

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. The race brings together 23 men teams and 19 women teams mid-June for 10 days of racing across the superb and oftentimes hilly terrains of Switzerland. 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 refine their form ahead of the Tour de France.

From an organizational standpoint, 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 founded by Swiss Cycling, Infront, TORTOUR and ProTouchGlobal. 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 as well as Gravel races, cycling training camps and cycling events.

Tour de Suisse Verein embarked on the road to sustainability in 2019, when CUAG assumed the organization of the race for the first time. Over the first few years, the 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 measurement in 2022. We completed the year with target setting and by publishing our ambitions. Since then and through 2023, we have initiated several strategies to reduce our emissions. They include partner and spectator engagement, professional team engagement, operational actions as well as an extensive communication effort.

Our ambition is to reduce our emissions by 50% in the next 5 years and to become carbon neutral in the next decade. Our overall strategy and the initiatives undertaken to date can be found on our website: [Sustainability - Tour de Suisse](#).

A. Governance

We consider our sustainability strategy as a critical building block 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 Head of Brand Management, who is part of the organization's board of management.

The Tour de Suisse has secured the services of 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 and impact investment projects.

The Tour de Suisse has had KPIs and objectives in place since late 2022, as mentioned above. However, this document represents the first release of our transition plan. We expect the document to evolve over time. This PDF is the most up to date version, released on the date mentioned in the header.

B. Strategy

Overall Objective

Our overall objective is to reduce our race-related emissions by at least 50% over the next 5 years and to deliver a net neutral event within a decade. We place our focus on sources that we can actively reduce (either those we directly control or which we can influence) while looking for ways to generate reductions for sources currently not reducible by transforming them into sources that can also be reduced. We keep track of both the emissions that are currently reducible and those that are not reducible and constantly look for ways to produce additional reductions.

As we worked through our initial emission estimates for 2022, we identified 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, 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 listed above, 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 emission 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. Operationally then, our approach varies as a function of the constituents we are engaging with.

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

1. Direct control, such as with 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 transports. When it comes to volunteers, we privilege the support of volunteers residing near the venues.

2. Indirect control, such as over some of the activities of racing teams and organization committees. We can control some of these constituents' activities 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 conditions for operating team buses.
3. No control, for instance as to the media and police vehicle planning. We also have no influence on team travel arrangements and limited to no influence on spectator transport decisions. In that case, our strategy is to raise awareness and look to provide guidance on possible actions that these constituents can take.

Policy Engagement

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

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: Starting prior to the 2023 race, we reached out to all professional teams participating in the Tour de Suisse with the aim of understanding their sustainability activities. We summarized what we heard and shared the information back with all interested teams. Our aim is to build information that can be then used by all teams to advance the sustainability agenda.
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 guidance over time.

Outreach Strategy

Given the large number of spectators who attend the race, a significant amount of our emissions is due to their travels 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 however, we seek to affect change principally via outreach activities.

As an initial step, we discuss all our initiatives on our [website](#). Our aim is to raise awareness with our spectators, hopefully putting the issues at the forefront when they decide how to come to the event. In 2023, we also organized a month-long [mobility challenge](#) to bring spectators into generating active reductions leading to the race and during the race itself.

We also share information with our media partners to make them aware of our activities, aiming to raise awareness beyond our core audience. We also work with our partners and sponsors, collaborating on articles and blog posts aimed at further discussing the issues and our respective activities.

As mentioned above, we also have outreach activities directed to the participating teams and to our local organization partners. We hope that organizing 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 are regularly reviewing and updating 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	<ul style="list-style-type: none"> • The weather is monitored in real time during the race, with particular attention placed on 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.

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	<ul style="list-style-type: none"> • 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 in case of a manifestation.

	<ul style="list-style-type: none"> We have scouts on the road ahead of the race to ensure safety. We train and task them with monitoring potential manifestation risk 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 government 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	<ul style="list-style-type: none"> 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 when it comes to 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	<ul style="list-style-type: none"> 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.

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 expanded partnerships. The topic matters to all today.
Community and outreach	As an outdoor based 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 outdoor 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 into 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 emissions by Scope. Scope 3 comprises most of our emissions, given the large number of spectators who attend our event.

Scope	Emissions (Tons CO ₂ e)	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.

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 plan to add this source in a future update but acknowledge the difficulty of capturing this component properly.
2. However, we take a conservative stand on the mobility of spectators. We assume that 25% of all spectators come to the event in cars. We surveyed spectators on the course during our 2023 men race, but our statistics still need to be refined.

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 contributing additional emissions, will remain small in comparison to the emissions measured during 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 stage 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.