

The present regulations, drawn up in application of article 1.2.040 of the UCI cycling regulations, complete and/or specify, as far as the Tour du Pays de Vaud is concerned, some of the technical and sporting rules laid down by the International Cycling Union (UCI).

Article 1 - Participation

The 54th Tour du Pays de Vaud is organised by an independent and voluntary committee, p.a Alain WITZ, rue de la Poste 3, CH-1148 Cuarnens, under UCI regulations. It is open to national, regional, club and mixed teams (2.1.004) The number of riders per team is a minimum of 4 and a maximum of 6. It is reserved for athletes in the Men and Juniors categories and is registered on the UCI Nations Cup calendar. The event is classified in class 2. Ncup juniors.

The Juniors Nations Cup awards points only to nations through the accumulation of individual points. There is only one ranking per nation. At each stage, points are awarded to the first six riders in the ranking according to the following scale:

6 - 5 - 4 - 3 - 2 - 1

At the end of the race, points are awarded to the first 20 riders in the final general classification according to the following scale

30 - 25 - 20 - 17 - 16 - 15 - 14 - 13 - 12 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1

Article 2 - Office hours and meetings

The check-in desk will be held on Thursday 22 May 2025 at the Chamblon fire station from 07:30 to 09:00.

Confirmation of starters and collection of race numbers by team managers will take place in the commissaires' room on Thursday 22 May 2025, from 08:15 to 09:30.

The team managers' meeting, in the presence of members of the Commissaires Panel, will be held at the Chamblon barracks at 10.00 a.m. on Thursday 22 May 2025.

The pre-check of the clm bikes will take place in Chamblon between 09:00 and 11:00.

The drivers' briefing will take place on Friday 23 May 2025 at 10.00 am at the Chamblon fire station.

The finish will be held on Sunday 25 May 2025 at the Chamblon fire station.

Article 3 - Race officials

The officials responsible for the general organisation and smooth running of the race are :

- the Director of the Tour du Pays de Vaud ;
- the Technical Director
- the Race Manager ;
- the Safety Officer ;
- the motorbike regulators.

The officials responsible for ensuring the regulatory control and refereeing of the competition in collaboration with the Race Direction are :

- the President of the Commissaires Panel ;
- the designated national commissaires ;
- the finish judge
- the timekeepers
- the time control officials.

Article 4 - Commissaires Panel

The Commissaires Panel comprises :

- the President of the Panel ;
- four national commissaires ;
- a finish judge.

The Commissaires Panel takes cognisance of infringements detected by the commissaires and race officials, deliberates independently and pronounces the penalties it deems necessary, in compliance with the present regulations and those of the UCI.

Article 5 - Finish judge

The finish judge is responsible for the intermediate classifications during the stage and the finish classifications. If this is not possible, his function may be carried out by any other commissaire.

Article 6 - Timekeeping

At the finishes, all riders in the same peloton are credited with the same time. At each effective break, the timekeeper records a new time. He officiates until the broom wagon arrives. He also records the times of riders arriving after the time limits and hands the list, with the corresponding times, to the President of the Commissaires Panel.

Article 7 - Team time trial

In Lausanne, the starts of the 1st stage, the team time trial, are given in 3-minute intervals. The starting order is set by the organisers. From the start of the 1st team, training is prohibited on the course. The stage classification for each team is based on the time achieved by the rider crossing the finish line in 3rd position. The same time is awarded to all riders finishing in the same time, or even in a shorter time.

For the general individual classification, the actual times are reported for each rider as follows:

- time of the 3rd man in each team for riders following the above rule ;
- real time of riders who have been delayed.

There is no time limit for the team time trial.

For the general team classification, only the time of the 3rd man in each team is taken into account.

Riders in the same team may not push each other.

In the event of a crash, puncture or duly recorded mechanical incident, after passing under the red flag, the rider(s) affected is (are) credited with the time of the team-mate(s) with whom he (they) was (were) riding at the time of the incident.

If a rider is unable to cross the finish line as a result of a duly recorded fall after passing under the red flag, he will be credited with the time of the team-mate(s) with whom he was riding at the time of the incident. time of the team-mate(s) with whom he was riding at the time of the accident.

Time trial bikes are permitted in this team time trial stage.

Start times

The list showing each team's start time is given to the team managers approximately 2 hours before the start of the first team. This time is final and cannot be changed.

Start

Each team must report to the bike check and sign the start sheet no later than 15 minutes before its start time.

Article 8 - Refreshments and ecology

Team time trial

Refuelling is not permitted in the team time trial.

Road stages

Refreshments are provided in accordance with the mileage rules set out in the UCI regulations. They may be carried out using musettes or water bottles. The rules for refuelling are as follows:

- as a general rule, permanent refuelling is authorised from the signpost near the 30th kilometre to the signpost announcing the end of refuelling 20 kilometres from the finish;
- the Race Direction may, in agreement with the Commissaires Panel, modify these conditions during the stage depending on the weather conditions or any exceptional circumstances;

- Riders must allow themselves to slide in behind the race director's car or the commissaires' car at the same height as their team manager;
- in the event of a breakaway, refuelling is authorised in the last position of the group, provided that the group does not comprise more than fifteen riders;
- Refuelling outside the zones indicated by the organiser is authorised, on foot, by the personnel accompanying the teams to the exclusion of any other person. The staff will carry out the refuelling using a water bottle or a musette bag. Staff carrying out refuelling must wear team clothing and keep no more than one metre from the edge of the road.
- Any spraying from a vehicle is strictly forbidden.

If riders accept food or drink from spectators, they do so at their own risk, including criminal prosecution.

In order to respect the environment and in the interests of safety, it is forbidden to dispose of food, musettes, cans or any other accessory outside the recovery area or any other place provided for this purpose.

The carrying and use of glass containers is strictly forbidden. Riders may not throw anything on the road outside the recovery zone or any other place provided for this purpose.

The Race Direction may, in agreement with the Commissaires Panel, modify these conditions during the stage depending on the weather conditions or any other exceptional circumstances.

Article 9 - Radio Tour

Race information is broadcast on Radio-Tour. Each team manager will receive a digital radio at the team managers' meeting.

Article 10 - Neutral technical assistance

Neutral assistance will be provided by Assistance VITTA, with 2 cars and 1 motorbike.

Article 11 - Medical service

Medical care during the race will be provided exclusively by members of the medical service set up by the organisers, from the moment the riders enter the start enclosure until the moment they leave the finish enclosure. Interventions during the race may only be carried out at the rear of the peloton where the person making the request must be.

However, in the event of major treatment or when climbing mountain passes or climbs, the doctor must officiate at a standstill. Outside the race, the team managers can call on the organisation's medical staff, whose telephone number will be passed on to all those following the race.

They may also alert a doctor of their choice. The action of the medical service may be modified in the event of new legal provisions.

Article 12 - Offences during the race

It is forbidden in all circumstances to be sucked in or dragged along by a motor vehicle, to use a 'pushchair', a 'pushback', a 'pull' or to lean on a vehicle. The race commissaires may exclude any rider found actually clinging to a moving vehicle, without prejudice to the fine and suspension incurred.

Deliberate obstructions and non-regulation manoeuvres are forbidden and penalised.

To ensure that the sprints run smoothly, any rider who deviates from the lane he has chosen will be subject to the penalties set out in the scale of penalties.

Article 13 - Road

Riders must always follow the official course.

Any other route, particularly short cuts, will be penalised. Out of respect for the public and for their safety, riders may not use pavements or cycle paths. In the event of a change of route, the organisers will notify the team managers and riders at the start checkpoint. The latter must sign the notice informing them of the change(s) to the route.

In the event of an accident or exceptional incident likely to disrupt the smooth running of the race in general or of a stage in particular, the Organisation Director, with the agreement of the Commissaires Panel, may decide at any time, after informing the timekeepers, to either :

- to modify the route ;
- to decide on a temporary neutralisation of the race or stage;
- stop the race or stage and give a new start;
- cancel the race or stage.

The President of the Commissaires Panel, after consulting the organiser, may take the following sporting decisions:

- cancel or retain the gaps achieved during a neutralisation or stoppage of the race, taking into account the gaps recorded at the time of the incident ;
- cancel or retain the results obtained during an intermediate sprint, a mountain grand prix or in the various classifications;
- consider a race or stage as not having been run.

Article 14 - Starts

In the road stages, the riders and their team managers must be present at the signature control point at least 15 minutes before the start time from the assembly point.

The presentation of the teams will take place before each start. Teams will present themselves in the order indicated in the Technical Guide. This order will be the same for all stages.

Signing of the start sheet begins 1 hour 10 minutes before the start time and ends 10 minutes before the start time at the assembly point. All riders must sign the start sheet, failing which they will be disqualified from the race.

After the riders have been called, the actual start, given by the clerk of the course, can take place in one of three ways:

- stopped": from the signature control point, if the route permits;
- Delayed stop": if the location chosen by the event organiser is far enough away from the signature control point;
- launched": if the location chosen by the event organiser is not very far from the signature control point, at "Km 0".

Access to the car parks at the start site is via a compulsory passage point (PPO). From here, vehicles will be directed to the various car parks. The times mentioned in the Technical Guide must also be respected.

Article 15 - Level crossings

It is forbidden for riders to cross any closed level crossing. Riders who fail to comply with this rule will be disqualified by the stewards.

The following rules will apply:

- A breakaway rider or riders are stopped at the level crossing, but the level crossing is opened before the chasing rider or riders arrive. No action is taken and the closure of the level crossing is considered a race incident;
- One or more riders who have escaped with a lead of more than 30 seconds are stopped at the level crossing and the chaser(s) rejoin(s) the escaped rider(s) at the closed level crossing. In this case, the race is neutralised and a new start is given with the same gaps, after the official vehicles preceding the race have passed. If the lead is less than 30 seconds, the closure of the level crossing is considered a race incident;

- If one or more of the leading riders passes the level crossing before it closes and the following rider(s) is/are blocked at the level crossing, no action is taken and the closure of the level crossing is considered to be a race incident;
- If a group of riders is split into two parts as a result of the closure of a level crossing, the first part of the group will be stopped or slowed down, allowing the delayed riders to resume their places within the group;
- Any exceptional situation (level crossing closed for too long, etc.) will be decided by the commissaires.

This article also applies to similar situations (movable bridges, obstacles on the road, etc.).

Article 16 - Exclusions from releases

By order of the gendarmerie, latecomers to the road stages will be excluded from the race 10 minutes after the peloton has passed. Checks are carried out from the start until 20km from the finish. Officials of the organisation, recognisable by their green and yellow waistcoats bearing the words 'Direction de course' and their 'stop' signs at the two points indicated by a 'STOP Mise hors course' sign, will take the riders out of the race. However, these officials may ride motorbikes and disqualifications may be carried out at any point along the route. The time limit may be modified by the Race Direction. Any rider taken out of the race must hand over his race numbers to the official taking him out of the race or to the broom wagon staff.

Article 17 - Withdrawals

Any rider who abandons the race must hand in his race numbers to the official retiring the rider or to the broom wagon staff.

The race numbers of riders who have retired are then handed over to the commissaire assisting the timekeeper or to the finish judge at the finish.

Article 18 - Finishes

Stage finishes are indicated by a 'red flame' located 1 kilometre from the finish line.

In the event of a duly recorded incident in the last three kilometres of a road stage, the rider(s) affected will be credited with the time of the rider(s) with whom he was riding at the time of the incident. Their classification will be that of the rider crossing the finish line. An incident is considered to be any event beyond the rider's control of his bicycle or his own physical ability (fall involving several riders, mechanical problem, puncture) and his desire to remain with the riders with whom he was riding at the time of the incident. Riders affected by an incident, as defined in the previous paragraph, must make themselves known immediately to a commissaire by raising their arm and presenting themselves to a commissaire as soon as they cross the finish line. If, following a duly recorded fall in the last three kilometres involving several riders, a rider is unable to cross the finish line, he will be classified in last place for the stage and credited with the time of the rider(s) in whose company he was at the time of the fall.

This measure does not apply

- for the finish of the team time trial on Thursday 22 May 2025 ;
- for the finish of stage 3 on Saturday 25 May 2025.

Any decision relating to this article shall be taken independently by the Commissaires Panel.

Article 19 - Finish times

The finish times are as follows:

1st stage: C-I-m by team, Lausanne: No deadline

2nd stage: Eclépens / Eclépens: 25% time limit

3rd stage: St-Cergue / St-Cergue: 25%.

4th stage: Ecublens / Ecublens: 15%.

In the event of exceptional, unforeseeable and force majeure events (weather conditions, road closures, accidents or serious incidents, etc.), the time limits may be modified at the discretion of the Commissaires Panel, in agreement with the Race Direction.

Of course, all riders arriving within the new deadlines thus set remain qualified for the other stages without, however, creating a precedent for the rest of the event.

Possible Repechages

In exceptional, unpredictable, and force majeure cases only, the board of commissioners may extend the arrival deadlines after consulting the organiser.

In the event that riders who have arrived past the deadline are reinstated by the Board of Commissioners, they will lose all the points they have earned in the overall classification and in the various sub-classifications.

Article 20 - Classifications

The following classifications are established: a. Individual time classification; b. Individual points classification; c. Individual best climber classification; d. Young rider classification; e. Team time classification; f. Combativity prize.

a) Individual Time Classification

The general individual time classification is established by adding the times recorded by each rider over the 4 stages, taking into account any time penalties.

In the event of a tie in the general individual classification, riders will be ranked according to UCI Regulation Art. 2.6.015.

The leader of the general individual classification wears the yellow "TCS" leader's jersey.

b) Individual Points Classification

The general individual points classification is obtained by adding the points recorded in each stage's individual classifications, according to the following points scales, and considering any point penalties:

- For intermediate sprints: 10, 6, 4, 2, and 1 points for the top 5 classified riders;
- For stage finishes, except for the first stage: 10, 6, 4, 2, and 1 points for the top 5 classified riders;

In the event of a tie in the general individual points classification, the following criteria will be applied until a ranking is decided:

- Number of stage wins;
- Number of wins in the intermediate sprints counting for the general points classification;
- General individual time classification.

The flying sprints are indicated as follows:

- At 1km, 500m, and 200m from the line: SPRINT PANEL;
- On the line: GREEN FLAGS "Arenaz Automobiles".

The leader of the points classification wears the green "Arenaz Automobiles" leader's jersey.

During the team time trial, the green jersey will be awarded to the stage winner. The jersey will be worn by the 2nd place rider in the second stage.

c) Individual Best Climber Classification

The general best climber classification is established by adding the points obtained on all the climbs or ascents, according to the following scales:

- 1st category climbs or ascents: 10, 6, 4, 2, and 1 points for the top 5 classified riders;
- 2nd category climbs or ascents: 4, 2, and 1 points for the top 3 classified riders.

In the event of a tie in the general individual mountain classification, the following criteria will be applied until a ranking is decided:

- Number of 1st place finishes in the highest category climbs;
- Number of 1st place finishes in the next highest category climbs, and so on;
- General individual time classification.

The mountain prize is signalled as follows:

- At 1km, 500m, and 200m from the line: MOUNTAIN PRIZE PANEL;
- On the line: RED FLAGS "Vaudois Federation of Entrepreneurs".

The leader of the mountain prize classification wears the white jersey with red polka dots "Vaudois Federation of Entrepreneurs."

During the Team Time Trial, the polka dot jersey will be awarded to the rider with the best time at the top of Avenue de Bains, a climb classified as a 2nd category ascent. The remaining points will be distributed to the second and third fastest riders.

d) Young Riders Classification

The young riders classification is reserved for riders born in 2008 (first-year juniors). The first of them in the general individual time classification is the daily leader of the young riders. At the end of the final stage, the winner of the young riders classification will be declared.

The leader of the young riders classification wears the white "Fond du sport vaudois" leader's jersey.

e) Team Time Classification

The general team classification is established by adding together the three best individual times from each team in every stage.

In the stage classifications, in the event of a tie, teams with the same time will be ranked by the sum of the positions obtained by their three best riders in the stage's classification. In the event of a further tie, the teams will be ranked by the position of their best rider in the stage classification. In the general classification, in the event of a tie, teams will be ranked by their number of stage wins as a team, followed by the number of second-place finishes, and so on until one team has accumulated more places than the other to determine their final ranking.

If the tie persists, teams will be ranked by the position of their best rider in the general individual classification.

Any team reduced to fewer than three riders will be eliminated from the team general classification.

Priority Order of Leader Jerseys

If a rider is the leader in multiple classifications, they will wear the first leader's jersey according to the following priority order:

- Individual time classification;
- Individual points classification;
- Individual best climber classification;
- Young riders classification.

Article 21 - Protocol

Based on the classifications established by the organiser, riders are required to present themselves at the official awards ceremony within a maximum of 10 minutes after their arrival for the presentation of prizes, jerseys, and distinctive signs. The ceremony will be organised in the following order:

At the end of each stage:

- The stage winner;
- The leader of the individual general classification by time;
- The leaders of the sub-classifications (excluding the team classification);
- The winner of the combativity prize of the stage.

At the end of the final stage:

- The stage winner;
- The winners of the sub-classifications (including the team classification);
- The winner of the combativity prize of the stage;
- The top three riders in the general individual classification by time;
- The leader team of the Junior Nations Cup;
- The various jersey holders.

Combativity Prize

The combativity prize rewards the rider who demonstrates the greatest effort and sportsmanship. This prize, awarded from the first stage, is decided by a jury chaired by the Race Director. The presentation of the jersey will be made on the podium during the arrival protocol. The most combative rider of the stage will wear the orange "Goutte Récupération SA" jersey in the following stage.

Leader of the Nations Cup

The UCI awards a distinctive sign to the rider of the leading nation in the men's junior Nations Cup classification, which the riders must wear during the protocol ceremonies according to UCI guidelines.

The "Responsibles" Prize

Alongside the aforementioned classifications, the Race Direction has introduced the "Responsibles" Prize to promote the responsibility of participants towards sustainable development and respect by taking into account the following three categories:

- Sustainable behavior during the race – management of bottles and waste by teams.
- Sustainable behavior outside the race – sorting and respecting the rules in accommodation and other common areas.
- Sportsmanship – fair play during the race, respect for the race rules.

The prize will be awarded during the final stage's protocol.

Article 22 - Prizes

The following prizes are awarded: see the "Prize List 2025."

The total value of the prizes distributed during the event is CHF 9,850.-

The prizes and participation fees, after the final tally, will be paid by bank transfer in the currency of the country within 15 days after the end of the race, using the bank details provided at the time of signing the contract.

Article 23 - Anti-Doping Control

The UCI anti-doping regulations fully apply to this event.

Riders subject to doping control must report to the doping control station within the specified time, according to the technical guide, in accordance with Article 183 of the RAD.

The numbers of the riders undergoing the controls will be displayed 100m after the finish line, on the barriers. Riders will be escorted by a chaperone as soon as possible after crossing the finish line.

Article 24 - Provisions

The organisers disclaim any responsibility for accidents that may occur to the riders or that they may cause, as well as for any medical consequences.

All riders and support staff are required to comply with road traffic regulations and the orders of the commissaries. Neither the organiser nor their insurer cover damage to the participants' equipment or gear, particularly in the case of falls or theft. It is the responsibility of each individual to ensure or not insure against such risks with their own insurer.

Participants acknowledge that the organiser is not responsible for the supervision of belongings or objects in the event of theft or loss.

We recommend having insurance that provides European coverage.

Article 25 - Penalties

The UCI penalty scale will be applied in all circumstances.

All sanctions and penalties count towards the general classifications.

Depending on their severity, and at the discretion of the College of Commissaries, they may also be applied to the individual stage classifications.

If the College of Commissaries determines that a rider's violation benefits their team's general time classification, a 30-second penalty will also be applied to the team.

Article 26 - Respect for Road Traffic Laws

In accordance with Article 1.2.082, riders are required to comply with the legal provisions of the country and must therefore follow the Swiss Road Traffic Law (LCR), particularly for riders who are left behind. The organisation cannot be held responsible in the event of an incident.

Article 27

This regulation has been written in French, which will be the sole official version. The translation was done on the internet.

2025 REMINDERS

National Federation Authorization

Teams and riders must have written authorization from their National Federation, in accordance with Article 1.2.052 of the UCI regulations. Swiss teams and riders are not subject to this requirement.

Leader Jerseys

Teams may display their sponsor's advertising on leader jerseys, in accordance with Article 1.3.053 of the UCI regulations.

Jerseys

Riders within a team must wear identical jerseys, except for those wearing leader jerseys, world champion jerseys, continental champion jerseys, or national champion jerseys.

Race Communications

During the event, the use of radio links or any other means of remote communication between team directors and riders is prohibited, except for time trial events, in accordance with Article 2.2.024 of the UCI regulations.

Team Vehicles

Only one vehicle per team is permitted at the race level. It must display the distinctive sign provided by the organizer on both the front and rear. The vehicle must comply with Article 2.2.032 of the UCI regulations.

The vehicle's race number must be clearly displayed on the front and rear, inside the windows. The race number color changes at each stage.

Signature

Every rider is required to personally sign the start sheet.

Radio-Tour

A receiver will be loaned to each team and will be handed over when the starters are confirmed. It must be returned to Ecublens, after the finish, at the place indicated in the Technical Guide.

Withdrawals

Any rider who withdraws must promptly hand over their race numbers and frame plate to a commissaire, the time control official, or the broom wagon.

Travel

The team is responsible for all of its travel arrangements, before, during, and after the Tour, using its own means.

La Direction du Tour du Pays de Vaud

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