



UEFA EURO 2024

# Evaluation Report







## Contents

<b>The German Football Association</b>	<b>7</b>
Candidate for UEFA EURO 2024	9
Stadiums Summary	10
Vision	15
Political, Social & Environmental Aspects	15
Legal Matters	15
Safety, Security and Services	16
Stadiums	16
Mobility	17
Accommodation and Training Facilities	18
Telecommunication and Broadcasting	19
Event Promotion	19
Commercial Matters	19
Organisational and Financial Matters	20
Estimated Travel Times in 2024	21
<b>The Turkish Football Federation</b>	<b>23</b>
Candidate for UEFA EURO 2024	25
Stadiums Summary	26
Vision	31
Political, Social & Environmental Aspects	31
Legal Matters	31
Safety, Security and Services	32
Stadiums	32
Mobility	33
Accommodation and Training Facilities	34
Telecommunication and Broadcasting	35
Event Promotion	35
Commercial Matters	35
Organisational and Financial Matters	36
Estimated Travel Times in 2024	37



# The German Football Association





# Candidate for UEFA EURO 2024



## GERMANY CANDIDATE FOR UEFA EURO 2024

Host City	Stadium net capacity	Status
Berlin	70,033	Existing
Cologne	46,922	Existing
Dortmund	61,524	Existing
Düsseldorf	46,264	Existing
Frankfurt	48,057	Existing

Host City	Stadium net capacity	Status
Gelsenkirchen	49,471	Existing
Hamburg	50,215	Existing
Leipzig	46,635	Existing
Munich	66,026	Existing
Stuttgart	50,998	Existing

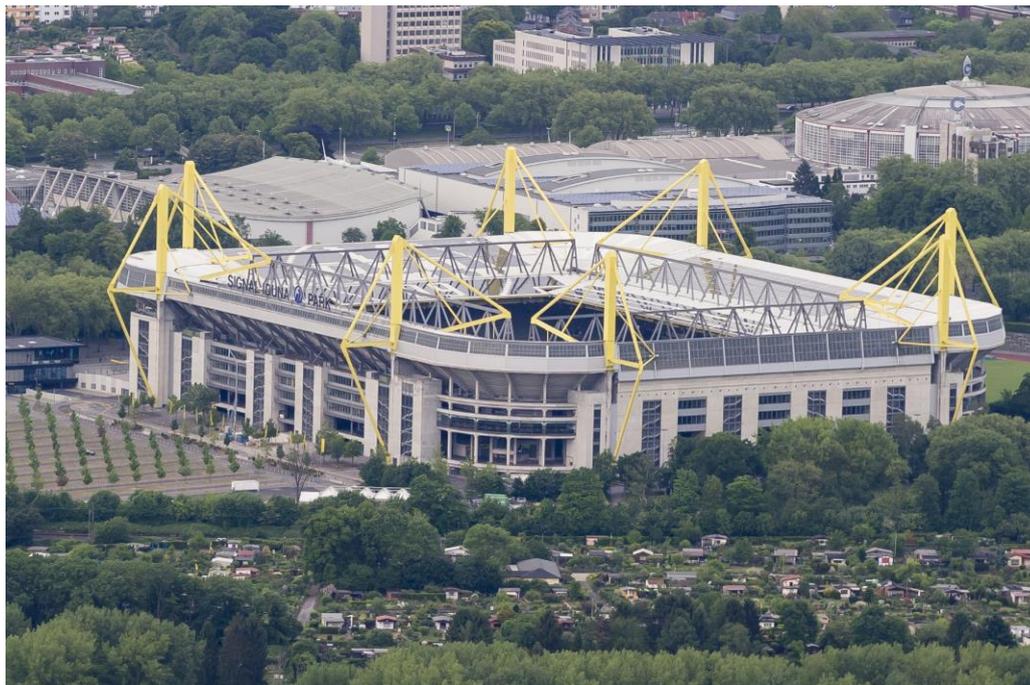
## Stadiums Summary



<b>Host City</b>	Berlin	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Olympiastadion Berlin	<b>Stadium owner</b>	Senatsverwaltung für Inneres und Sport
<b>Net capacity</b>	70,033	<b>Stadium operator</b>	Olympiastadion Berlin GmbH
<b>Matches planned</b>	6	<b>Main users</b>	Hertha BSC



<b>Host City</b>	Cologne	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Stadion Köln	<b>Stadium owner</b>	Kölner Sportstätten GmbH
<b>Net capacity</b>	46,922	<b>Stadium operator</b>	Kölner Sportstätten GmbH
<b>Matches planned</b>	5	<b>Main users</b>	1. FC Köln



<b>Host City</b>	Dortmund	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	BVB Stadion Dortmund	<b>Stadium owner</b>	Borussia Dortmund GmbH & Co. KGaA
<b>Net capacity</b>	61,524	<b>Stadium operator</b>	Borussia Dortmund GmbH & Co. KGaA
<b>Matches planned</b>	6	<b>Main users</b>	Borussia Dortmund



<b>Host City</b>	Düsseldorf	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Düsseldorf Arena	<b>Stadium owner</b>	Multifunktionsarena Immobilien GmbH & Co KG
<b>Net capacity</b>	46,264	<b>Stadium operator</b>	Düsseldorf Congress Sport & Event GmbH
<b>Matches planned</b>	4	<b>Main users</b>	Fortuna Düsseldorf



<b>Host City</b>	Frankfurt	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Frankfurt Stadion	<b>Stadium owner</b>	Sportpark Stadion Frankfurt am Main Gesellschaft für Projektentwicklungen mbH
<b>Net capacity</b>	48,057	<b>Stadium operator</b>	Stadion Frankfurt Management GmbH
<b>Matches planned</b>	5	<b>Main users</b>	Eintracht Frankfurt



<b>Host City</b>	Gelsenkirchen	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Arena AufSchalke	<b>Stadium owner</b>	FC Schalke 04 - Stadion-Beteiligungsgesellschaft mbH & Co Immobilienverwaltungs-KG
<b>Net capacity</b>	49,471	<b>Stadium operator &amp; Main users</b>	FC Schalke 04 - Arena Management GmbH / FC Schalke 04
<b>Matches planned</b>	5		



**Host City** Hamburg  
**Stadium Name** Hamburg Arena  
**Net capacity** 50,215  
**Matches planned** 5

**Stadium status** Existing  
**Stadium owner** HSV Fußball AG  
**Stadium operator** HSV Fußball AG  
**Main users** Hamburger Sportverein



**Host City** Leipzig  
**Stadium Name** RB Arena  
**Net capacity** 46,635  
**Matches planned** 4

**Stadium status** Existing  
**Stadium owner** Red Bull Arena Besitzgesellschaft mbH  
**Stadium operator** RasenBallSport Leipzig GmbH  
**Main users** RB Leipzig



<b>Host City</b>	Munich	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Fußball Arena München	<b>Stadium owner</b>	AllianzArena München Stadion GmbH
<b>Net capacity</b>	66,026	<b>Stadium operator</b>	AllianzArena München Stadion GmbH
<b>Matches planned</b>	6	<b>Main users</b>	FC Bayern München



<b>Host City</b>	Stuttgart	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Arena Stuttgart	<b>Stadium owner</b>	Stadion NeckarPark GmbH & Co. KG
<b>Net capacity</b>	50,998	<b>Stadium operator</b>	VfB Stuttgart Arena Betriebs GmbH
<b>Matches planned</b>	5	<b>Main users</b>	VfB Stuttgart 1893

## Vision

The vision of the German bid to host UEFA EURO 2024 is rooted in the belief that football can unify society and this tournament can create an enduring legacy for European football, based on three main pillars: grow, share and celebrate the game.

The key motivation is clearly stated, of very high quality, and in line with the long-term objectives of UEFA. Its specific focus is on furthering the game and setting new standards for values such as respect, inclusion, accessibility and sustainability.

One of the bid's key focal points is the fans, not only by providing easy access to the host cities and stadiums, but by creating a collective celebration and festive environment throughout the country. Germany's motivation further entails demonstrating values through its actions and making greater efforts in order to create a bridge between elite and grassroots football.

EURO 2024 would be the first time Germany hosts this event as a unified country.

Overall, the bidder presents a motivational, creative and very professional vision.

## Political, Social & Environmental Aspects

All political and football structures are in place in Germany with a long and stable history of successful events. There is a well-documented climate of widespread support for European football in Germany, helped by the positive 'fairy tale' experience of the FIFA World Cup in 2006.

Sustainable environmental aspects such as energy from renewable sources, water optimisation and circular economy waste management (reduce, reuse, recycle and recover) comfortably exceed expectations.

The bid confirms a combi-ticket system for free public transport for match ticket holders throughout all host cities and a tobacco-free environment at the stadiums. The number of wheelchair user seats meets expectations. Quality sight lines for wheelchair users allowing a full view even when other spectators are persistently standing is subject to verification.

The DFB and the host cities have committed to applying an action plan to support human rights and a system to remedy any human rights violations related to the tournament.

The DFB has submitted a project based on:

- Early identification and assessment of human right risks
- An integrated approach to mitigate human rights risks and providing access to remedy together with partners
- Clear allocation of responsibilities and an effective management structure
- Continuous engagement and dialogue on human rights issues
- Strengthening integrity and acceptance through dialogue
- New structures to promote transparency and compliance
- High standards for the venues, suppliers and sponsors

The DFB has already carried out a preliminary assessment of potential human rights risks associated with hosting UEFA EURO 2024. Six out of ten candidate host cities are already members of the European Coalition of Cities against Racism, while the others are considering joining it.

The DFB bid states that "German constitutional law guarantees inalienable rights and freedoms, and Germany is a signatory to all the relevant human rights instruments at European and international levels". For further information, please refer to the publications of the Office of the United Nations High Commissioner for Human Rights.

The DFB bid is of high quality and comfortably meets overall expectations when it comes to political aspects, social responsibility, sustainability and human rights.

## Legal Matters

### Staging Agreement, Undertakings and Engagement Letters

The staging agreement, stadium and Host City undertakings have each been signed by the relevant parties without amendment. The airport operators have all signed the airport undertaking, however three of these undertakings have been amended, two with only minor amendments and one with an amendment which weakens UEFA's position if the airport operator fails to fulfil its obligations. The DFB have provided a number of public interest and host site engagement letters, signed by the relevant state and local parties.

### Tax and customs

All tax guarantees have been provided and signed by the country's relevant authorities with some amendments. In particular, the German

authorities have removed the tax exemption which would apply to any entity incorporated in Germany entrusted with the preparation, staging and dismantling of UEFA EURO 2024. Accordingly, in the event that such entity makes a profit, then standard taxes on corporate income would be payable. The customs guarantee has been provided and signed by the country's relevant authorities with some amendments, the effect of which is that the German authorities cannot commit to any customs reliefs above those which are provided under German and EU law. The authorities have agreed to reduce the administrative burden where possible.

#### Ticketing and accreditation

The ticketing and accreditation guarantee has been provided at state and local level but has been amended, to reflect the legal framework of the candidate Host country where there is no specific legislation prohibiting the unauthorised resale of tickets. The ticketing guarantees provided do however, confirm that the ticketing terms and conditions can be used to assist in the prevention of unauthorised ticket resales. The DFB are participating in a working group which will attempt to persuade the relevant authorities to enact new regulations regarding the prevention of unauthorised transfer and use of tickets and accreditations.

#### Intellectual property

The guarantees related to intellectual property and the registration process have been provided, in some cases with amendments that either result in a lower level of UEFA commercial rights protection or reduce the obligations of the German Trade Mark Office (but DFB have offered to replace the missing service). The use of figurative elements engagement letter has been provided by the state and local authorities with either no or minor amendments.

#### Other Guarantees

The anti-doping and medical requirements guarantees have been provided by the relevant authorities.

#### Conclusion

Overall, the protection of UEFA's rights would be at a reasonable level if UEFA EURO 2024 was to be held in Germany.

## Safety, Security and Services

A comprehensive list of the public and private stakeholders providing safety, security and services has been submitted.

The safety, security and services guarantees signed by the German federal minister of the interior fully comply with UEFA requirements. The federal chancellor and the heads of the German federal states have committed to provide the best possible local support of state government guarantees.

All ten stadium owners have submitted valid safety certificates indicating the safe capacities of the venues. Although seven out of ten stadium evacuation times exceed the recommended eight minutes (according to the recommendations in the Sports Grounds Safety Authority's Green Guide), their evacuation times do comply with local building and safety regulations.

All ten stadiums chosen for the bid have been certified in accordance with the Security Management System of the DFB and outside partners.

## Stadiums

The German bid proposes ten existing and operational stadiums. To fully comply with UEFA EURO 2024 tournament requirements all stadiums will undergo specific upgrades until spring 2024.

#### Stadium capacity, location and parking availability

All the stadiums proposed by the DFB meet the minimal requirements regarding the net seating capacities. All seats indicated are covered by the stadium roofs. According to the proposed match schedule, the aggregate net capacity for 51 matches will be around 2,780,000.

#### Safety and security infrastructure

All ten stadiums are well equipped with full or low-height turnstiles, fully operational control rooms, CCTV and public announcement systems. At the access points to the VIP areas most of the stadiums also use handheld scanners. The access control systems allow the stadiums to fill within one hour.

#### Spectator welfare

The number of existing or planned concessions have been assessed and deemed sufficient to provide a decent service to the public. The provision of sanitary facilities is acceptable.

#### Football areas

The ten stadiums presented comply with the core requirements of the field of play dimensions (105m x 68m) and are all equipped with natural grass pitches. The size of the team and referee

dressings rooms, the match delegate room, the medical rooms and the doping control station meet the requirements in all stadiums. The capacities of the substitutes' benches are sufficient. Cologne plans to enhance its benches.

#### Hospitality requirements

VIP seat numbers and catering facilities respectively meet and exceed the requirements in all stadiums according to the proposed match schedule. The skybox requirements are met by Cologne, Düsseldorf, Frankfurt, Gelsenkirchen and Munich. The number of skyboxes in the other stadiums is below requirements and will have to be compensated by hospitality lounges. The capacities offered for indoor corporate hospitality lounges do not meet the requirements. Temporary facilities surrounding the stadium were identified to compensate for the shortfall.

#### Technical requirements

The ten stadiums will meet the grid power supply requirements after the permanent and/or temporary upgrade works have been completed. The necessary investments have been confirmed by the DFB.

#### Media and broadcasting requirements

All ten stadiums offer adequate press conference room facilities and sufficient space for the necessary media and broadcast facilities. The space and location of broadcast compounds identified at all venues meet the tournament requirements fully. The compound surfaces in Dortmund, Düsseldorf, Frankfurt, Hamburg, Leipzig and Munich need to be prepared with asphalt in order to be fully compliant.

#### Additional space and supply for temporary facilities

The space available around the stadiums sufficiently meets the requirements and can accommodate broadcast and logistic compounds, outside hospitality facilities and parking areas for dedicated target groups.

#### Stadium operations

All stadiums are run by private operators, and the ownership is split between seven private and three public owners.

#### Conclusion

Overall, the ten stadiums in the German bid offer existing infrastructure at a good level. The stadiums are all fully operational and are hosting football matches regularly. The stadiums, including their respective required outer areas, are proposed at a fair cost.

## Mobility

### Transport to and from the Host Country

Germany is well connected to the rest of Europe through air transport, as well as through a dense and modern motorway network which ensures direct access to nine different European countries (Austria, Belgium, Czech Republic, Denmark, France, Luxembourg, the Netherlands, Poland and Switzerland). The railway network is well connected to all neighbouring countries, including high-speed rail services up to border crossing points.

#### Airports

Out of the ten candidate Host Cities, seven (Berlin, Cologne, Düsseldorf, Frankfurt, Hamburg, Munich, Stuttgart) benefit from at least one airport with sufficient capacity to handle the expected traffic and overall tournament related operations. These airports are located less than 1h30 on public transport from the candidate Host Cities' stadiums and no major transport infrastructure upgrades are planned, or necessary, to improve public transport connections.

The airports proposed by the candidate Host Cities of Leipzig, Dortmund and Gelsenkirchen are slightly under requirements in terms of airport capacity and public transport accessibility. Two of them (Dortmund and Gelsenkirchen) can be backed up by two neighbouring airports (Düsseldorf and Cologne-Bonn airports) and thus meet the tournament requirements. Only Leipzig's allocated airport will still be slightly under the tournament requirements. Enhancements, either legacy or temporary, will be needed.

The Federal Ministry of Transport and Digital Infrastructure has confirmed that, with the exception of Frankfurt, there would be no restriction on night flights. Cologne-Bonn and Düsseldorf will serve as the back-up airports for Frankfurt for night flights.

### Transport within the Host Country

All candidate Host Cities are well-connected to the main motorway network and national road network. The candidate Host Cities of Cologne, Dortmund, Düsseldorf and Gelsenkirchen form a cluster within which driving times are short (less than 1 hour). The driving time between adjacent Host Cities is less than 4 hours for all the remaining combinations.

All the candidate Host Cities are connected to the national railway network. In most cases, the travel

time by rail is comparable or preferable to the travel time by car.

No transport infrastructure project is foreseen specifically for the execution of UEFA EURO 2024, nor is it needed. Infrastructure projects unrelated to the tournament are planned from now until 2024, including major high-speed railway constructions and motorway enhancement. At the national level, ground transport infrastructure budget accounts for EUR 8 billion (of which EUR 4.9 billion are already invested in ongoing work). In total, 270 km of motorway is planned to be built and/or enhanced by 2024. 60km of high speed railway is planned to be delivered by 2024.

Overall ground transport within the Host Country comfortably meets the tournament requirements, even prior to the infrastructure works that are planned to be delivered by 2024. For more details of expected travel times between candidate Host Cities via the railway and road networks, see the map at the end of the German evaluation.

#### Host City mobility

All candidate Host Cities have modern public transport systems which link the main venues and main transport hubs. However, all of them have envisaged measures to enhance public transport capacity to cope with the expected tournament demand, thus ensuring all ten candidate Host Cities meet the tournament requirements.

No major infrastructure upgrades are foreseen to serve UEFA EURO 2024 specifically. Still, infrastructure projects are planned to improve Host City mobility which accounts for an investment of EUR 7 billion (of which EUR 3.8 billion have already been invested in works currently ongoing).

Whilst still meeting the requirements, the Host City of Gelsenkirchen will depend on the public transport system of the neighbouring city of Essen. Additional guarantees have been provided by local authorities.

Considering the planned enhancements, and the distance from the city centre, the candidate Host Cities of Berlin, Cologne, Dortmund, Düsseldorf, Frankfurt, Gelsenkirchen, Leipzig and Stuttgart would meet last kilometre tournament requirements. Munich and Hamburg, will meet the requirements with additional temporary measures or services.

#### Conclusion

Due to its central location and well-developed existing air, rail and road networks, Germany is easily accessible for international visitors.

Within the country, Germany has an extensive and reliable transport system, which efficiently links the candidate Host Cities. No transport infrastructure enhancement is needed to meet the tournament requirements. Additional guarantees have been received for the back-up airports identified to cope with the needs of the different target groups.

Overall, the proposal for mobility fully meets the requirements.

## Accommodation and Training Facilities

### Accommodation

The hotel accommodation capacity was evaluated taking into account the simultaneous events impacting accommodation and future hotel openings. Hotels in Berlin, Cologne, Düsseldorf, Frankfurt, Gelsenkirchen, Hamburg, Munich and Stuttgart can accommodate an extremely large number of fans, visitors and UEFA's key target groups. Leipzig has a high hotel accommodation capacity, whereas Dortmund's capacity is limited. The camp sites and short-term rental locations mentioned by the bidder as alternative accommodation possibilities would certainly be sufficient to minimise the impact of the lack of hotel rooms in Dortmund.

The level of involvement of the local authorities is satisfactory. Various tourism boards and state marketing institutes have guaranteed their best endeavours to ensure that hotel room rates will remain fair during UEFA EURO 2024.

Concerning the UEFA key target groups, the overall accommodation concept is appropriate and the hotel selection in all cities is acceptable. The overall number of bedrooms secured on matchnights exceeds the figures communicated by UEFA in Berlin, Dortmund and Düsseldorf and meets the figures communicated by UEFA in all other cities. The rates offered are high in Frankfurt, fair in Berlin and Munich and good in all other cities.

### Training facilities

The DFB proposed 76 base camp hotels, from city centre to countryside locations. These hotels were evaluated according to the following key criteria: hotel star rating, distance from hotel to airport, bus parking spaces, average hotel rate and the availability of meeting rooms. Of the 76 proposed, 61 base camp hotels meet all UEFA key criteria.

The DFB proposed 66 base camp training centres. These training centres were evaluated according

to the following key criteria: distance from hotel, exclusive use, natural grass pitch to UEFA dimensions, sufficient dressing rooms, fully fenced-off centres, strict security measures, ability to host closed training sessions, and sufficient seating areas. Of the 66 proposed, 34 training centres meet all UEFA key criteria.

Combined, 27 base camp proposals offer suitable hotel and training centres. The others will require upgrades to meet requirements.

The bid proposes a total of 38 transfer hotels, between two and five per Host City. The proposed transfer hotels were evaluated according to the same key criteria as the base camp hotels. Of the 38 proposed, 29 transfer hotels meet all UEFA key criteria. Berlin has not provided the minimum 2 hotels that meet all key criteria.

The bid proposes 33 transfer training centres; three or four per Host City. The proposed transfer training centres were evaluated according to the following key criteria: distance from hotel, exclusive use, natural grass pitch to UEFA dimensions, sufficient dressing rooms, fully fenced-off centres, strict security measures and the ability to host closed training sessions. Of the 33 proposed, 14 transfer training centres meet all UEFA's key criteria. The others will require upgrades to meet requirements. Berlin, Cologne, Dortmund and Hamburg have not provided the minimum 2 training centres that meet all key criteria.

The DFB proposed a significantly higher number of team base camp hotels and training centres than UEFA requested, even if fewer than the required 48 base camp hotel and training centre combinations meet all key criteria. Similarly, the DFB proposed a significantly higher number of transfer hotel and transfer training centres than UEFA requested, but in some cases fewer than two facilities per Host City meet all the key criteria. Nonetheless, considering that the shortcomings are minor and pragmatic solutions are available, the DFB proposal is acceptable.

## Telecommunication and Broadcasting

Deutsche Telekom AG infrastructure covers the whole country. The extensive fibre network and connectivity between the international broadcast centre and stadiums will be of high quality. There is a strong presence of telecom partners that meet the UEFA telecom requirements. Radio frequency coverage meets all UEFA requirements.

## Event Promotion

### Host City promotional activities

All ten candidate host cities have clearly identified the authorities that will be responsible for promoting UEFA EURO 2024.

In five of them (Berlin, Cologne, Dortmund, Düsseldorf, Hamburg) the promotion of the tournament will have very strong local support. It will be conducted in collaboration with the tourism bodies, local football associations, clubs and marketing agencies. One candidate, Leipzig, has set up a local organising committee for the project. In the other four (Frankfurt, Gelsenkirchen, Munich, Stuttgart) the tournament will be promoted by the local authorities.

The promotional plan is solid and consistent across all candidate host cities. The cities mainly focus their promotional plans on football development and local communities, from school football tournaments to football festivals. They aim to use the tournament as a tool for social and cultural integration. For example, a tournament for socially disadvantaged residents.

The promotional programme will start in advance and most of the candidate host cities plan to launch their campaign a year before the tournament.

### Fan Zone proposals

All candidate host cities have proposed three Fan Zone locations, all easily accessible on foot and public transport.

Out of the ten candidate host cities, seven (Berlin, Cologne, Dortmund, Frankfurt, Gelsenkirchen, Munich and Stuttgart) have based their proposals on previous, successful locations for major sports events, such as the 2006 FIFA World Cup and UEFA EURO 2008.

Berlin, Cologne, Dortmund, Frankfurt, Hamburg, Leipzig and Stuttgart have proposed very central locations for Fan Zones.

Berlin and Düsseldorf have proposed large Fan Zones with a capacity of more than 100,000 spectators. All others have proposed Fan Zones with capacities of between 33,000 and 80,000 spectators.

## Commercial Matters

The commercial sector of the bid provides very good support of UEFA's commercial programme, with sufficient advertising space to be granted free of charge in the key areas, for UEFA and its commercial partners.

There are legal restrictions on the advertising of tobacco, medicines, gambling and betting in Germany. There is no restriction on alcoholic products.

All host cities have guaranteed exclusive access rights to UEFA and its partners. All the screens, billboards and other spaces owned by the host cities will be made available to UEFA free of charge. Concerning advertising space not owned by the host cities, UEFA and its partners will be given the right of first refusal.

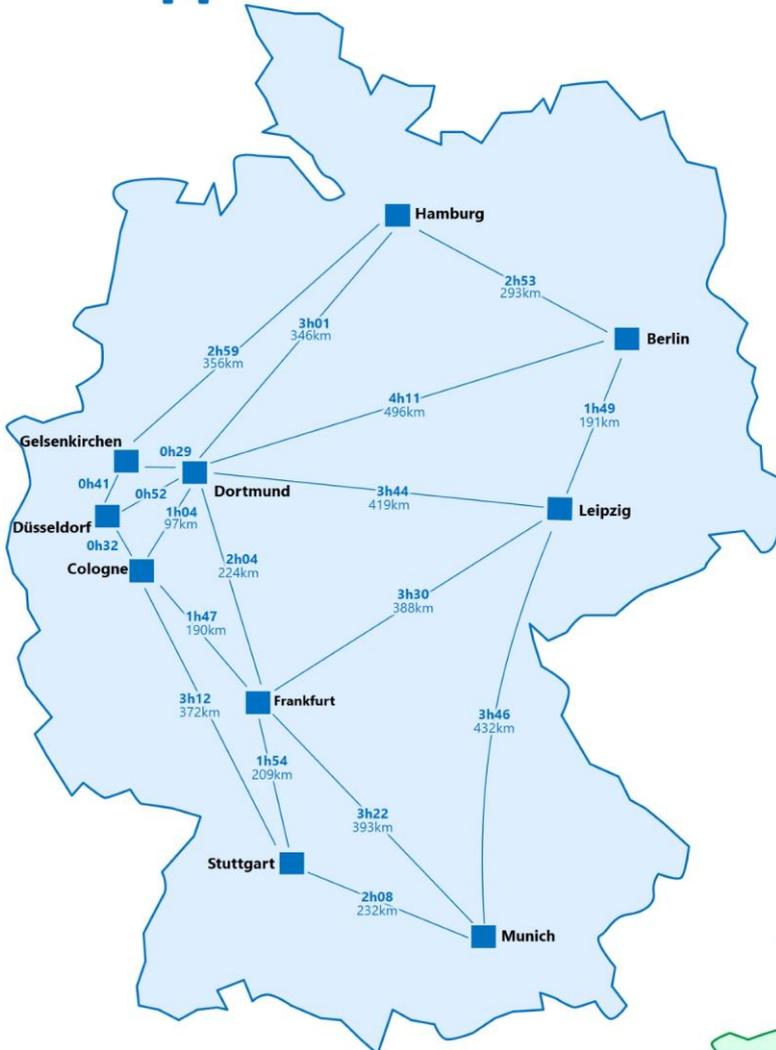
A list of contacts has been provided for airport advertising. UEFA has priority access to the advertising inventory in the ten airports, with the majority of host cities granting priority until September 2023.

## Organisational and Financial Matters

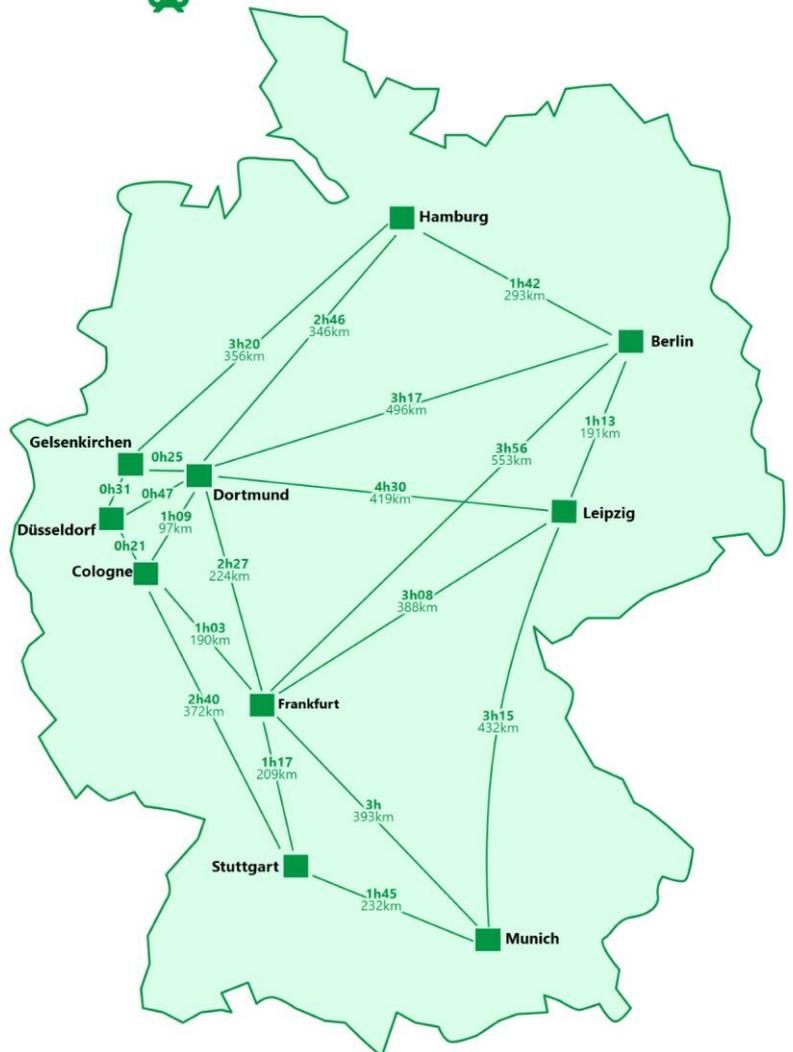
From a financial point of view the removal of the tax exemption for the proposed local organising structure, a limited liability company (GmbH), will have the effect of making the entity subject to taxes on corporate income, i.e. impact revenues generated through ticket sales and potentially hospitality sales, minus operational costs and any other tax-deductible expenses. From a legal and organisational point of view, the proposed local organising structure is in line with the tournament requirements and would allow UEFA to conduct operations through a joint venture incorporated in Germany. The outcome of an independent legal assessment, commissioned by UEFA, also shows that the proposed structure is the best option.

## Estimated Travel Times in 2024

### Estimated Driving Times in 2024



### Estimated Train Travel Times in 2024





# The Turkish Football Federation





# Candidate for UEFA EURO 2024



Host City	Stadium net capacity	Status
Ankara	62,332	To be rebuilt
Antalya	41,349	To be renovated
Bursa	42,985	Existing
Eskişehir	32,204	Existing
Gaziantep	33,884	Existing

Host City	Stadium net capacity	Status
Istanbul (Atatürk)	85,718	To be rebuilt
Istanbul (Ali Sami Yen)	50,178	Existing
Kocaeli	32,204	Existing
Konya	36,193	Existing
Trabzon	40,735	Existing

## Stadiums Summary



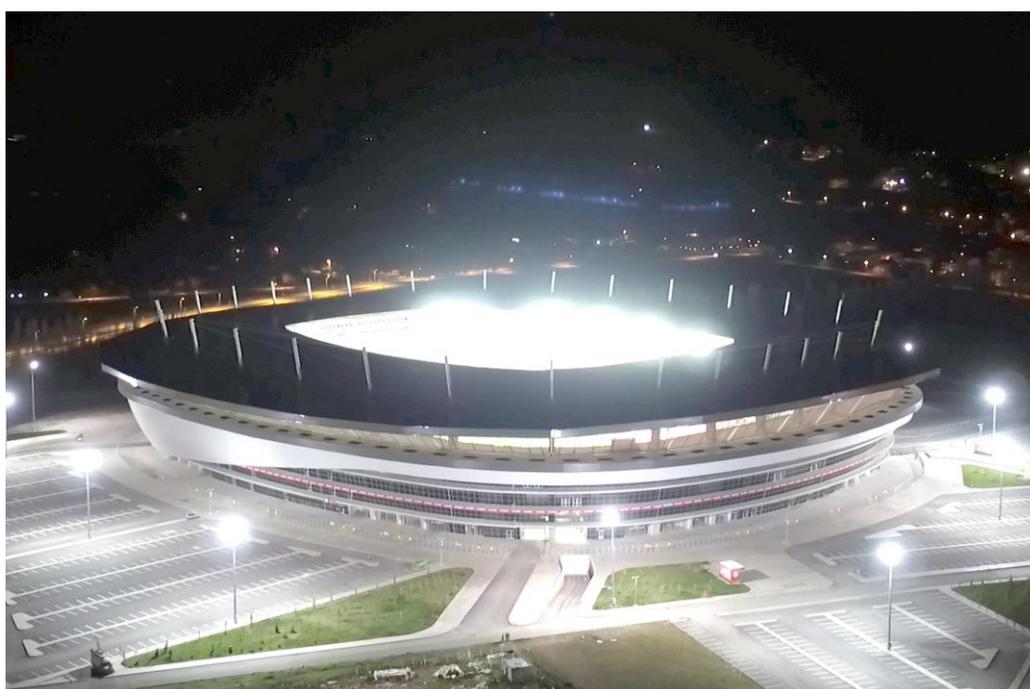
<b>Host City</b>	Ankara	<b>Stadium status</b>	To be rebuilt
<b>Stadium Name</b>	Ankara Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	62,332	<b>Stadium operator</b>	Provincial Directorate of Sports
<b>Matches planned</b>	6	<b>Main users</b>	Gençlerbirliği, MKE Ankaragücü



<b>Host City</b>	Antalya	<b>Stadium status</b>	To be renovated
<b>Stadium Name</b>	Antalya Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	41,349	<b>Stadium operator</b>	Antalyaspor
<b>Matches planned</b>	6	<b>Main users</b>	Antalyaspor



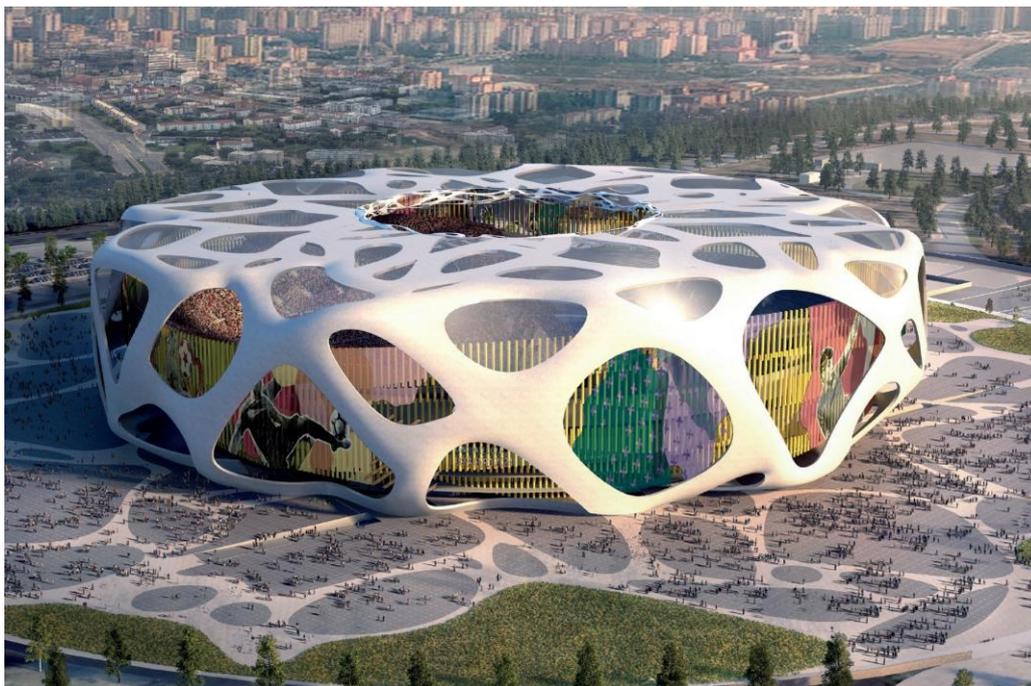
<b>Host City</b>	Bursa	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Bursa Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	42,985	<b>Stadium operator</b>	Bursaspor
<b>Matches planned</b>	6	<b>Main users</b>	Bursaspor



<b>Host City</b>	Eskişehir	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Eskişehir Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	32,204	<b>Stadium operator</b>	Provincial Directorate of Sports
<b>Matches planned</b>	4	<b>Main users</b>	Eskişehirspor



<b>Host City</b>	Gaziantep	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Gaziantep Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	33,884	<b>Stadium operator</b>	Provincial Directorate of Sports
<b>Matches planned</b>	3	<b>Main users</b>	Gaziantepspor



<b>Host City</b>	Istanbul	<b>Stadium status</b>	To be rebuilt
<b>Stadium Name</b>	Istanbul Atatürk Olympic Stadium	<b>Stadium owner and operator</b>	Preparation and Organisation Council for the Istanbul Olympic Games
<b>Net capacity</b>	85,718	<b>Main users</b>	Erokspor
<b>Matches planned</b>	7		



<b>Host City</b>	Istanbul	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Ali Sami Yen Sports Complex	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	50,178	<b>Stadium operator</b>	Galatasaray
<b>Matches planned</b>	6	<b>Main users</b>	Galatasaray



<b>Host City</b>	Kocaeli	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Kocaeli Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	32,204	<b>Stadium operator</b>	Provincial Directorate of Sports
<b>Matches planned</b>	3	<b>Main users</b>	Kocaelispor



<b>Host City</b>	Konya	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Konya Büyükşehir Belediye Stadium	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	36,193	<b>Stadium operator</b>	Konyaspor
<b>Matches planned</b>	5	<b>Main users</b>	Konyaspor



<b>Host City</b>	Trabzon	<b>Stadium status</b>	Existing
<b>Stadium Name</b>	Şenol Güneş Sports Complex	<b>Stadium owner</b>	General Directorate of Sports
<b>Net capacity</b>	40,735	<b>Stadium operator</b>	Trabzonspor
<b>Matches planned</b>	5	<b>Main users</b>	Trabzonspor

## Vision

The vision of the Turkish bid to host UEFA EURO 2024 is to organise a tournament that not only offers teams and spectators the best conditions, but brings people together by promoting an intercultural dialogue thanks to its location between three continents.

The key motivation is clearly stated, strong, and in line with UEFA's long-term objectives. Its specific focus is on the economic and social effects of the tournament, as well as on promoting values such as inclusion, diversity and accessibility.

One of the bid's key focal points is to inspire a wider audience, especially the large youth population, to become involved in football. The UEFA EURO 2024 will consolidate the trend of improved football infrastructure and football activities throughout the country, together with raising the level of event management and organisation skills.

Hosting the tournament in 2024 will further mark the end of the 100-year anniversary celebrations of both Turkey and the football federation.

Overall, the bidder presents a motivational, attractive and high-quality vision.

## Political, Social & Environmental Aspects

All political and football structures are present and functioning in Turkey. As a passionate footballing nation, the Turkish population clearly supports the opportunity to host UEFA EURO 2024, backed by the Turkish President. Recent economic developments in the country may put planned public investments under pressure.

Sustainable environmental aspects such as energy from renewable sources, water optimisation and circular economy waste management (reduce, reuse, recycle and recover) exceed expectations.

The TFF confirms a combi-ticket system for free public transport for match ticket holders in all host cities and a tobacco-free environment at the stadiums. The number of wheelchair user seats proposed meets expectations. Quality sight lines for wheelchair users allowing a full view even when other spectators are persistently standing is subject to verification.

The TFF commit to consider and protect human rights at all stages of the preparation, delivery and completion of UEFA EURO 2024.

The TFF bid states that “the Turkish government confirms its continuous support on human rights matters and that since 2000 a comprehensive reform was implemented to ensure the full respect of fundamental freedoms and rights”. This reform is described as based on three stages: adhering to fundamental international human rights conventions, making legislative changes as they become necessary, creating processes to fully implement and measure the performance of the reforms. However, no specific project related to the EURO tournament to ensure the protection of human rights was presented. For further information, please refer to the publications of the Office of the United Nations High Commissioner for Human Rights.

The bid of the TFF meets the overall political, social responsibility and sustainability criteria. The lack of an action plan in the area of human rights is a matter of concern.

## Legal Matters

### Staging Agreement, Undertakings and Engagement Letters

The staging agreement, stadium, Host City and airport undertakings have each been signed by the relevant parties without amendment. The TFF have provided a number of public interest and host site engagement letters, signed by the relevant state and local parties.

### Tax and customs

All tax guarantees, provided and signed by the country's relevant authorities, have been slightly amended, the effect of which is that conformity with the current legislation and obligations under applicable international laws cannot be fully certified. As such, regulatory measures may be required to legislate the content of these guarantees. In addition, the authorities have agreed to reduce the administrative burden where possible and to expedite procedures in respect of tax matters. The customs guarantee has been provided, without amendments, and signed by the country's relevant authorities. The authorities have agreed to facilitate operations by reducing the administrative burden where possible.

### Ticketing and accreditation

The ticketing and accreditation guarantee, which confirms that legislative protection from unauthorised ticket resales and transfers will be in place, has been provided, unamended, by the relevant authorities both at state and local level. The ticketing terms and conditions guarantee,

which confirms that provisions included within UEFA's standard ticketing terms and conditions will be enforceable, has also been provided, unamended, by the relevant authorities both at state and local level.

### Intellectual property

The guarantees related to intellectual property and the registration process have been provided without amendments. The use of figurative elements engagement letter has been provided by the state and local authorities with no amendments.

### Other Guarantees

The anti-doping and medical requirements guarantees have been provided by the relevant authorities.

### Conclusion

The TFF has prepared a draft law in order to legislate the guarantees which have been provided in their bid dossier, with the intention to submit that draft law to the relevant parliamentary body. Overall, the protection of UEFA's rights would be at a high level if UEFA EURO 2024 was to be held in Turkey.

## Safety, Security and Services

A comprehensive list of the public and private stakeholders that provide safety, security and service has been submitted.

The safety, security and service guarantees signed by the ministers of the interior and justice and the governors of each candidate Host City fully comply with UEFA requirements.

Eight out of ten stadium owners provided valid stadium safety certificates which have to be re-issued every year. The two remaining stadiums are unable to have certificates issued before the Atatürk and the Ankara stadium constructions are completed. All ten stadium evacuation times are under eight minutes (in accordance with the Sports Grounds Safety Authority's Green Guide).

## Stadiums

The Turkish bid proposes ten stadiums of which seven are existing and operational stadiums, requiring upgrades only. The stadiums in Istanbul (Atatürk Olympic Stadium) and Ankara will be rebuilt fully, and Antalya stadium will undergo major renovations. The fulfilment of the requirements for the rebuilt stadiums is assessed on the submitted bid dossier. This remains to be verified following completion.

### Stadium capacity, location and parking availability

All the stadiums proposed by the TFF meet the minimal requirements regarding the net seating capacities. All seats indicated are covered by the stadium roofs. According to the proposed match schedule, the aggregate net capacity for 51 matches will be about 2,490,000.

### Safety and security infrastructure

Seven stadiums are equipped with fully operational control rooms, CCTV and public announcement systems and it is planned that the three stadiums to be renovated will be equipped accordingly. The stadiums will be equipped with full and/or low-height turnstiles. The access control systems allow the stadiums to fill within one hour.

### Spectator welfare

The number of existing concessions and mobile sales counters are sufficient to provide a decent service to the public. The provision of sanitary facilities for five stadiums fully meet the requirements. Istanbul (Ali Sami Yen), Bursa, Gaziantep, Kocaeli and Trabzon will require compensatory measures in order to meet the required standards.

### Football areas

The ten stadiums proposed comply with the core requirements of the field of play dimensions (105m x 68m) and are all natural grass. The size of the team and referee dressing rooms, the match delegate room, the medical rooms and the doping control station meet the requirements in all stadiums. The capacities of the substitutes' benches are sufficient.

### Hospitality requirements

VIP seat numbers, catering facilities and the number of skyboxes meet the requirements in the ten stadiums.

### Technical requirements

In all ten stadiums, major upgrades have been planned which will enable the stadiums to meet the grid power supply requirements.

### Media and broadcasting requirements

All ten stadiums offer adequate press conference room facilities and sufficient space for the necessary media and broadcast facilities. The space and location of broadcast compounds of Istanbul (Atatürk), Ankara, Eskişehir and Trabzon meet the tournament requirements. The compound surfaces of Konya, Gaziantep and Istanbul (Ali Sami Yen) need to be prepared with

asphalt to be fully compliant with the requirements.

#### Additional space and supply for temporary facilities

The space available around the ten stadiums sufficiently meets the requirements and can accommodate broadcasting and logistics compounds, outside hospitality facilities and the parking areas for dedicated target groups.

#### Stadium operations

Five stadiums are run by private operators / football clubs and five by provincial sports directorates / public authorities. The owner of the ten venues is the Ministry of Sports.

The General Directorate of Sports confirmed that it will finance all investments required for the reconstruction and renovation of Istanbul Atatürk Olympics, Ankara and Antalya stadiums and other improvements that need to be conducted to comply with UEFA EURO 2024 requirements. The costs for reconstruction and renovation works have not been provided.

#### Conclusion

Overall, seven stadiums in the Turkish bid offer existing infrastructure at a good level, while three stadiums will be rebuilt fully or will undergo major renovations. The existing stadiums are all fully operational and are hosting football matches regularly.

While six stadiums are capable of hosting the round of 16 matches, they will not meet the requirements for the quarter-finals. The quarter-finals and further rounds can be hosted in the other stadiums (Atatürk, Ankara, Ali Sami Yen, Bursa).

It should be noted that the renovation works for Istanbul Atatürk Olympics need to be suspended and commissioned to host the UEFA Champions League Final in May 2020. Depending on the timeline chosen, this could be a risk either for the UEFA Champions League Final 2020 or for the UEFA EURO 2024.

The TFF offers the ten stadiums including the required outer areas for 51 matches at no cost to the organisers. The Turkish Ministry of Youth & Sports is subsidising all stadium costs and has provided a full guarantee that all ten stadiums, all training facilities and operational personnel will be given to UEFA free of charge.

## Mobility

### Transport to and from the Host Country

Turkey is well connected to the rest of Europe through air transport, mainly via Istanbul airports and to some extent Ankara and Antalya. The mainland is connected to its neighbouring five European countries by a motorway network which ensures a direct access to these destinations (Georgia, Bulgaria, Greece, Azerbaijan and Armenia). Railway connections with the rest of Europe are limited to connections with Bulgarian and Georgian border crossing points.

### Airports

Major enhancements (legacy and temporary) are planned in all of the nine candidate Host Cities' airports.

Five of the candidate Host Cities (Ankara, Antalya, Istanbul, Trabzon and Gaziantep) benefit from at least one airport with sufficient capacity to handle the expected traffic and the overall tournament related operations. These airports are located within 1h30 travel time to the stadiums via public transport, with infrastructural works planned to improve the capacities and travel time by 2024.

The airports of the remaining four candidate Host Cities (Konya, Bursa, Eskişehir and Kocaeli) currently fall short of the requirements in terms of airport capacity and/or public transport accessibility and major facility enhancements have been planned to be delivered by 2024. Konya will meet the requirements following the completion of the works. Even after the completion of the works, Bursa, Eskişehir and Kocaeli may require the Istanbul and Ankara airports as back-up airports to cover the required capacities. The airport transfer time by car and/or rail to these back-up airports currently varies between 0h50 and 2h50. With the upgrade of the railway network, additional train services will serve these routes.

The Minister of Transport, Maritime Affairs and Communications has confirmed that there would be no restrictions on night flights in any of the candidate Host Cities.

### Transport within the Host Country

All but three of the candidate Host Cities (Trabzon, Eskişehir and Konya) are connected to motorway network. The candidate Host Cities of Bursa, Eskişehir, Istanbul and Kocaeli form a cluster within which driving times are short (less than 2 hours). The driving time between adjacent Host Cities is less than 5 hours for all the

remaining combinations except for driving time to Trabzon and Gaziantep that ranges from about 6 to 11 hours from any adjacent Host City.

Trabzon and Antalya are currently not connected to the railway network, however all candidate Host Cities are planned to be connected to the national railway network by 2024. Upon completion, the railway travel time is expected to be comparable or preferable to driving time in all cases.

Major infrastructure projects are planned from now until 2024, including new railway connections between most candidate Host Cities. 1200km of railway is currently being built and/or enhanced and a further 2000km is planned to be delivered and/or enhanced by 2024. Extensive motorway enhancements are also planned before 2024. In total 1000km of motorway are planned to be enhanced by 2024. Overall, the investment planned for the national level ground transport infrastructure is over EUR 17 billion (of which, EUR 4.5 billion has already been invested).

The ground transport within the Host Country can meet requirements if the infrastructure works are delivered prior to UEFA EURO 2024. For more details of expected travel times between candidate Host Cities via the railway and road networks, see the map at the end of the Turkish evaluation.

#### Host City mobility

All candidate Host Cities have basic public transport systems. Major infrastructure upgrades are planned from now until 2024 to improve the overall system and capacities between the main venues and transport hubs. The investment planned at the ground transport candidate Host City level is over EUR 30 billion (of which € 18 billion has already been invested). The nine candidate Host Cities can meet the tournament requirements if the capacity improvements are delivered prior to UEFA EURO 2024.

Considering the foreseen major enhancements, and the distance from the city centre, the candidate Host Cities of Ankara, Antalya, Bursa, Eskişehir and Konya will meet the last kilometre tournament requirements. Trabzon, Kocaeli, Istanbul Atatürk Olympic Stadium and Istanbul Ali Sami Yen Sports Complex will meet the requirements with additional temporary measures or services.

Overall, successful Host City mobility operations will be highly dependent on the completion of the mobility infrastructure projects.

#### Conclusion

Due to its location in the south-eastern part of Europe, Turkey's international accessibility relies on air transport, mainly via the Istanbul airports and, to some extent, Ankara and Antalya.

Within the country, Turkey has planned to extensively enhance its transport infrastructure network at national and city level by 2024. The planned level of infrastructure for 2024 would make it possible to meet the tournament requirements. The scale of works to be undertaken in the given time frame constitutes a risk, especially in combination with the dependence on a few airports for international and domestic travel.

Overall, the candidate Host Cities of Istanbul, Ankara and Antalya meet the requirements and the candidate Host Cities of Trabzon and Gaziantep will meet the mobility requirements if the planned transport infrastructure projects are delivered on time. The candidate Host Cities of Kocaeli, Konya, Bursa and Eskişehir will meet the requirements if the planned transport infrastructure works are completed on time and with additional temporary measures and services.

## Accommodation and Training Facilities

#### Accommodation

The hotel accommodation capacity was evaluated taking into account the simultaneous events impacting accommodation and future hotel openings. Istanbul and Antalya's hotels can accommodate a very high number of fans, visitors and UEFA's key target groups. Ankara's hotel accommodation capacity is limited. For all the other cities, the hotel accommodation capacity is very limited. The hostels, guest houses and university campuses mentioned by the bidder as alternative accommodation possibilities would reduce the impact of the lack of hotel rooms in all cities concerned. Overall the limited hotel capacity in many cities is a matter of concern.

The level of involvement of the local authorities is satisfactory. The ministry of culture and tourism has guaranteed its best endeavours to ensure that hotel room rates are fair in all host cities during the UEFA EURO 2024.

The overall accommodation concept for the UEFA key target groups proposed by the bidder is appropriate. In all cities, the hotel selection for the UEFA key target groups is acceptable, the total number of bedrooms secured on matchnights

meets the figures communicated by UEFA and the rates offered are very attractive.

### Training facilities

The TFF proposed 48 base camp hotels with a narrow variety of location types, of which almost half are in and around Istanbul and Antalya. These hotels were evaluated according to the following key criteria: hotel star rating, distance from hotel to airport, bus parking spaces, average hotel rate and the availability of meeting rooms. All 48 base camp hotels meet all UEFA key criteria.

The TFF proposed 48 base camp training centres, nine of which are under construction. The proposed training centres were evaluated according to the following key criteria: distance from hotel, exclusive use, natural grass pitch to UEFA dimensions, sufficient dressing rooms, fully fenced-off centres, strict security measures, ability to host closed training sessions and sufficient seating areas. All 48 base camp training centres are suitable taking into account the construction work and planned upgrades.

The bid proposes a total of 20 transfer hotels. The hotels were evaluated according to the same key criteria as the base camp hotels. All 20 transfer hotels meet all UEFA key criteria, with two hotels proposed per Host City.

The bid proposes 20 transfer training centres, four in Istanbul and two in the other Host Cities. The proposed transfer training centres were evaluated according to the following key criteria: distance from hotel, exclusive use, natural grass pitch to UEFA dimensions, sufficient dressing rooms, fully fenced-off centres, strict security measures and the ability to host closed training sessions. Of the 20 transfer training centres proposed, all but one meet UEFA key criteria. The remaining centre is not suitable, even when taking into account the planned upgrades. Gaziantep has not provided the minimum 2 training centres required that meet all key criteria. All training centres are offered to UEFA free of charge.

The number of facilities proposed by the TFF meets UEFA requirements; even if it is noted that the geographical spread and variety of base camps fails to meet expectations. The TFF provides adequate to fairly good transfer facilities.

### Telecommunication and Broadcasting

Türk Telekom infrastructure covers the whole country. The extensive fibre network and

connectivity between the international broadcast centre and stadiums will be of high quality. There is a very strong presence of telecom partners that meet UEFA telecom requirements. Radio frequency coverage meets all UEFA requirements.

### Event Promotion

#### Host City promotional activities

All nine candidate host cities have clearly identified the authorities that will be responsible for promoting UEFA EURO 2024.

In all nine cities the promotion of the tournament will have very strong local support. In Istanbul and Ankara, the local authorities will be responsible for promotion, marketing and city branding. In the other seven, the project will be conducted by the ministry of culture and tourism.

The promotional plan includes ambitious projects that reflect the uniqueness of each candidate Host City. Projects include the use of six famous bridges as venues for charity matches, sand sculpture festivals, mobile football apps and the promotion of cycling as a mode of transport.

The promotional programme will start from one year to 6 months before the tournament.

#### Fan Zone proposals

Five candidate host cities have each provided three Fan Zone locations (Istanbul, Ankara, Kocaeli, Gaziantep and Antalya). The four others (Bursa, Konya, Trabzon and Eskişehir) have each proposed two locations. Public transport access to all these Fan Zones is limited.

Gaziantep, Kocaeli, Konya, Eskişehir, Bursa, Ankara and Antalya have offered central locations.

Istanbul has proposed a location with a capacity of 56,000 spectators. All other candidate host cities have proposed Fan Zones with capacities between 9,000 and 37,000 spectators.

### Commercial Matters

The commercial sector of the bid provides good support for UEFA's commercial programme, with sufficient advertising space to be granted free of charge in the key areas, for UEFA and its commercial partners.

There are legal restrictions on the advertising of tobacco, alcoholic products, gambling and betting. The restriction on alcoholic products might be a potential conflict if a sponsorship agreement is signed with a beer company.

All the host cities have guaranteed access rights for UEFA and its partners. These rights are free of charge but with no exclusivity. The extension of the inventory (owned by the cities, or independently owned) remains to be defined.

A list of contacts has been provided for airport advertising.

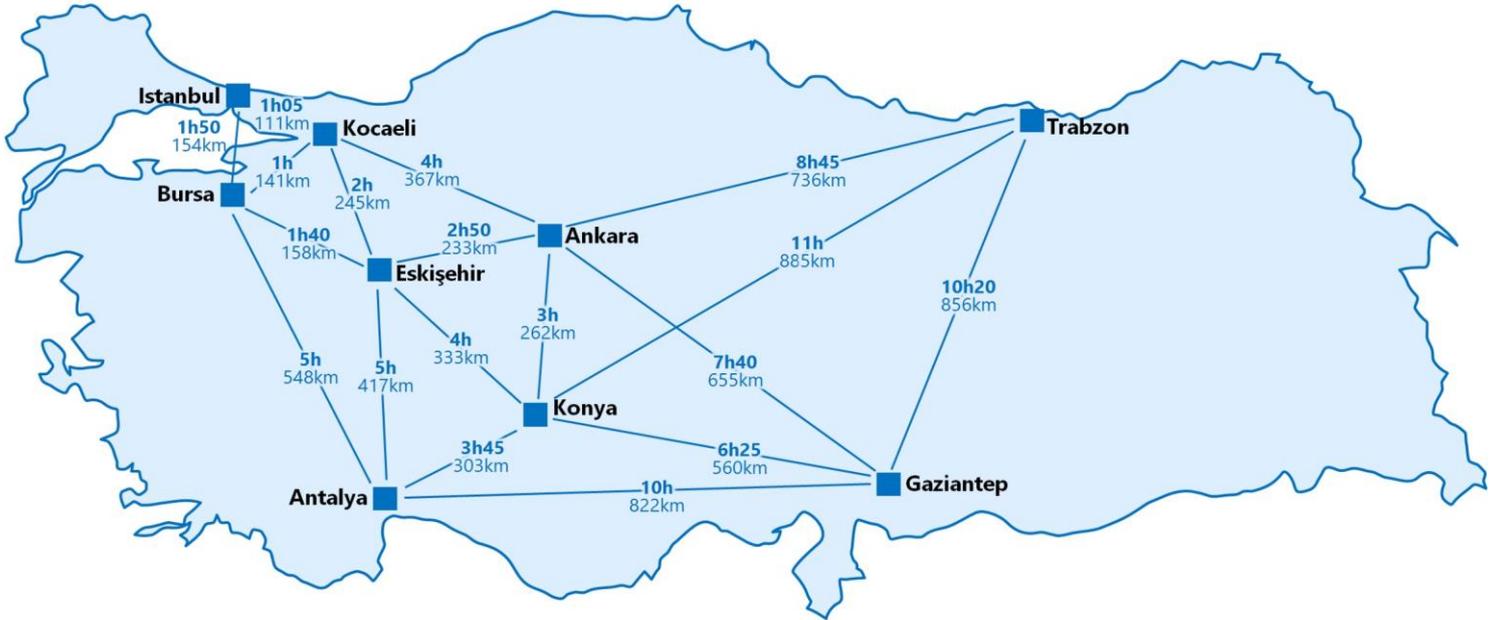
## Organisational and Financial Matters

The proposed local organising structure, a joint stock company, is in line with the tournament requirements and would allow UEFA to be represented in the organising structure as one of the key stakeholders. The outcome of an independent legal assessment, commissioned by UEFA, shows that the proposed structure is a good option from a legal and organisational point of view.

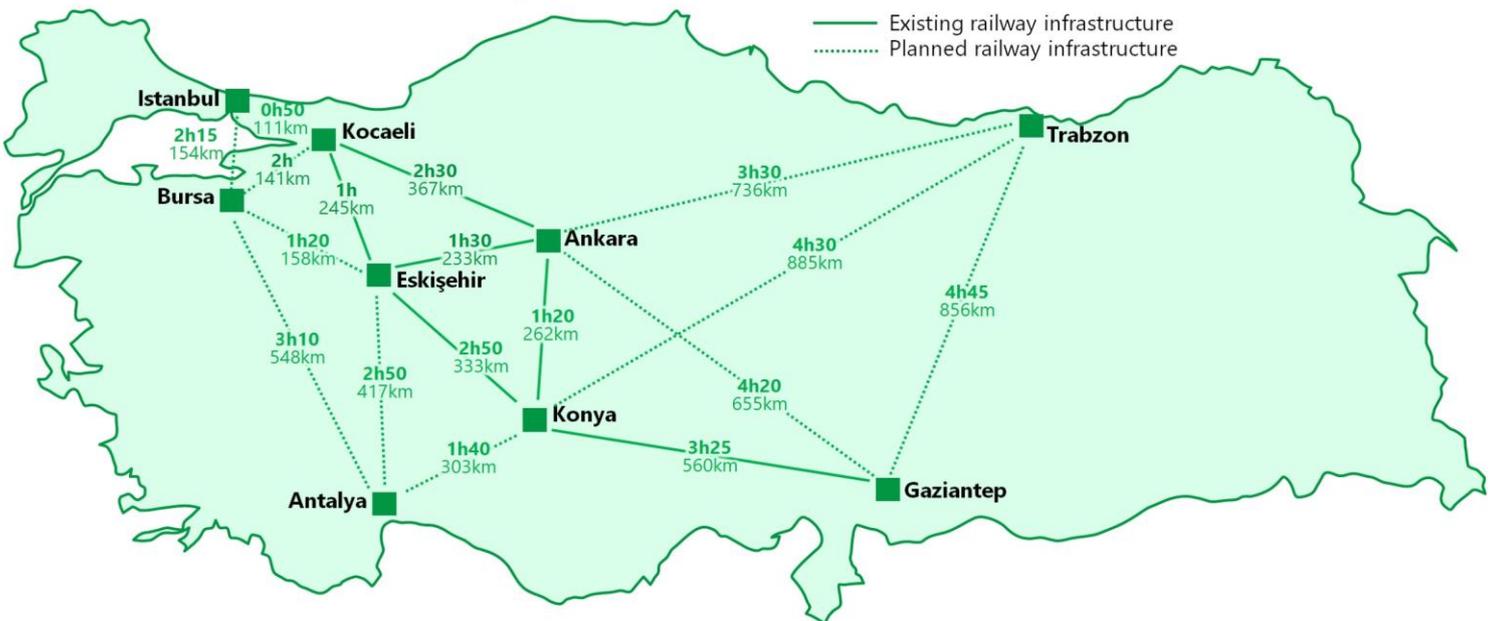
## Estimated Travel Times in 2024



Estimated Driving Times in 2024



Estimated Train Travel Times in 2024









UEFA  
ROUTE DE GENEVE 46  
CH-1260 NYON 2  
SWITZERLAND  
TELEPHONE: +41 848 00 27 27  
TELEFAX: +41 848 01 27 27  
[UEFA.com](http://UEFA.com)