

Tour de Suisse

Climate Transition Plan

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Introduction

The Tour de Suisse (est. 1933) is one of the major stage races on the annual calendar of World Tour professional cycling teams. In 2024, in its 87th edition, the men's race welcomed 24 teams mid-June for 10 days of racing across the superb and oftentimes hilly terrains of Switzerland. The women's race, in its 4th edition, gathered 20 teams, overlapping the men's race. Given its setting in the annual calendar, it attracts many of the best riders in the world and serves as an important test for those who want to sharpen their fitness ahead of the Tour de France.

The race is operated by the Tour de Suisse Verein, a Swiss non-profit organization based in Zurich. The Tour de Suisse Verein is under the operational management of Cycling Unlimited AG (CUAG), a Swiss company owned by Swiss Cycling, Infront, TORTOUR, ProTouchGlobal and Flanders Classics. CUAG's mission is *to develop the most important, comprehensive community platform for the benefit of Swiss cycling*. Besides the Tour de Suisse, CUAG organizes the Swiss Cycling Alpenbrevet, the Tour de Suisse Challenge and other cycling events.

Tour de Suisse Verein initiated its sustainability agenda in 2019, when CUAG assumed the organization of the race for the first time. The initial focus was on implementing practical strategies to manage waste, recycling, and energy consumption. The effort was scaled in 2021 with the development of our first comprehensive sustainability strategy, which led to our first carbon footprint assessment in 2022. We also defined our reduction targets and started publishing our ambitions that same year. Since then and continuing today, we have launched various initiatives aimed at helping us reduce our emissions. They include partner and spectator engagement programs, initiatives to engage professional teams, operational actions as well as an extensive communication effort to raise awareness and amplify our impact.

Our ambition is to reduce our emissions by 50% by 2030 and to become carbon neutral in the next decade. Our focus is on direct reductions. We leverage carbon offsets on a limited basis. Our overall strategy and the initiatives undertaken to date can be found on our [website](#).

A. Governance

Our sustainability strategy is a critical consideration for the future of the Tour de Suisse. As a result, the responsibility for its execution ultimately falls with the Tour de Suisse race director, as well as the

executive team and the Board of CUAG. The day-to-day activities are led directly by CUAG's Chief Marketing Officer, who is part of the organization's executive team.

The Tour de Suisse works with an external sustainability partner, [Quambio](#), to add analytical and ESG operational expertise. Quambio is a Swiss company based in Neuchâtel with expertise in carbon measurements, the implementation of reduction strategies, climate risk analyses, employee engagement strategies and impact investment projects. We have partnered with Quambio since 2022.

The Tour de Suisse has had KPIs and objectives in place since late 2022, as mentioned above. This document represents the third release of our transition plan, which we aim to update annually. We expect the document to evolve over time. We list changes year-over-year in the last section of this report. This PDF is the most recent version. It discusses our activities up to 2024 while also providing some insights into our 2025 initiatives..

B. Strategy

Overall Objective

Our overall objective is to reduce our race-related emissions by at least 50% by 2030 and to deliver a net neutral event within a decade. We place our focus on sources that we can actively reduce (either in a direct way or via our influence). We keep track of both the emissions that are currently reducible and those that are not reducible and constantly seek ways to produce additional reductions.

As we worked through our initial emission estimates for 2022, we identified key areas of our operations that drive our emissions. They include the activities of our own team and volunteers, those from participating athletes and their support teams, our local partners including start & finish organization committees, sponsors and in-event retailers, regional authorities, the media and finally our fans and spectators.

Annually, we map out a list of initiatives meant to engage each of the groups, with the aim of reducing related emissions by about 10% a year on average (the reductions are not linear over time, however). Our strategy lists specific annual reduction objectives with individual targets by contributing segment.

Operational Engagement

The organization of the Tour de Suisse requires coordination across various groups of stakeholders. Some are directly under our control as organizers, but many are not. Our approach therefore varies as a function of the constituents we are engaging with.

We identified three levels of control, which we list below. The strategy varies by constituency and is also outlined below.

1. Direct control: For instance, our own organizing team and our race volunteers. Emissions linked to that group come primarily from transport. We promote and facilitate the use of public transport and bicycles for commutes and race related transport. When it comes to volunteers, we privilege the support of volunteers local to the venue.
2. Indirect control: For instance, some of the activities of racing teams and organization committees. We can control some of the constituent activity via race and venue policies which

must be followed to be part of the event. For instance, our participating team policy stipulates the number of vehicles authorized and the conditions for operating team buses.

3. No control: For instance, the media and police vehicle planning. We also have no influence on team travel arrangements and limited control over how spectators come to the race. In that case, our strategy is to raise awareness and look to provide guidance on possible actions the various groups can take. We are also organizing mobility challenges for fans, to further promote soft mobility options.

Policy Engagement

We engage at multiple levels to contribute to policy discussions, both within the realm of our sport, but also within our region:

1. Sport associations and governing bodies: We are a signatory of the United Nations Sports for Action (S4CA) framework and an active participant of the cycling organizations subgroup led by the Union Cycliste Internationale (UCI).
2. Participating teams: Prior to each edition of the race, we reached out to all participating professional teams to understand their climate activities, and summarize them in short articles. Our aim is to build information that can be then used by all to advance the sustainability agenda within all teams. In 2024, we sponsored the first edition of the Tour de Suisse sustainability award, rewarding the team we saw as the most active in the space of sustainability in the past year. We repeated this exercise in 2025, this time featuring the team that we felt made the most rapid progress in the previous 12 months. The 2024 award was a first for us, but also a first for our sport. We hope it leads other event organizers to put in place similar programs.
3. Local organization committees: Similarly, we are engaging with the committees responsible for the organization of hosting cities activities. We are creating a knowledge hub that we plan to convert into policy terms over time. In 2024, we surveyed our committee to understand how active they are on the issue and to also raise awareness with them.

Outreach Strategy

Given the large number of spectators who attend the race, a significant amount of our emissions is due to their travel to the event. We fully recognize that these emissions are under our reporting responsibility. Given the lack of control we have when it comes to spectator emissions, we seek to affect change principally via outreach activities. We are, however, looking for ways to facilitate the use of public transport for instance.

We discuss all our initiatives on our [website](#). Our aim is to raise awareness with our spectators, hopefully putting the issues forward in their head when they decide how to come to the event. Since 2023, we have organized mobility challenges around race week to motivate spectators to leave their cars at home. In 2025, we partnered with the Swiss startup LaceUp on a cycling challenge focused on our race sites. The challenge offered a competitive environment where participants could see where they rank against others. We are still evaluating the impact of the 2025 challenge and will publish more results in our next release of this report.

We also met with our media partners to make them aware of our activities so that they can elect to speak about them with their readers. We highlighted our initiatives, including the team sustainability award during our pre-race media conference. As mentioned above, we also have outreach activities aimed at

the participating teams and at our local organization partners. We hope that organizing the best practices in one place will help the various constituencies move forward with their own actions.

C. Risk Management

We have identified the following climate change related risks and opportunities. For each risk and opportunity, we describe our current activities and plans. We regularly review and update this section to keep it up to date with any emerging considerations.

Climate-Related Risks

Risk	Severe Weather Events
Description	As the race covers large distances and goes through various terrains, it is at the mercy of potential severe conditions such as heat waves, severe rainfall episodes, extreme colds, low visibility conditions (including fog) and even snow episodes.
Time Horizon	Short to medium term
Likelihood	High
Severity	Moderate
Mitigation Actions	• The weather is monitored in real time during the race, with particular attention paid to potentially rapidly changing conditions in mountainous terrains. • A response plan has been developed and is kept up to date and shared with all relevant stakeholders prior to the event. • The response plan is reviewed annually and discussed with the staff in charge of safety, the organization committees and the local authorities and police. • As part of the annual review, contact numbers for all stakeholders are being updated and shared, along with the policy. • In the eventuality severe weather is forecast, the plan is activated by the race director, leading to discussions with the various parties (including the athletes) and a decision is made based on the conditions faced. • During the race, we communicate with the teams and if necessary, provide additional resources to face conditions such as extreme heat.

Risk	Public Actions
Description	Public actions aimed at shedding light on climate issues have taken place at other sporting events, including during cycling races. As the race sometimes passes through remote areas, manifestations have the potential to create routing issues with limited time to react.
Time Horizon	Short term
Likelihood	Moderate
Severity	Moderate

Mitigation Actions	- As a long-time organizer of races in Switzerland, we have an in-depth understanding of routing options which we would be able to use to reroute riders in real time if the need arose. - We keep close contact with local authorities and the police as well, who would be at the forefront of a response at the site of a demonstration. - We have scouts on the road ahead of the race to ensure safety. We train them to monitor and identify potential situations in real time.
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Risk	Policy and Legal Changes
Description	Bicycle races are organized on public roads, with the approval and support of the local and national authorities. The race is at the mercy of any decisions made by officials regarding road access and closures. As a Swiss based organization, we are also subject to all applicable Swiss laws and regulations.
Time Horizon	Medium term
Likelihood	Low
Severity	Moderate
Mitigation Actions	- We maintain strong communication channels with the local, regional, and national authorities to ensure that any potential issue is addressed in a timely manner. - We stay informed on decisions, trends, and regulations applicable to sporting organizations.

Risk	Reputation
Description	Poor management of climate issues, greenwashing or an overall lack of action can have a detrimental impact on an organization and its reputation.
Time Horizon	Short term
Likelihood	Moderate
Severity	High
Mitigation Actions	- We are transparent about our work on climate issues, publishing regular updates on our website and social media channels. - We work with an external consultant who helps us organize our initiatives and help us calculate our impact. - Our assessment is comprehensive when it comes to our race related emissions. We do not shy away from Scope 3 spectator emissions linked to our race, for instance.

Climate-Related Opportunities

Opportunity	Description
Sponsors and partners	The depth and thoughtfulness of the climate initiatives undertaken by an event organizer is becoming an increasingly important factor in the decision process for sponsors and partners. Taking concrete and impactful actions towards reducing emissions is therefore not only the right thing to do independent of business considerations

	but can also create opportunities for new and expended partnerships. The topic matters to all today. We are for instance working closely with our main sponsor on sustainability issues. They notably participated in the funding of the sustainability award financial reward
Community and outreach	As an outdoor event featuring some of the most beautiful landscapes in Switzerland, we can contribute positively to the climate issue by inspiring people to act at their own level to help protect nature. We have an opportunity to do more in terms of outreach and to help promote low-impact outdoors activities such as cycling with our fans, but also with many others.

D. Metrics & Targets

Targets

As a signatory of the [United Nations Sport for Climate Action framework](#) (S4CA), we are committed to halving our emissions by or before 2030 and to achieving net zero emissions within a decade. Net Zero refers to achieving a balance between the amount of greenhouse gases (GHG) produced by an organization and the amount removed from the atmosphere either internally or by supporting external removal projects. Our primary objective, however, is to directly reduce when it is possible to do so rather than to invest in offsets to achieve this balance.

Metrics

We apply the concepts of the GHG protocol, including the framework's definitions for Scope 1, 2 and 3. The current boundary for our analysis is the Tour de Suisse race week. While this excludes athlete travels to the event, a survey of the various team activities highlights the fact that many teams account for their staff and athlete travels in their own reduction plans. We used an operational control approach.

In 2022, we performed our first emission analysis with the support of our external consultant. The table below shows our baseline emissions by Scope. Scope 3 comprises most of our emissions, given the large number of spectators who attend our event.

Scope	Emissions (Tons CO2e)	Included
1	17.6	Emissions connected to the mobility of the organizing team and of its volunteers, both during the men and women races
2	10.0	Power sources related to running the race, including start and finish installations and logistics center, both for the men and women races
3	2090.4	Teams' mobility during race week, emissions linked to media and official activities during and around the race, activities of the sponsors at the event, spectators' mobility, waste management and cost of transportation for the goods sold at the event.

Since then and through our initiatives, which we list in the next section, we estimate that we have achieved a 12% reduction over that baseline in the past two years (250TCO_{2e} in absolute value). Large challenges remain, however, as we do not directly control a significant portion of our race emissions.

Recent Initiatives

We list here the main initiatives we executed through 2024.

1. We organized the first edition of the Sustainability Award, rewarding the team that has shown the most commitment to climate action. Team Movistar won the first edition and received a 3'500CHF prize purse to give the non-profit of their choice. Team Movistar gave the funds to the Gino Mäder foundation. Gino was a sustainability leader among the pack. Team Movistar also wore a distinctive blue bib during the race
2. We organized a mobility challenge for our fan base, to highlight green modes of transportation and encourage our spectators to consider alternative ways to travel to our race sites. We also surveyed spectators directly on race sites to better understand how they came to the event and to raise awareness about our actions.
3. We continued to engage with associations such as the S4CA and the UCI cycling subgroup. We started discussions with key mobility operators in Switzerland, such as SBB/CFF (Swiss Trains).
4. We engaged more forcefully in open communications of climate issues, to raise awareness with our community. We posted several articles and short stories on our website, notably to discuss teams' green initiatives and best practices. We also actively engaged with our main sponsors and continued to look for alternatives to bring sustainable business partners to the event.
5. We surveyed our local race organizers to understand how they factor sustainability in their organizational plans.
6. We continued to look for ways to optimize the course (we recently released our plan to run both men and women races at the same time, in part to reduce environmental impacts). In 2024, we already implemented overlaps and ran several successive days in close regional proximity, which reduced "overnight" travels.

Additional considerations

We acknowledge the following limitations to our current analysis:

1. We do not account for the energy cost of fans watching the race on TV or on mobile devices. Adding this dimension will increase our Scope 3 results. We have yet to address this aspect properly and reflect it in our budget.
2. However, we take a conservative stand on the mobility of spectators. We assume that 25% come to the event in cars. We recently asked our fans directly about their traveling choices via a survey. We are still analyzing the results. The next release of this report will cover our findings. Any change to our assessment will be implemented at the same time.
3. We chose as analysis boundaries the period of the race itself. We do not reflect pre- and post-race emissions yet, but we believe that the impact on our totals, while positive, will remain small in comparison to the emissions measured for race week.
4. We are working on our methodologies to capture emissions linked to race site power consumption and waste management. We are likely conservative at this state of the analysis.

5. Finally, the analysis is for the Tour de Suisse and does not cover the emissions of other races under the umbrella of the parent company, CUAG.