted at least 48 hours in advance, stakeholders may experience longer waiting times or, in some cases, service may not be available due to limited resources. In such cases, immediate service cannot be guaranteed and delays may be significant.

Owing to operational constraints and the complexity of the transport system, OCOG cannot always guarantee levels of service (LOS) or specific timeframes.

Nevertheless, OCOG remains committed to supporting all eligible stakeholders, even in the absence of ADS data, and will respond as flexibly as possible under the circumstances.

Please ensure that peak departure data must be updated no less than 48 hours in advance.

The ADS will retrieve data from the Accreditation System, eliminating the need for stakeholders to repeatedly input basic participant information. The system will be available in English only. Stakeholders can upload arrival and departure information either individually or via a bulk upload template, which will be accessible through the system.

Detailed instructions on accessing and using ADS will be provided prior to its launch in October 2025, along with a comprehensive ADS Guide.

7.6. Luggage Policy

Milano Cortina 2026 will take responsibility for the transfer of passengers' *personal* luggage.

Transport services allow stakeholders to carry indicatively a small personal bag (40x20x25cm approx.), a 10kg bag (55x40x20cm approx.), and two larger 23kg check-in bag (90x120x170cm approx.).

Milano Cortina 2026 will not provide any handling services for the above-mentioned luggage and for equipment or oversized luggage that does not comply with the personal luggage policy detailed in this section.

With reference to the possibility of bringing skis and boots for work purposes, more details will be included in the next version of the MTG.

This allowance will enable stakeholders to move freely within the transport network, utilising different transport modalities, which may include urban buses, metro, coaches, cars, vans, and trains.

The capacity of vehicles in the fleet for Arrivals and Departures transport operations will be adapted to allow for the corresponding number of personal baggage items.

The Transport team will manage train seats bookings to accommodate these operations accordingly.

Please be aware that every stakeholder should be able to carry and lift their own personal luggage by themselves, moving along the ORN and the entire transport network across the different modalities. TRA and their Partners will provide support as much as possible with the resources available.

OCOG is committed to assisting SHs in promptly recovering mishandled baggage or equipment by coordinating with airline representatives to facilitate resolution.

While the responsibility for mishandled items lies with the airlines, OCOG ensures that stakeholders receive the necessary support throughout the process. Baggage will be delivered following standard airline procedures, using the delivery address provided by the passenger.

7.7. Detailed Arrivals and Departures Services

7.7.1. Media Transport Services

Media arrival and departure facilitation includes general support and wayfinding services upon arrival with shared services for transfer from PoEs and SPs to the accommodation locations, based on data submitted via the Arrivals and Departures System (ADS).

The transport services are designed to be efficient and as direct as possible.

The accompanying baggage will always travel with the passengers. To ensure sufficient space on high-speed and regional trains during A&D operations, two seats per person will be reserved to accommodate both the passenger and their luggage. Two seats per passenger will be automatically issued on the selected trains operated by OCOG services, except for the period between the OOC and OCC, during which they will not be provided by default but only subject to availability at the Games Connection Desk (GCD).

To ensure a smoother experience, stakeholders are strongly encouraged to plan their arrivals through recommended PoEs, as this reduces ground transport time and simplifies coordination across the network.

- **Arrival at PoEs**:

Stakeholders will use TP/TC services or cross-cluster services to reach their accommodation. To support arrivals of V3 Other during peak days, AND Extra Lines will be activated between Points of Entry (POE) and the mountain clusters during peak arrival and departure days. (7.7.3).

- **Arrival at SPs**:

Stakeholders will use the TP/TC services to reach their accommodation.

Please note that all travel times shown in the TP/TC line schemes below are average estimates. They are calculated from a central reference point within each cluster to give a general idea of distance. Actual travel times may vary and could involve multiple transfers, depending on your final accommodation location. In addition, below schemes do not consider connection waiting time, based on above provisional list (paragraph 4.1) that are implemented during the AND phase (23/01–05/02 + 23/02–25/02).

TRA - 10/07/2025

Olympic
AND V3 Other Services
VCE ZONE EAST

Points of Interest
🚉 Train Station
✈ Airport
● Hotel

Transport Connection
←•→ High-speed Railway Connection
━━ TC service
━━ TP service
━━ Walking

✈ VCE — 🚉 VCE — 🚆 Venezia Mestre — Ⓗ Cortina
15' 25' 15'* 2h35'
3h30'

✈ VCE — 🚉 VCE — 🚆 Venezia Mestre — Ⓗ Cortina — Ⓗ Anterselva/Antholz
15' 25' 15'* 2h35' 15'* 1h05'
4h50'

✈ VCE — 🚉 VCE — 🚆 Venezia Mestre — 🚆 Verona Porta Nuova — 🚉 Trento — Ⓗ Predazzo
15' 25' 15'* 1h 15'* 55' 15'* 2h05'
5h25'
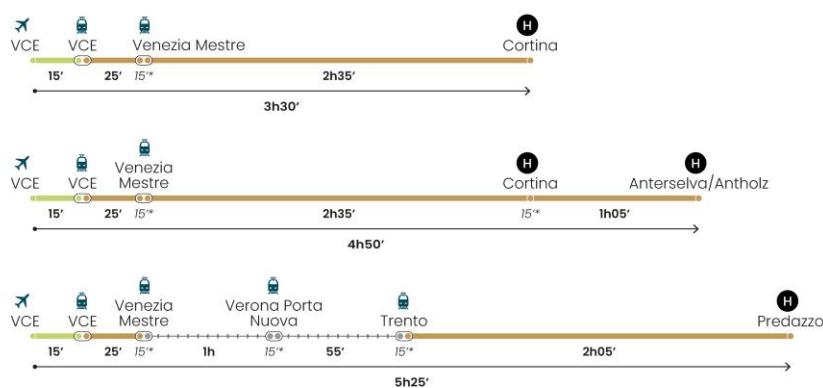
allow a minimum transfer time of 15 minutes - passengers' lounge is available in case of longer waiting time

TRA - 03/10/2025

Olympic
AND V3 Other Services
VCE ZONE WEST

Points of Interest
- 🚪 Train Station
- ✈ Airport
- ⬤ Hotel

Transport Connection
- ←→ High-speed Railway Connection
- ····· Regional Railway Connection
- ▬▬ TC service
- ▬▬ TP service
- ▬▬ Walking

Route 1
✈ VCE — 🚪 VCE — 🚪 Venezia Mestre — 🚋 Milano Stazione Centrale — ⓗ Milano

15' — 25' — 15'* — 2h15' — 15'*

3h25'

Route 2
✈ VCE — 🚪 VCE — 🚪 Venezia Mestre — 🚋 Milano Stazione Centrale — 🚪 Tirano — ⓗ Bormio

15' — 25' — 15'* — 2h15' — 15'* — 2h45' — 15'* — 50'

8h20'

Route 3
✈ VCE — 🚪 VCE — 🚪 Venezia Mestre — 🚋 Milano Stazione Centrale — 🚪 Tirano — ⓗ Bormio — ⓗ Livigno

15' — 25' — 15'* — 2h15' — 15'* — 2h45' — 15'* — 1h — 15'* — 55'

8h40'
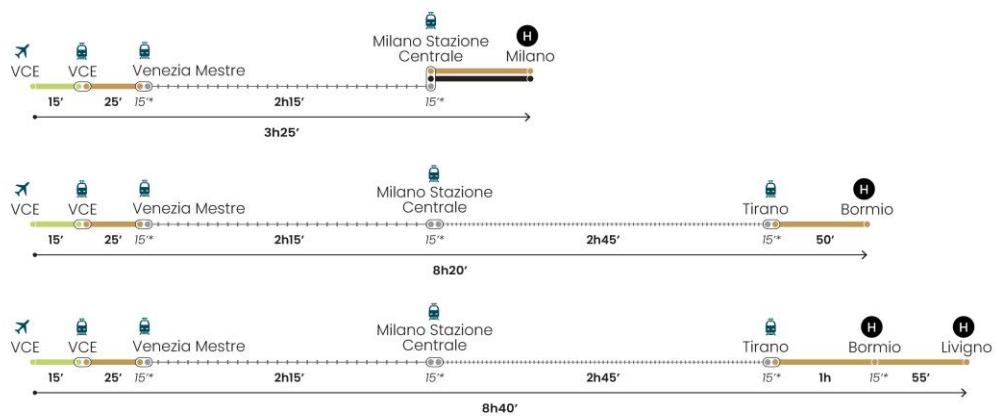
allow a minimum transfer time of 15 minutes - passengers' lounge is available in case of longer waiting time

TRA - 10/07/2025

Olympic
AND V3 Other Services
MXP MILANO

Points of Interest
- 🔒 Train Station
- ✈ Airport
- ⦿ Hotel

Transport Connection
- ···· Regional Railway Connection
- ▬▬ TP service
- ▬▬ TC service
- ▬▬ Walking
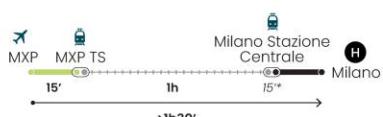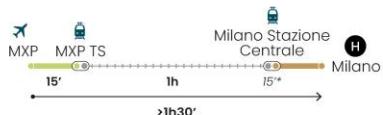
✈ MXP — 🚆 MXP TS — 🚆 Milano Stazione Centrale — Ⓗ Milano
15'   1h   15'*
>1h30'

✈ MXP — 🚆 MXP TS — 🚆 Milano Stazione Centrale — Ⓗ Milano
15'   1h   15'*
>1h30'

allow a minimum transfer time of 30 minutes - passengers' lounge is available in case of longer waiting time

TRA - 10/07/2025

Olympic
AND V3 Other Services
MXP ZONE EAST

Points of Interest
- Train Station
- Airport
- Hotel

Transport Connection
- Malpensa Express
- High-speed Railway Connection
- TC service
- Walking
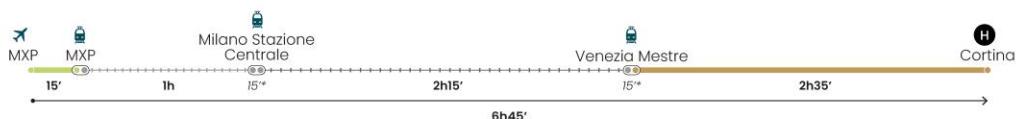
MXP (✈)	MXP (🚂)	Milano Stazione Centrale	Verona Porta Nuova	Trento	Predazzo (H)
15'	1h	15'*	1h15'	15'*	55'	15'*	2h05'

6h15'

MXP (✈)	MXP (🚂)	Milano Stazione Centrale	Venezia Mestre	Cortina (H)
15'	1h	15'*	2h15'	15'*	2h35'

6h45'

allow a minimum transfer time of 30 minutes - passengers' lounge is available in case of longer waiting time

TRA - 10/07/2025

Olympic
AND V3 Other Services
**MXP ZONE WEST**

Points of Interest
🚇 Train Station
✈ Airport
🅗 Hotel

Transport Connection
╟─╢ Malpensa Express
•••••• Regional Railway Connection
▬▬▬ TC service
▬▬▬ Walking
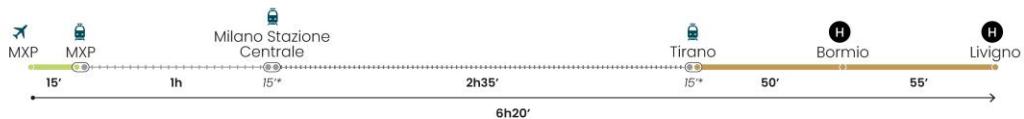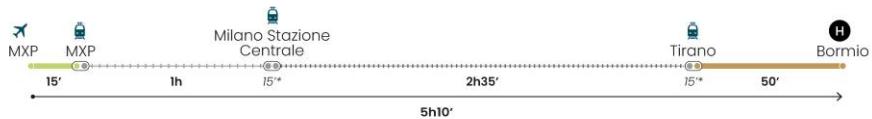
✈ MXP	🚇 MXP	Milano Stazione Centrale	Tirano	🅗 Bormio
15'	1h	15'*	2h35'	15'*	50'

5h10'

✈ MXP	🚇 MXP	Milano Stazione Centrale	Tirano	🅗 Bormio	🅗 Livigno
15'	1h	15'*	2h35'	15'*	50'	55'

6h20'

allow a minimum transfer time of 15 minutes - passengers' lounge is available in case of longer waiting time

7.7.2. Network Closure Timeframe

Following paragraph outlines the recommended timings and corresponding solutions provided by the OCOG to stakeholders, in order to ensure optimal service delivery across the full TP/TC operational network. This includes proposed time windows for when TP/TC services will be available, along with suggested timings for each cluster.

- Information for **recommended** routes:

  ➢ MXP Airport → Milano cluster: between 05:00 am and 23:00
  ➢ MXP Airport → Valtellina cluster: between 05:00 am and 03:40 pm
  ➢ VCE Airport → Cortina cluster (including Anterselva/Antholz): between 05:00 am and 07:00pm
  ➢ VCE Airport → Val di Fiemme cluster: between 05:00 am and 05:00 pm

- Information for **not recommended** routes:

  ➢ VCE Airport → Milano cluster: between 05:00 am and 04:00 pm
  ➢ VCE Airport → Valtellina cluster: between 05:00 am and 12:00 am
  ➢ MXP Airport → Cortina cluster (including Anterselva/Antholz): between 05:00 am and 05:00 pm
  ➢ MXP Airport → Val di Fiemme cluster: between 05:00 am and 05:00 pm

In cases where it is not possible to arrive within the recommended times, the OCOG shall provide alternative solutions. To ensure a service according to their specific travel needs, stakeholders shall be required to submit their travel data in **ADS no later than 48 hours** prior to departure.

In order to optimize resource planning during the period of network closure, the following scenario and corresponding solution shall apply:

ADS displays V3 Other arrivals

Transport FA shall assess resource availability and arrange bus service for V3 Others. Stakeholders should note that, under this solution, waiting times may be longer and the overall level of service may be reduced.

In both cases, access to Bus Services follows this procedure:

I.   Arrival at the Airport: SHs must report to the Games Connection Desk upon arrival
II. Verification of Transport Plan: TRA and AND teams at the desk will check the transport plan available. SHs can obtain all relevant information regarding their transfers and waiting time at this desk.
III. If SHs are not in the Transport Plan: this occurs if SHs did not submit their travel data in ADS on time, in accordance with the established rules. TRA ground team will guide SHs to the **waiting area**, organize them by destination, and provide information about the **next available service**.

IV.   Boarding the Bus: TRA team at the airport will guide SHs to the **loading zone**. SHs must present their **accreditation** or **PVC** or proof of success of identification process to board the bus.

The official AND bus stop is currently under discussion.

To reach the AAA hotels/final accommodation, passengers will be required to use the TP/TC services. Each cluster will be optimized to ensure that TC coverage is aligned as closely as possible with arrival schedules.

Outside the TP/TC service hours window, the period will be considered part of the network closure. During this closure, bus services will continue to operate, with certain adjustments that may include extended waiting times and shared services with multiple operator groups. An alternative solution will be provided for groups of fewer than five passengers.

7.7.3. AND Extra Lines

The Extra Lines described below are intended to provide a service to SHs from/to mountain clusters (upon arrival) and from/to the two POEs (upon departures) for recommended routes only, during periods when predictive data indicate a higher flow of arrivals and departures.

Arrival Peak Days:

These lines will be activated between Points of Entry (POE) and the mountain clusters (recommended routes only), as detailed below:

- Line AND-VCE-01 operates from Venezia Marco Polo Airport (VCE) to the Cortina main Hub. This line will run from 29 January to 5 February 2026,

- Line AND-VCE-02 operates from Venezia Marco Polo Airport (VCE) to the Val di Fiemme cluster main Hub. This line will run from 31 January to 5 February 2026,

- Line AND-MXP-03 operates from Milano Malpensa Airport (MXP) to the Valtellina cluster main Hub. This line will run from 29 January to 5 February 2026.

Departure Peak Days:

A similar service concept will apply during the last 3 days: 23 - 24 - 25/02/2026.

In order to ensure a service optimized to their specific travel needs, stakeholders shall always be required to submit their travel data in **ADS no later than 48 hours** prior to departure.

The communication of a new arrival/departure or a major change after the deadline may result in reduced service, including longer waiting times at the POE/SP or swich to TP/TC network instead of this dedicated service.

SHs not listed in ADS will be managed on site.

If seats are available on a planned bus, they can be accommodated; otherwise, the situation will be escalated to the Transport AND team at the desk, who will determine whether a solution can be arranged based on available resources.

After submitting their data in ADS, SHs can expect a guaranteed service according to the following departure schedule, which will cover the recommended routes and provide timings that maximize coverage throughout the day to facilitate transport to the clusters.

- Line AND-VCE-01 - up to 4 departures per day*.

- Line AND-VCE-02 - up to 4 departures per day*.

- Line AND-MXP-03 - up to 6 departures per day*.

* a departure may represent one or more buses.

Upon arrival at the airport, SHs must report to the **Games Connection Desk**, where on ground staff will verify the transport plan and its service level. SHs can obtain all relevant information regarding their transfers at this desk.

If SHs are not listed in the transport plan, meaning they did not submit their information in ADS on time according to the established rules, the ground staff is authorized to direct them to alternative transport solutions. The TRA ground team will guide SHs to the **waiting area**, organize them by destination, and provide information about the **next available service**.

Once the bus is ready, staff will lead SHs to the loading zone, where presentation of accreditation or PVC number is required for boarding.

The official AND bus stop will be indicated in the next version of the MTG.

To reach the AAA hotels/final accommodation, passengers will be required to use the TP/TC services. Each cluster will be optimized to ensure that TC coverage is aligned as closely as possible with arrival schedules.

Outside the TP/TC service hours window, the period will be considered part of the network closure. During this closure, bus services will continue to operate, with certain adjustments that may include extended waiting times and shared services with multiple operator groups. An alternative solution will be provided for groups of fewer than five passengers.

Olympic
AnD Services focus
V3 Other
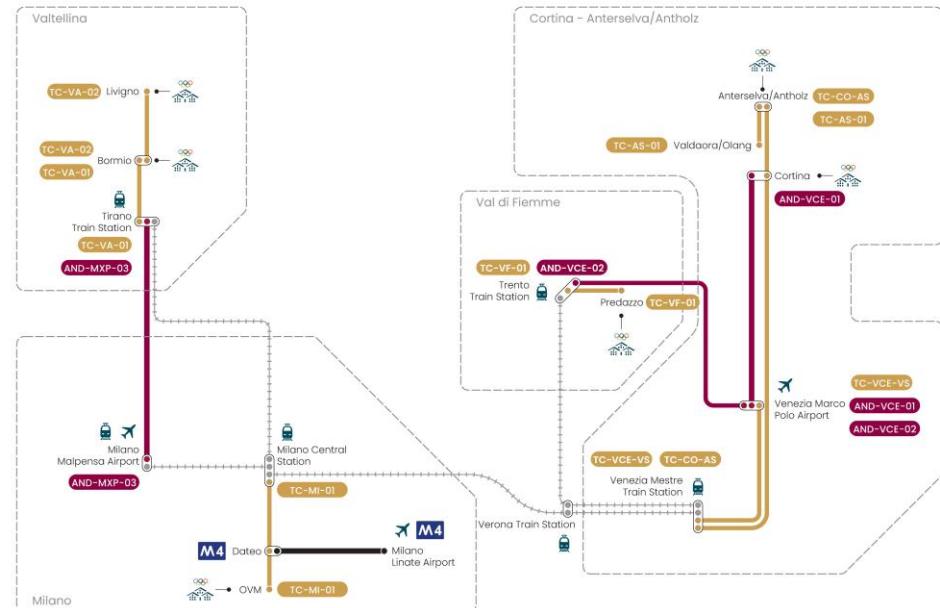
Bookable Buses:

In case OCOG services do not meet their requirements and necessities, stakeholders with a V3 Other LoS can ask the OCOG (broadcast.services@milanocortina2026.org and/or pressoperations@milanocortina2026.org and/or traclientservices@milanocortina2026.org) to provide them with reliable contacts of Italian bus operators that OCOG Bus Team recommend as bookable options.

These companies are suggested given their involvement in multiple test events, their availability of different vehicle types and their established experience in airport operations.

Stakeholders, of course, remain free to select an alternative operator at their discretion.

In any case, contact must be established directly between the stakeholder and the bus operator.

It is strongly recommended to be more precise as possible in the request (destination, date, timings, flight infos, number and size of luggage ecc) in order to get a proper price quotation from the bus company.

In case this "external service" will be chosen, stakeholder is still responsible for entering all related information into the ADS and for indicating that TRA OCOG services are not required for their arrival and/or departure.

7.8.   Ticket Booking and Management for AND Operations

The ticketing process enabling connections between arrival and departure is managed through a hybrid distribution model, combining desk-based services with a fully digital solution via the Client App.

Malpensa Express
Stakeholders intending to use the Malpensa Express are required to visit the Games Connection Desks (GCD) located at Milano Malpensa Airport or Milano Centrale Train Station. Upon completion of the identification process, presentation of their PVC/ACR, as well as entering the required data into ADS, the designated staff will issue a QR code. By scanning this code, stakeholders will receive their travel ticket directly on their mobile device.

Regional Trains (operated by TRENORD)

Ticket issuance for regional trains will follow the schedule below:

- **23 January – 5 February and 23 February – 25 February:** stakeholders must visit the GCD to collect a physical travel ticket.

- **6 February – 22 February:** stakeholders may obtain their travel ticket directly via the Client App, by logging into their personal area using their PVC (registration number required).

High-Speed Trains (operated by Trenitalia)

High-speed trains provide connections between non-recommended POEs and clusters and vice versa. For these services, tickets will be issued exclusively in digital format through the Client App. From **6 January**, stakeholders who have successfully accessed the Client App will be able to book tickets according to their travel plan for the period **23 January – 25 February**.

During the time windows from **23 January to 5 February and from 23 February to 25 February, two tickets (seats) will be issued by default** — both for tickets provided in digital format and those issued in physical format — to enable stakeholders to conveniently carry their luggage.

7.9.   Departures

7.9.1.   Departures after Closing Ceremony

Transport team has conceptualised its operations to ensure the transportation of all stakeholders to and from the Olympic Closing Ceremony. Additionally, charter train connections will be available to the ports of exit (PoEs) — Milano Malpensa (MXP) and Venezia Marco Polo (VCE) — for those choosing to depart following the Ceremony (schedules and booking details will be shared in the next version of the MTG).

To reach MXP from Verona, a train will operate from Verona Porta Nuova FS to Milano Centrale FS, with an onward connection via Malpensa Express to the airport.

To reach VCE, a train will operate from Verona Porta Nuova FS to Venezia Mestre FS, where a dedicated bus connection will complete the journey to the PoE.

V3 Others are advised to travel with minimal if not no luggage to the Ceremony since there will be no luggage storage at the Venue. V3 Others are encouraged to arrange logistically (hotel check-in,…) before approaching the Venue. Talks are currently held with the owner of the private luggage storage in Verona Porta Nuova Station to extend their operating hours for them to match with the Transport Operations. Luggage responsibility will be the one of the Stakeholders.

7.9.2. Standard Departures

The services offered for departures follow the same scheme described for arrivals.

For stakeholders in the V3 Other category, travel to their destination will be possible exclusively through the TP/TC service. This service will be activated only upon timely notification submitted via the ADS system, at least **48 hours before the departure**.

On selected peak departure days (23-24-25/02), SHs may also rely on the Extra Lines service, which OCOG will provide for the recommended routes from the Clusters to the POEs, as described above.

7.9.3. Drive arrive

"Drive Arrive" refers to the option granted to all stakeholders who wish to use their own vehicles to reach their final accommodation and subsequently "Drive Depart" from it at the end of the Games. This modality applies both to those arriving independently and those departing under the same conditions at the end of the event.

Stakeholders travelling to the Milano Cortina 2026 Olympic Games by road using their own vehicles to reach their final accommodation will be referred to as Drive Arrive. The procedures for these operations will follow the same guidelines established for all residents requiring a Resident Permit/Pass within the mountain clusters (1.2), ensuring consistency and alignment with local access control measures.

All the arrivals needs to be notified in ADS by selecting the travel mode, Drive Arrive. Detailed instructions can be found in the ADS Manual.

Upon selecting the **Drive Arrive** option in ADS, users will be directed to complete an online form. This form must be **submitted at least 72 hours** prior to the expected arrival time and must include the following information:

- Final accommodation
- Estimated date and time of arrival
- A contact email address

Once submitted, Milano Cortina 2026 TRA will issue a Drive Arrive Letter to the provided email address 48h before arrival. This official document, issued electronically based on the completed online form, must be printed and display in the windshield of the vehicle and serves as a permit to facilitate arrival procedures.

The Drive Arrive Letter will include the following information:

- Locations of Traffic Control Filters (TCFs) and Permit Check Points (PCPs)
- Recommended access routes
- Dates and times of filter activation

In case of arrivals related to MDS (master delivery schedule) a booking proof will be recognised to pass the TCFs.

7.9.4. Arrivals and Departures Desks

At the Main Media Centre

Milano Cortina 2026 is committed to assisting its stakeholders with entering data into the ADS system, alongside collecting stakeholders' requests, providing issue resolution and managing Arrivals and Departures operations. The Arrivals and Departures Desk will be provided for both onsite and remote assistance from the Main Media Centre (MMC).

AND Desk at the MMC	Operational Hours	Exceptions
23 January - 22 February 2026	08:00-22:00	23 January: 09:00-19:00 24 January: 08:00-20:00 25 January: closed

At the Ports of Entry/Exit (POEs)

The Games Connection Desks in Milan Malpensa Airport and in Venezia Marco Polo Airport will be managed by Transport and Arrivals and Departures Teams.

They will be providing stakeholders with games-related information on arrivals, departures and transport. Train tickets will be issued upon arrivals.

At the POEs, the Games Connection Desks will be staffed by AND and TRA on a 24/7 basis, in line with scheduled arrivals and departures. Coverage will therefore align with scheduled flight operations during the period from 23 January to 22 February 2026.

8. OLYMPIC OPENING AND CLOSING CEREMONIES

8.1. Opening Ceremony

The Olympic Opening Ceremony will take place on 6 February 2026.

It will start at 08:00 pm and will take place simultaneously across four different venues:

- MOS – Milano San Siro Olympic Stadium for the Milano cluster
- CSB – Cortina Para Snowboard Park for the Cortina cluster
- PSJ – Predazzo Ski Jumping Stadium for the Val di Fiemme cluster
- LSP – Livigno Snow Park for the Valtellina cluster

In order to accommodate logistical arrangements and security protocols for the Ceremony on the 6 of February in the Milano cluster, all transport services will be suspended at 02:00 pm. However, a few exemptions will apply:

- AND services for V2 and V3 others will still run according to ADS data.
- Minimal TC service will be provided after the competitions.

Regular TX, Allocated vehicles and Bus services will resume on 7 February in the morning.

Given the widespread nature of these Games and the cross-cluster travel times, athletes and flagbearers will parade in their respective clusters simultaneously – transport plans are therefore being elaborated for each Ceremony Venue.

# 8.1.1 Milano Cluster: MOS – Milano San Siro Olympic Stadium
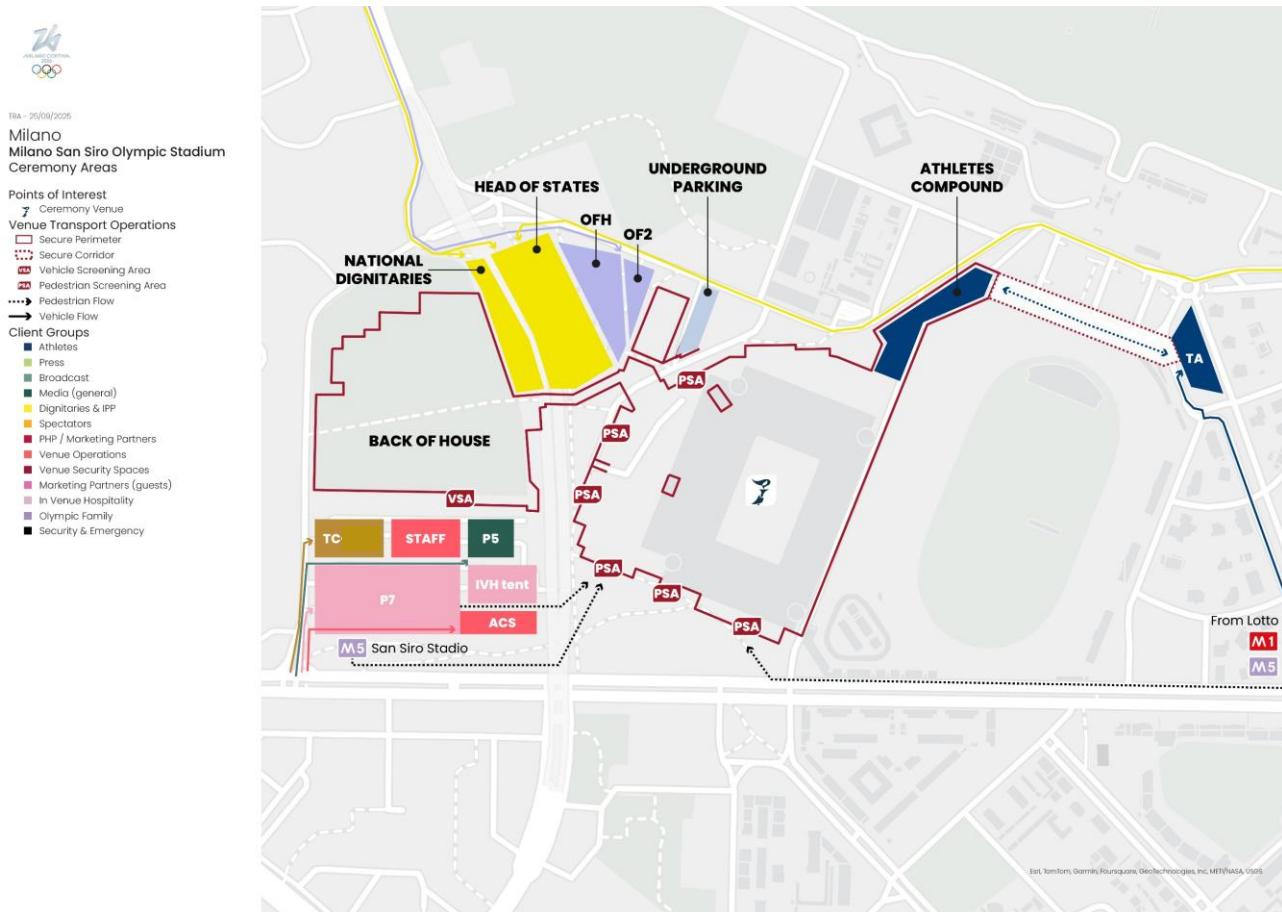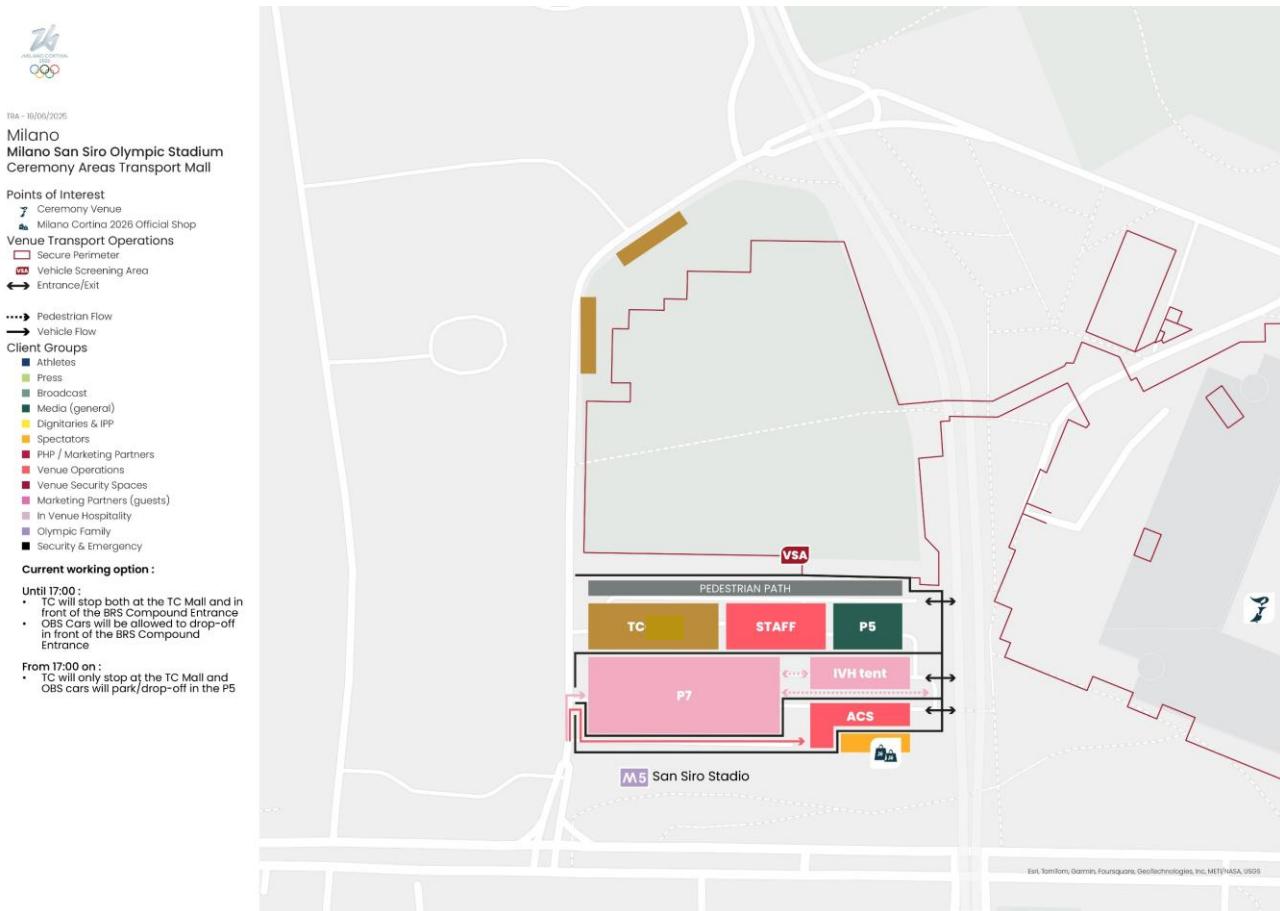
On the day of the Olympic Opening Ceremony, all regular bus systems will be suspended starting 2.00pm (last departure to be defined). Only one TC line will be running throughout the entire Ceremony: CER-MI-02 line will be running between the MMC and MOS.

Media Stakeholders have two transportation options:

- Transport Connect: since Media have a TC accreditation privilege, they are encouraged to use the TC line that will be travelling between the MMC and MOS. The line will be operating from H-5 to H+3 (03:00pm to 01:30am) as a shuttle going back and forth between both Venues.
    - o Scheduling is currently the following:
        - ▪ Peak hours:
            - • H-3 to H+2 – one departure every 8mins
        - ▪ Off-peak hours:
            - • H-5 to H-3 – one departure every 15mins
            - • H+2 to H+3 – one departure every 15mins
    Pick up will be at the TC bus stop in front of the MMC and drop-off will be at the TC mall in front of San Siro. Travelling time is expected to be 12 to 15mins. Once at the bus mall in San Siro, Media will have to walk approximately 200m to the PSA. For the Egress, the TC

will be departing from the dirty bus mall and will drop-off Media at the MMC within 15mins.

- Public Transportation: The majority of Media are expected to be departing from the MMC in order to reach MOS. The MMC is situated on the M5 Metro line (Portello stop) and only 4 metro stops away from the San Siro Stadio metro stop (approximately 15mins of travelling time). Once out of the metro station, Media will be able to enter the venue via the Southern PSAs (although mostly reserved for spectators) and access the Media Tribune. As of today, the metro line is expected to be operating until 02:00am. Talks are currently being held with ATM (metro operator) – final scheduling will be provided in the next version of the MTG.

The P5 is located next to the TC bus Mall and will fit up to 30 cars.
It will be accessible with a P5 VAPP and the OOC MOS Secondary VAPP.

8.1.2 Remote Ceremonies

8.1.1.1. Cortina Para Snowboard Park (CSB):
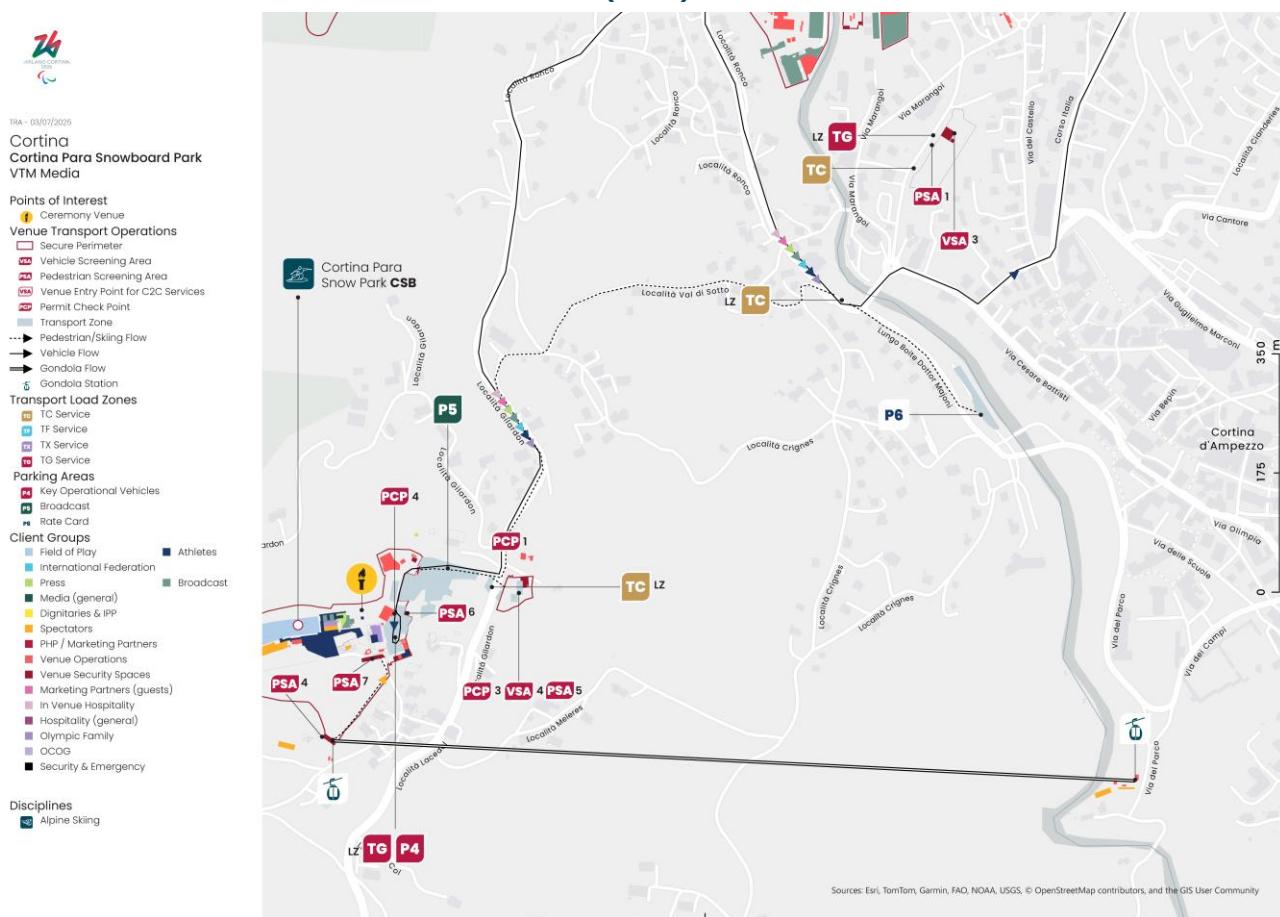
In the Cortina Cluster, the Ceremony will take place at CSB – Cortina Para Snowboard Park. A TC and a TG line will allow Media and OBS to reach the Venue directly from their accommodation (Anterselva/Antholz or Cortina).

The CAL/CSB P5 will fit up to 30 cars on the day of the CER and will be accessible with a P5 VAPP and the OOC CSB Secondary VAPP.

8.1.1.2. Livigno Snow Park (LSP):
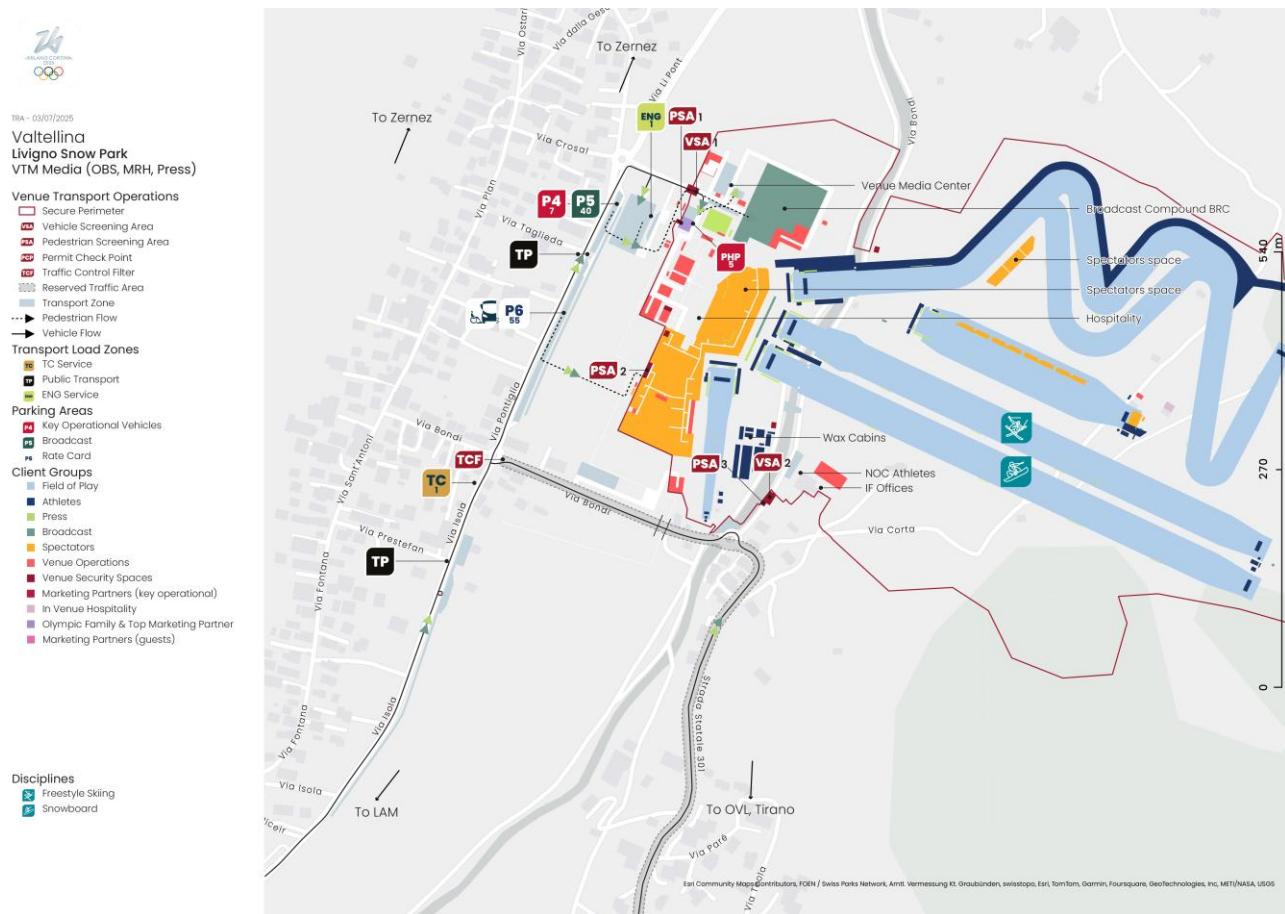
In the Valtellina Cluster, the Ceremony will take place at LSP – Livigno Snow Park. A TC line will allow Media to reach the Venue directly from their accommodation in the Cluster.

The LSP P5 will fit up to 30 cars on the day of the CER and will be accessible with a P5 VAPP and the OOC LSP Secondary VAPP.

8.1.1.3. Predazzo Ski Jumping Stadium (PSJ):
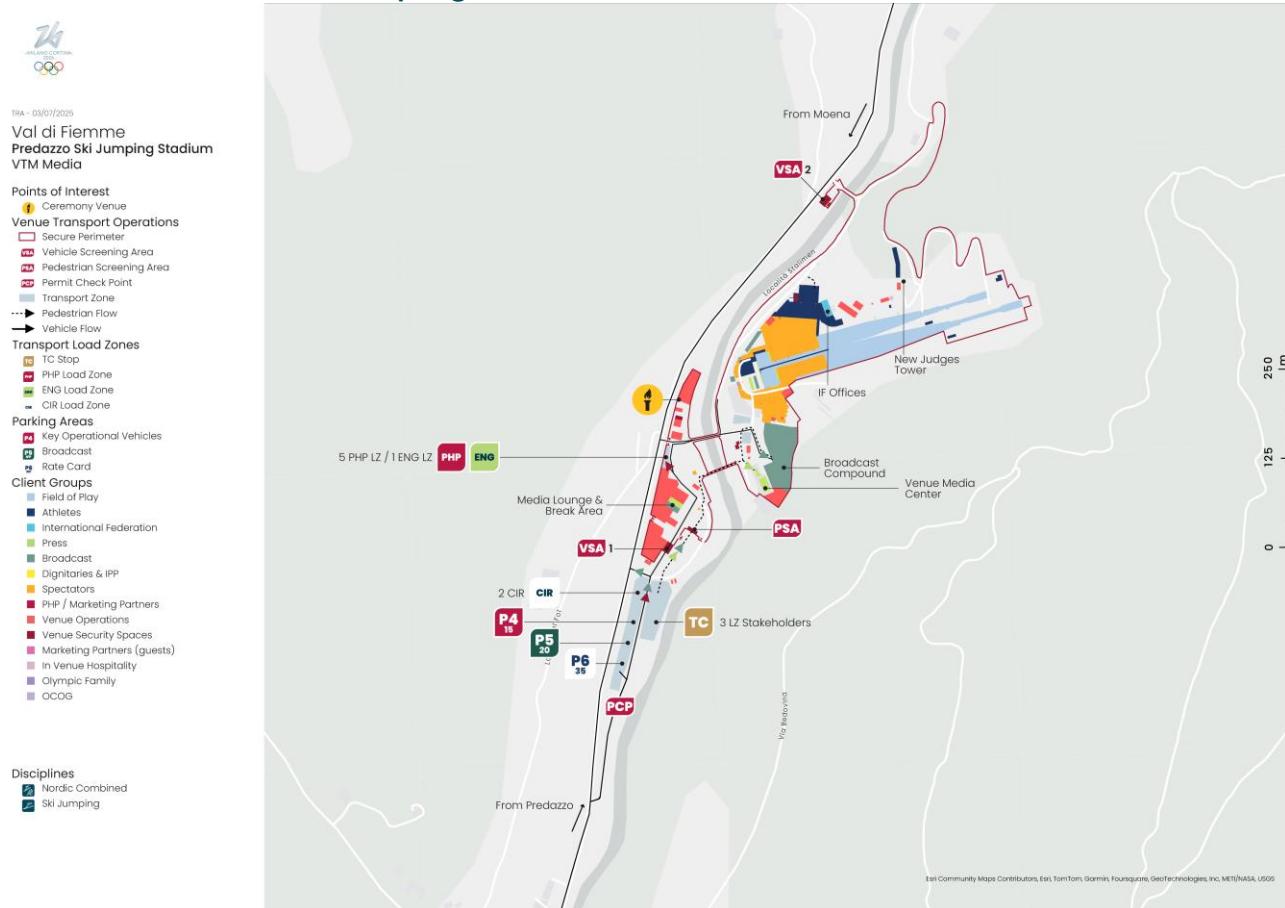
In the Val di Fiemme Cluster, the Ceremony will take place at PSJ – Predazzo Ski Jump. A TC line will allow Media to reach the Venue directly from their accommodation in the Cluster.

The PSJ P5 will fit up to 30 cars on the day of the CER and will be accessible with a P5 VAPP and the OOC PSJ Secondary VAPP.

8.2. Olympic Closing Ceremony
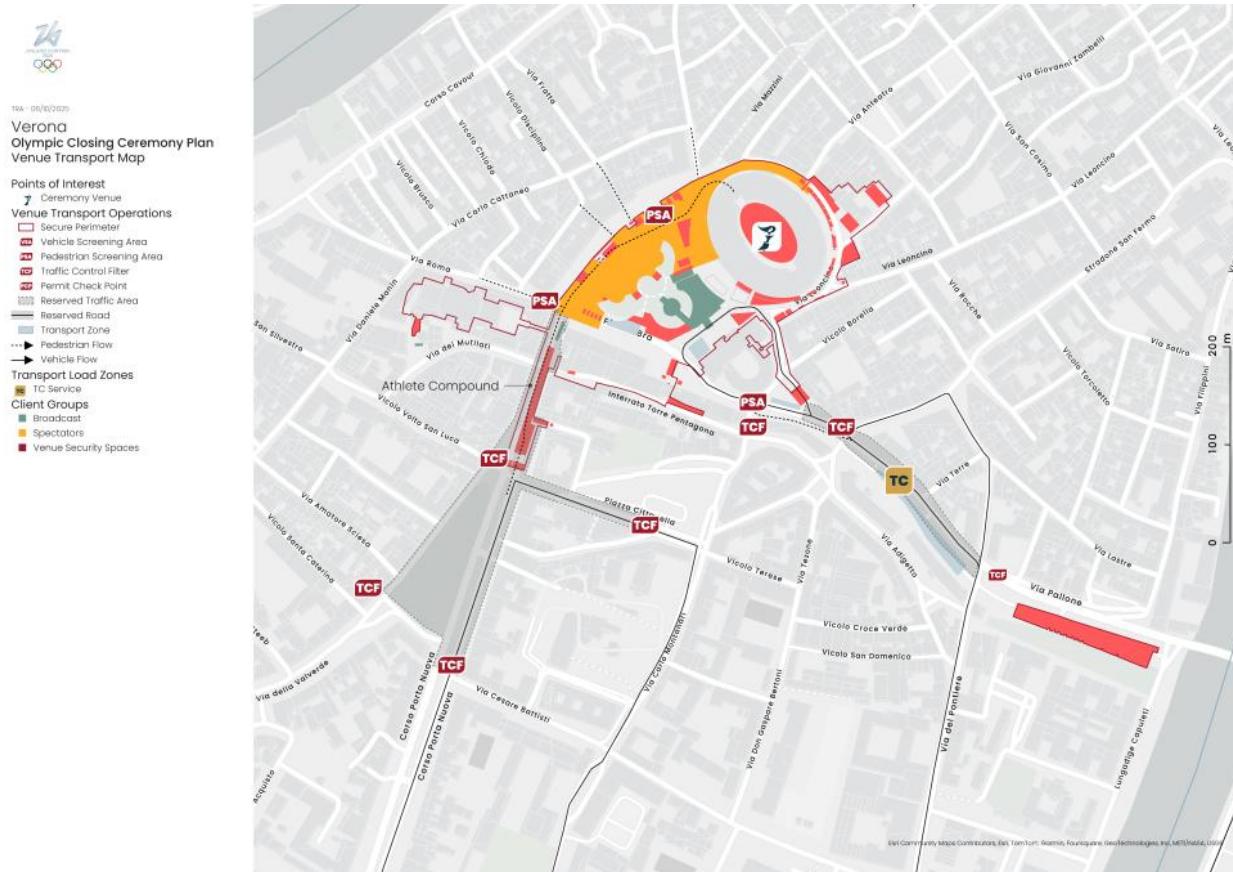

The Olympic Closing Ceremony will take place on 22 February 2026 and will start at 08:30 pm, with a pre-show from 08:00 pm on. It will be taking place in the Verona Olympic Arena, on Piazza Bra in Verona.

It is yet to be defined if on that day, and in order to accommodate logistical arrangements and security protocols for the Ceremony, fleet and bus services will be suspended or not. Final decision and concept will be presented in the final MTG.

Given the distances and travel times between the Verona Olympic Arena and all the clusters, Olympic Villages and Accommodations, dedicated transport services are being put in place for all accredited stakeholders, which would allow them to reach Verona as fast as possible.

The Transport team is currently working on providing and booking charter trains and seats on regularly scheduled trains from key points in the Clusters directly to the Porta Nuova Station in Verona (platform 1).

There will be three ways of reaching the Olympic Closing Ceremony:

- By train – Arrival at the Verona Porta Nuova Train Station, from which a continuous shuttle service will be provided to the Venue with a drop-off on Via Pallone – estimated 10mins bus ride.

- By Car – Arrival at the Verona Park & Ride (in Fiera di Verona), from which a continuous shuttle service will be provided to the Venue – estimated 10mins bus ride.

For the Egress, an additional option will be provided by the AND services in order to transport Stakeholders directly from Verona to the PoEs.

Once in Milano Centrale Train Station, stakeholders will be able to reach Malpensa Airport directly by taking the Malpensa Express.

Once in Venezia Mestre Train Station, stakeholders will be able to reach Venezia Marco Polo airport by taking an AND bus.

The current train schedule for the 22nd of February is the following **for Ingress**:

Start	End	Departure	Arrival	Seats
Trento	Verona Porta Nuova	09:19	10:20	100
		13:43	14:40	100
		15:43	16:40	150
		17:43	18:40	50
Venezia Mestre	Verona Porta Nuova	11:00	12:00	100
		12:00	13:00	100
		13:00	14:00	100
		15:00	16:00	100
		16:00	17:00	100
		17:00	18:00	100
		17:30	18:30	100
Milano Centrale	Verona Porta Nuova	08:45	09:58	100
		09:45	10:58	50
		11:45	12:58	50
		12:45	13:58	50
		13:45	14:58	100
		14:45	15:58	100
		15:45	16:58	250

		16:45	17:58	250
		17:15	18:28	250
		17:45	18:58	250
		18:45	19:58	250
Milano Centrale	Verona Porta Nuova	16:20	17:35	450 Charter train
Milano Centrale	Verona Porta Nuova	16:35	17:46	450 Charter train

NB: some trains will be allocated to some Stakeholders in priority – more information on the seat allocation and on booking procedure will be provided in next version of MTG.

And the following **for Egress**:

Start	End	Departure	Arrival	Seats
Verona Porta Nuova	Trento	00:01	00:55	450 Charter train
Verona Porta Nuova	Venezia Mestre	00:30	01:26	450 Charter train
Verona Porta Nuova	Milano Centrale	23:30	00:45	450 Charter train
		23:45	01:00	450 Charter train
		00:02	01:15	450 Charter train
		00:13	01:30	450 Charter train
		00:30	01:45	450 Charter train
		01:00	02:15	450 Charter train

NB: some trains will be allocated to some Stakeholders in priority – more information to be provided on the seat allocation in the next version of the MTG.

Media stakeholders are invited to use cross-cluster transportation to reach Verona:

- From Valtellina Cluster, take the TC line to Milano Centrale and then a train to Verona Porta Nuova Station.

- From Val di Fiemme Cluster, take the TC line to Trento Train Station and then a train to Verona Porta Nuova Station.

- From Cortina Cluster, take the TC line to Venezia Mestre Train Station and then a train to Verona Porta Nuova Station.

- From Milano Cluster, take the TC line to Milano Centrale Train Station and then a train to Verona Porta Nuova Station.

On the 22nd of February, a shuttle will operate continuously from Verona Porta Nuova Station to Via Pallone (back of house PSA).

NB: No luggage will be allowed at the Venue, stakeholders are encouraged to arrange logistically (hotel check-in,...) before approaching the PSA.

Talks are currently held with the owner of the private luggage storage in Verona Porta Nuova Station to extend their operating hours for them to match with the CER Transport Operations. Luggage responsibility will be the one of the Stakeholders.

Parking spaces:

P5 parking will be at the Fiera di Verona Park & Ride, from where a shuttle service will transport all stakeholders to Via Pallone.

P5 parking spots on Via Pallone outside of the 22nd of February are currently being scope. More info about access to the P5 and related shuttle operations will be shared in the next version of the MTG.

8.3. Special Events

The IOC Sessions are scheduled to take place at the Main Media Centre on 3 and 4 February 2026. The detailed transportation plan is currently under development. Transportation from the OFH to the MMC and back will be clean to clean. As of today, 8 buses have been scoped to transport 350 people. More detail will be provided in the next version of the MTG.

9. COMMUNICATION WITH CLIENTS

9.1. Transport Desk at the Venues

The Transport team is planning dedicated Client Services Transport desks, during Games time, at the specific venues listed below, to help stakeholders with local and last-minute occurrences on the ground (e.g. giving info about bus services, supporting with lost-and-found queries, giving general information about maps, diagrams and timetables etc).

In those venues where a Client Services desk will not be present, Transport information will be given by Venue Transport staff.

Client Services Transport Desks are planned to be located in the following venues:
Milano Malpensa airport (Games Connection Desk)
Venezia Marco Polo airport (Games Connection Desk)
Milano Centrale train station (Games Connection Desk)
Tirano train station (Games Connection Desk)
Venezia Mestre train station (Games Connection Desk)
Trento train station (Games Connection Desk)
Valdaora train station (Games Connection Desk)
All Villages
Olympic Family Hotels
Main Media Centre (2.1.3)

The activation period and times for Transport Desks will be included in the next version of the MTG.

9.2. Client App

The **Client App** is a key digital tool designed to support accredited stakeholders in navigating the transport services during the Olympic Winter Games Milano Cortina 2026.

By integrating official Milano Cortina 2026 transport services with existing public transportation network, the Client App provides a seamless and efficient travel experience.

The Client App will be downloadable on the App Store and Google Play, for both iOS and Android platforms.

Client App information will be available in Italian and English.

Accreditation-Based Access

Each user's access to transport services is determined by their accreditation entitlements. To log in the App, stakeholders need their **registration number**, which can be found on the Pre-Valid Card (PVC) or in the final accreditation. Each registration number is unique and unlocks the specific level of service linked to the stakeholder's accreditation.

Launch Timeline

- **6 January 2026:** Client App launch:
    - accredited users gain access to public transport in Milano;
    - display of the specific Journey Planner
    - possibility to pre-book selected train services operating from 23 January onwards
- **From 23 January 2026:** access to all entitled transport services, excluding TX;
- **From 27 January 2026:** start of TX services.

Key Features

- **Journey Planner**
  Generates optimal itineraries based on user preferences and accreditation eligibility, enabling travel across all host cities and clusters.

- **Multimodal Routing**
  Combines public transport options (e.g., trains, metros) with dedicated Milano Cortina 2026 services (e.g., TC, TG).

- **TX Booking**
  Eligible users can reserve TX services directly through the app with an integrated communication channel to coordinate with drivers regarding scheduled rides.

- **Train Booking**
  Provides accredited users with the ability to book free of charge train journeys between

clusters during Games Time (except for Malpensa Express, which will be always provided by Games Connection Desks at Milano Centrale and Malpensa Airport train stations). Please note that each SH will be able to book tickets on different trains but only for him/herself.

- **Bus, Tram and Metro**
  Local public transport access: displays available public transport options in the mountain clusters and in the city of Milano, providing free access tickets where applicable (ATM Milano).

Trenitalia will send to the stakeholder's email, provided when booking a seat, the train ticket and updates on bookings and train status. The stakeholder can view static information about the trip planned (seat number, class, arrival and departure station) through the client app.

A comprehensive *Client App Manual*, covering functionalities, policies and procedures will be published for the stakeholders in November 2025.
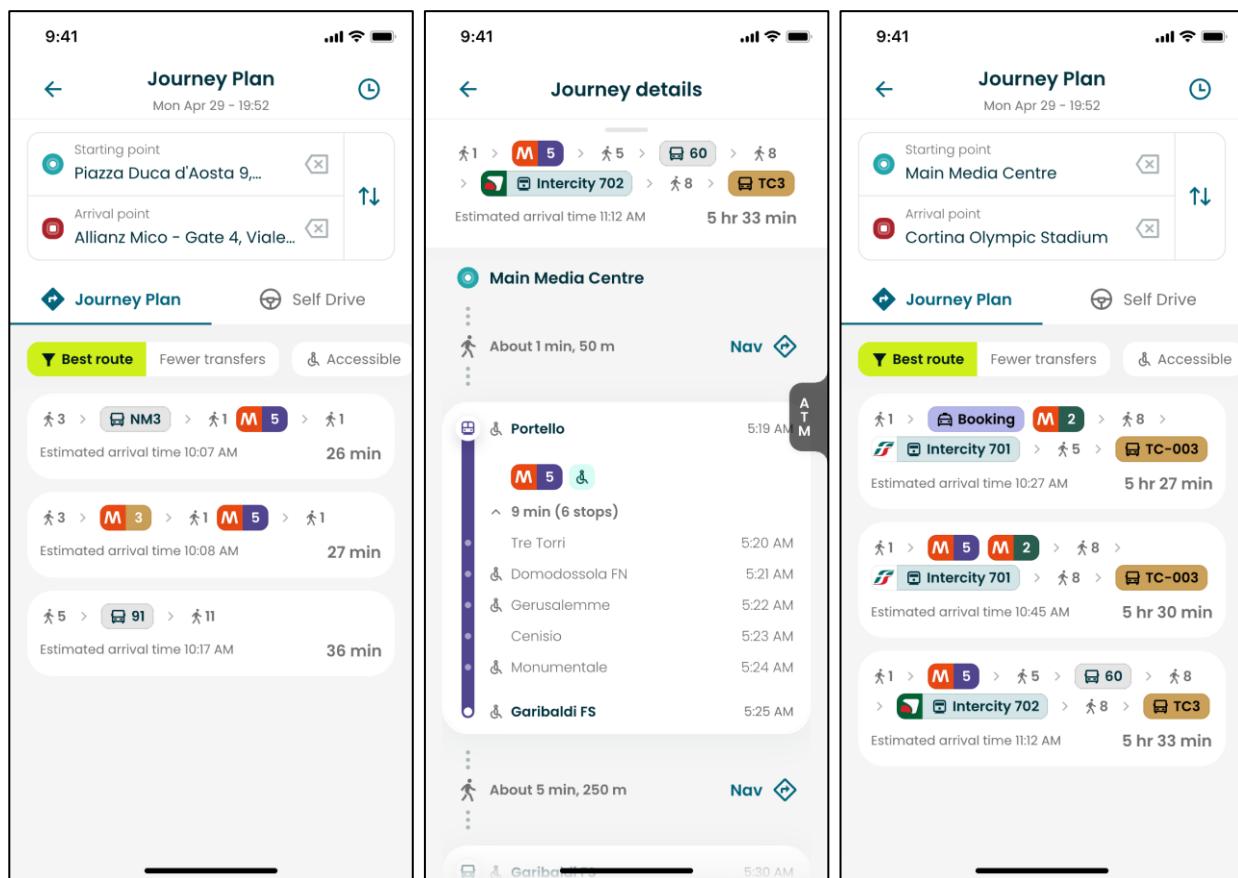
10. ADDITIONAL DOCUMENTS

MAPS AND DIAGRAMS

High-definition maps and schemes attached as an Annex.

MEDIA VENUE TRANSPORT MAPS

POLICIES AND PROCEDURES

Policies and Procedures attached as an Annex.

P5 INFORMATION

P5 requirements_October 2025.xlsx

MILANO CORTINA 2026
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