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 2025, in its 88th edition, the men's race welcomed 22 teams mid-June for 10 days of racing across the superb and oftentimes hilly terrains of Switzerland. The women's race, in its 5th 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 such as the team Sustainability Award (a first in our sport), operational actions as well as an extensive communication effort to raise awareness and amplify our impact.

Our ambition remains 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 via a sponsor program. Our overall strategy and a timeline of 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.

Through 2025, the Tour de Suisse continued to partner 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 their team since 2022.

The Tour de Suisse has had KPIs and objectives in place since late 2022, as mentioned above. This document represents the fourth release of our transition plan, which we aim to update annually. We are a member of the United Nations Sports for Climate Action (S4CA) framework. This report is part of our annual submission to the United Nations program. We expect the document to evolve over time. We list year-over-year changes and updates in the last section of this report. This PDF is the most recent version. It discusses our activities pertaining to the 2025 calendar year.

B. Strategy

Overall Objective

Our overall objective remains to reduce our race-related emissions by at least 50% by 2030 and to deliver a net neutral event within a decade. We 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 5%-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 travel 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 also embed sustainability questions in our fans' survey (more details on the 2025 responses can be found later in this report). We are also organizing mobility challenges for fans, this year in collaboration with LaceUp, 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 initiatives. The findings are summarized in short articles that we publish on our website. Our aim is to build information that can be then used by all to advance the sustainability agenda within all teams. In 2025, we organized the second edition of the Tour de Suisse Sustainability Award, rewarding the team with the most progress on sustainability issues in recent years. The first edition of the Award, organized in 2024, was a first not only for us, but also for our sport. We hope it leads other event organizers to think about similar programs. We have engaged with teams each year over the past three years, first via questionnaires aimed at understanding the teams' best practices and then via the Sustainability Award. We are pleased to have seen a significant increase in the number of teams taking on climate issues. From a handful of responses three years ago, more than half of the teams who participated in the Tour de Suisse in 2025 were actively engaged on climate and sustainability issues. We hope we can contribute to further expending adoption among the pack in coming years.
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.

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, even if we do not have direct control over them. Given this limited control, we seek to affect change principally via outreach activities, including the organization of cycling challenges. We are also always looking for ways to facilitate the use of public transport.

We discuss all our initiatives on our website. Our aim is to raise awareness with our spectators, hopefully putting the issues in front to mind 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. Over a period of 6 months, participants were able to share their cycling activities recorded via Strava and the Garmin interface. Participants earned points and badges each time they cycled through one of the races organizing locations (starts and finishes). They earned prizes and badges along with the number of points earned during the challenge period. In all, 650 people joined the challenge, recording approximately … activities and riding more than … kilometers.

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.

The 2025 Fans Survey

In the context of our annual Fans' survey, the following questions pertaining to sustainability were asked to the respondents:

1. Are you aware of our activities in the context of sustainability?
2. What distance did you travel to get to a race site?
3. What mode of transport did you use to travel to the race?
4. Where is the greatest potential for us to make the race more sustainable?
5. In your opinion, is it important for the race to be sustainable

More than 2300 people responded to the survey, which gives us confidence that the findings reflect our larger fans population and the ensemble of race spectators, more broadly speaking. Nearly 70% of the respondents answered that they are aware that sustainability has been a priority for the Tour de Suisse. We believe that this high percentage demonstrates that our outreach campaigns work and that they help put the issue to the forefront for our fans. A smaller survey we conducted in 2023 shows much lower levels of awareness, and therefore message repetition is helping drive the importance of this issue and likely influences how people think about it.

The results related to the question on whether it is important for the race to be sustainable further confirm that the message is being understood. Over 70% of respondents answer that sustainability is either extremely important (22%), important (28%) or rather important (21%). Only 10% of respondents state that sustainability is not important (5%) or not important at all (5%) for a race such as the Tour de Suisse.

In terms of travel distances and travel modes, the average round trip of a spectator to attend a stage is approximately between 30km and 40km. Nearly 70% of respondents travel less than 25 km to get to the race, while 10% cover distances greater than 75km. In terms of the vehicle of choice, 43% of respondents travel to the race by car (of which 4 out 10 are electric), while 44% use their bicycles and 8% walk. Naturally, the usage of cars is more prominent when the distance increases, with 70% of people traveling by car when the distance is greater than 75km and 60% if all journeys greater than 25km are considered.

Those results demonstrate the importance for us to focus on cycling solutions, such as cycling challenges and the organization of secure parking spaces around race venues. Public transport remains an option for us to develop, particularly as an alternative for people traveling longer distances.

When asked where the greatest potential lies to make the race more sustainable, the main theme that emerges is the use of electric vehicles. This topic is being explored but remains difficult to tackle because of limitations in the availability of charging stations in some regions (the problem being the peak demand across the organization, including partners and teams, vs. the size of the infrastructure available). Some respondents state that the number of vehicles involved (including support vehicles and motorcycles) could be a topic of evaluation. The idea of condensing the event geographically is also mentioned repetitively, therefore also reducing the number of transfers. Other ideas include setting up park-and-ride to enable the use of bikes near race sites (or the use of transport buses). We have implemented the latter option in some specific cases in past races.

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.

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 16% reduction over that baseline in the past two years (343 TCO2e 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 2025.

1. We have organized two editions of the Sustainability Award, rewarding the team that has shown the most commitment to climate action. Team Movistar won the first edition. The second edition was won by Team Cofidis. Each 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 Cofidis gave the prize to Uni-Vert Sport, an association which organizes events meant to focus on the health of people and the planet. They organize events meant to promote cycling as a healthy activity which is also positive for the environment. Both wore a distinctive blue bib during the Tour de Suisse in the respective years they won the prize.
2. We organized several mobility challenges for our fan base, to highlight green modes of transportation and encourage 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. In 2025, the challenge was focused on cycling as described in the outreach section above.
3. In 2025, we continued to engage with associations such as the S4CA and the UCI cycling subgroup. Discussions with key mobility operators in Switzerland, such as SBB/CFF (Swiss Trains) are still underway.
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 continued to look for ways to optimize the course, notably by using formats with starts and finishes in the same place and by overlapping men and women races. We recently released our plan to run both men and women races at the same time in 2026, in part to reduce environmental impacts. Each day, the women stage will take place late morning, with the men race taking place in the afternoon. We started implemented overlaps in 2024 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. In our analysis over time, we have assumed that 25% come to the event in cars. This assumption was proven adequate with our fans' survey, as discussed earlier in the report. However, more insights are needed concerning the average distance covered by spectators. The survey allowed us to narrow to a range of about 30km-50km round trip.
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.