



These regulations, adopted pursuant to Article 1.2.040 of the UCI cycling regulations, supplement 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 Union Cycliste Internationale (UCI).

Article 1 – Participation

The 55th 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 teams and mixed teams** (2.1.004) The number of riders per team is minimum 4 and maximum 6. It is reserved for athletes in the Men's and Junior categories and is part of the UCI Nations Cup calendar. The event is classified in class 2. Ncup juniors.

The Junior Nations Cup awards points only to nations by accumulating individual points. Only one classification exists per nation. At each stage, points are awarded to the first six riders in the classification according to the following scale:

6 – 5 – 4 – 3 – 2 – 1

At the end of the event, 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 - Permanence and meetings

The departure office will be held on Thursday, May 28, 2026, at the Chamblon fire station, from 7:30 a.m. to 8:30 a.m.

The confirmation of the starters and the collection of the bibs, by the team managers, will be done in the stewards' room on Thursday, May 28, 2026, from 8:15 a.m. to 9:30 a.m.

The meeting of the sports directors, in the presence of the members of the College of Stewards, is scheduled at the Chamblon barracks, on Thursday, May 28, 2026, at 10:00 a.m.

The pre-check of the time trial bikes will be done in Chamblon between 08:00 and 09:40 according to the order of passage displayed in the technical guide.

The race safety briefing will take place on Friday 29 May 2026 at 09:30 am at the Chamblon Barracks.

The arrival permanence will be held on Sunday, May 31, 2026, at the Chamblon barracks.

Article 3 - Race Officials

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

- the Director of the Tour du Pays de Vaud;
- the Technical Director;
- Motorcycle Regulators.

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

- the President of the College of Commissioners;
- the designated national commissioners;
- the arrivals judge;
- timekeepers;
- Time control officials.

Article 4 - College of Commissioners

The College of Commissioners comprises:

- the President of the College;
- four national commissioners ;
- A judge at the finish
- an assistant arrival judge

The Board takes note of the infringements noted by the stewards and officials of the event, deliberates independently and pronounces the sanctions it deems necessary, in compliance with these regulations and those of the UCI.

Article 5 - Arrival judge

The finishing judge ensures the intermediate classifications during the stage and the classifications at the finish. If this is not possible, his function may be fulfilled by any other marshal.

Article 6 - Timing

At the finishes, all the 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 arrival of the sweeping vehicle. He also records the times of the riders who arrive after the allotted time and gives the list, with the corresponding times, to the President of the College of Stewards.

Article 7 - Individual time trial

The starting order of the teams of the 1st stage, "individual" time trial is set by the organizer in agreement with the college of stewards. Each team will determine the starting order of these riders.

The starts are given from 1' to 1'.

The time interval may be reduced or increased for all or some of the riders, by decision of the race management in agreement with the college of stewards.

The starting order may be changed, under the same conditions, if it appears that it is likely to create a particular situation that is detrimental to the fairness of the event.

From the start of the first rider, training is forbidden on the course. The riders are all held on the starting line by the same starter. They are obliged to present themselves at the control of their bicycle at least 15 minutes before their start. Any rider who arrives after his start time is penalized for his delay.

If a rider is overtaken, he is not allowed to lead or take advantage of the wake of the runner who is catching up with him. The rider who joins another rider must observe a lateral gap of at least 2 meters. The overtaken rider must ride at least 25 meters from the other.

Help between runners is forbidden.

Any breakdown service is carried out exclusively at a standstill. Each rider is accompanied by a car that carries his spare equipment. Each following car must remain twenty-five metres behind its rider. It must never come up to him, the information being provided from the rear. It is only allowed to be inserted between two riders if they are separated by at least 50 metres. If this distance is reduced, the car assigned to the rider in the lead must immediately move back behind the other rider.

In the event that vehicles are missing, the organization reserves the right to assign a car to the runner.

In the last hour of the race, the rider with the best time of the stage will have to stay in the protocol enclosure until his time is possibly improved.

Departure times

The list with the start time of each rider is given to the sports directors about 2 hours before the start of the first rider. This schedule is final and cannot be changed.

Article 8 - Refreshments and ecology

Individual time trial

During the individual time trial, refuelling is not allowed.

Online Steps

Refreshments are carried out according to the kilometre rules provided for in the UCI regulations. They can be carried out by musettes or by bottles. The rules of these refreshments are as follows:

- generally speaking, permanent refuelling is authorised from the sign located near the 30th kilometre to the sign announcing the end of the refuelling at 20 kilometres from the finish;
- the Event Management may, in agreement with the College of Stewards, modify these procedures during the stage depending on the weather conditions or any exceptional circumstances;
- the riders must let themselves slide at the height of their sports director's car behind that of the race director or the stewards;
- in the event of a breakaway, the refuelling is allowed in the last position of the group as long as it does not include a number of riders greater than fifteen;
- Refreshments outside the areas indicated by the organizer are authorized, foot to land, by the team support staff, to the exclusion of any other person. The staff will carry out the refreshments by canister or with the help of musettes. The staff carrying out the refreshments must wear the team's clothes and will stand at most one meter from the edge of the road.
- Any spraying from a vehicle is strictly prohibited.

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

In order to respect the environment and for safety reasons, 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 wearing and use of glass containers is strictly prohibited. The runner may not throw anything on the road outside the recovery area or any other place provided for this purpose.

The Event Management may, in agreement with the Stewards' College, modify these terms and conditions during the stage depending on the weather conditions or any exceptional circumstances.

Article 9 - Radio-Tour

Race information is broadcast on Radio-Tour. Each sports director will be given a digital radio at the sports directors' meeting.

Article 10 - Neutral technical assistance

The neutral assistance service is provided by the Tour de Suisse breakdown service, using 3 cars for the 3 stages in line. On Thursday during the individual time trial, there is no neutral technical assistance planned.

Article 11 - Medical service

Medical care during the race is provided exclusively by the members of the medical service set up by the organisation from the moment the riders enter the start area until the moment they leave the finish area. Interventions during the race can only be carried out at the back of the peloton where the applicant must be.

However, it is specified that in the case of major treatment or when climbing passes or hills, the doctor must be stationary. Outside the race, the sports directors can call on the organization's caregivers whose phone number will be sent to all followers.

They can 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 - Infractions en course

Suction and training by a motor vehicle, the "stroller", the "retrostrroller", the "pull" and the taking of support are prohibited in all circumstances. The race stewards may exclude any rider caught actually hanging on to a moving vehicle, without prejudice to the fine and suspension incurred.

Willful obstructions and non-regulatory maneuvers are prohibited and penalized.

To guarantee a correct course of the sprints, the rider who deviates from the lane he has chosen will suffer the sanctions provided for in the scale of penalties.

Article 13 - Career

Runners must always follow the official route.

The use of any other route, in particular shortcuts, is sanctioned. Out of respect for the public and for its safety, riders may not use the sidewalks and cycle paths. In the event of a change of route, the management of the organisation notifies the sports directors and the riders at the time of the start control. The latter are obliged to sign the press release notifying them of the course change(s).

In the event of an accident or exceptional incident likely to distort the regular course of the race in general or of a stage in particular, the Director of the organisation, with the agreement of the College of Stewards, may at any time, after informing the timekeepers, decide either:

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

The President of the College of Stewards, after consulting the organiser, may take the following sporting decisions:

- cancel or retain the gaps acquired during a neutralisation or a stop in the race, taking into account the gaps recorded at the time of the incident;
- cancel or keep the results obtained during an intermediate sprint, a mountain grand prix or in the various classifications;
- consider a race or stage as uncontested.

Article 14 - Departures

In the online stages, the riders and their sports directors must be present at the signature control place at least 15 minutes before the start time of the meeting place.

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

The signing of the start sheet begins 1 hour and 10 minutes before the start time and ends 10 minutes before the start time of the meeting place. Under penalty of being disqualified, the signing of the start sheet for the runners is mandatory.

After the call of the riders, the actual start, given by the Director of the event, can be carried out in three ways:

- "Arrested": from the place of signature control, if the route allows it;
- "deferred order": if the place chosen by the organisation of the event is far enough from the place where the signatures are checked;
- "launched": if the place chosen by the organisation of the event is not very far from the place where the signatures are checked, at "Km 0".

Access to the car parks at the start site is via a mandatory checkpoint (PPO). From there, vehicles will be directed to the various car parks. It is also necessary to respect the schedules mentioned in the Technical Guide.

Section 15 - Grade Crossings

Riders are forbidden to cross any closed level crossings. Riders who do not comply with this requirement are disqualified from the race by the stewards.

The following rules will apply:

- One or more escaped runners are stopped at the level crossing, but the level crossing opens before the arrival of the pursuer(s). No action is taken and the closure of the said level crossing is considered a racing incident;
- One or more riders who escaped with a lead of more than 30 seconds are stopped at the level crossing and the pursuer or pursuers join the escaped runner(s) at the closed level crossing. In this case, the race is neutralized and a new start is given with the same gaps, after having passed the official vehicles preceding the race. If the lead is less than 30 seconds, the closure of the level crossing is considered a racing incident;

- If one or more lead runners pass the level crossing before it closes and the pursuer or pursuers are blocked at the level crossing, no action is taken and the closure of the level crossing is considered a racing incident;
- If a group of riders is split into two parts following the closure of a level crossing, the first part of the group will be stopped or slowed down, thus allowing the delayed riders to resume their place within the said group;
- Any exceptional situation (level crossing closed for too long, etc.) will be decided by the commissioners.

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

Article 16 - Exclusions of Releases

By order of the gendarmerie, latecomers of the stages in line are disqualified 10 minutes after the peloton has passed. The control is done from the start until 20km from the finish. The disqualification is carried out by officials of the organization recognizable by their specific race vests and their "stop" pallets. The deadline can be modified by the management of the event. Any rider who is disqualified must hand in his bibs to the official in charge of the race or to the staff of the broom car.

Article 17 - Abandonment

Any runner who withdraws must surrender their bibs to the disqualification official or broom car staff.

The bibs of the runners who have abandoned are then given at the finish to the marshal who assists the timekeeper or to the finish judge.

Article 18 - Arrivals

The stage finishes are marked by a "flamme rouge" located 1 kilometer from the finish line.

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

This measure does not apply to:

- for the finish of the "individual" time trial on Thursday 28 May 2026.

Any decision relating to this Article shall be taken by the College of Commissioners independently.

Article 19 - Arrival deadlines

The arrival times are as follows:

1st stage: Individual C-I-m, Dillens:	25%
2nd stage: Carrouge / Carrouge:	12%
3rd stage: Tartegnin / Tartegnin:	15%
4th stage: Lucens / Lucens:	8%

Depending on exceptional events that are only unforeseeable and force majeure (weather conditions, roads cut, accident or serious incident, etc.), the deadlines may be modified according to the discretion of the Stewards, in agreement with the Event Management.

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

Possible drafts

In exceptional cases only, unforeseeable and of force majeure, the college of stewards may extend the arrival deadlines after consultation with the organiser.

In the event that riders who actually arrived after the deadline are drafted by the College of Stewards, they will have all their points acquired in the general classification of the various secondary classifications withdrawn.

Article 20 - Classifications

The following rankings are established:

- individual time classification;
- individual points classification;
- individual classification of the best climber;
- youth ranking;
- team time classification;
- combativity prize.

a) Individual time classification

The individual general time classification is established by adding up the times achieved by each rider in the 4 stages, taking into account the time penalties.

In the event of a tie in the individual general classification, the riders are separated in accordance with art. 2.6.015 of the UCI regulations.

The first in the individual general classification wears the yellow jersey "TCS" of leader.

b) individual points classification

The individual general points classification is obtained by adding up the points recorded in the individual classifications of each stage, according to the following scales, and taking into account the points penalties:

- for the intermediate sprints: 10, 6, 4, 2 and 1 points, for the first 5 classified riders;
- for stage finishes, with the exception of the 1st stage: 10, 6, 4, 2 and 1 points, for the first 5 classified riders;

In the event of a tie in the individual general classification on points, the following criteria shall be applied, until a tiebreaker is reached:

- number of stage wins;
- number of victories in intermediate sprints counting for the overall points classification;
- Individual general classification by time.

Flying sprints are reported as follows:

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

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

During the individual time trial, the green jersey will be awarded to the winner of the stage. The jersey will be worn during the second stage by the 2nd classified rider.

c) Individual King of the Mountains classification

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

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

In the event of a tie in the overall individual mountain classification, the following criteria are applied, until there is a tiebreaker:

- number of first places in the climbs of the highest category;
- number of first places in the climbs of the next category and so on;
- Individual general classification by time.

The price of the mountain is reported as follows:

- at 1km, 500m and 200m from the line: MOUNTAIN PRICE SIGN;
- on the line: RED FLAGS "Vaud Federation of Entrepreneurs".

The first in the mountain prize ranking wears the white jersey with red polka dots "Fédération vaudoise des Entrepreneurs" of leader.

During the individual time trial, the white jersey with red polka dots will be awarded to the winner of the stage. The jersey will be worn during the second stage by the 3rd classified rider.

(d) Classification of young people

The youth classification is reserved for riders born in 2009 (junior first year). The first of them in the general individual time classification is the daily leader of the young riders. At the end of the last stage, he is declared the winner of the youth classification.

The first in the best young rider classification wears the white jersey "Fond du sport vaudois" of leader. If the leader of the classification is the wearer of a distinctive jersey, the white jersey will be worn by the first rider.

e) Team time classification

The overall team classification is established by adding the three best individual times of each team, in all stages.

In the stage classifications, in the event of a tie, the teams achieving the same time are separated by the addition of the places obtained by their three best times in the classification of that stage. In the event of a new tie, the teams are separated by the place of their best rider in the stage classification.

In the general classification, in the event of a tie, the teams are separated by their number of stage victories per team, then by their number of second places, and so on until a number of places obtained by one or the other allows their final ranking to be established.

If there is always a tie, the teams are separated by the place of their best rider in the individual general classification

Any team reduced to less than three riders is eliminated from the overall team classification.

Order of priority of leader's jerseys

If a rider is the leader of several classifications, he wears the first leader's jersey in the following order of priority:

- individual time classification;
- individual points classification;
- individual classification of the best climber;
- youth ranking.

Article 21 - Protocol

On the basis of the rankings established by the organiser, the riders are obliged to present themselves at the official protocol ceremony within a maximum of 10 minutes after their arrival for the prize-giving ceremony, jerseys and distinctive signs which will be organised in the following order:

At the end of each stage:

- The winner of the day's stage;
- The leader of the individual general classification in time;
- The leaders of the secondary classifications (except team classification);
- The winner of the stage combativity prize

At the end of the last step:

- The winner of the day's stage;
- The winners of the secondary classifications (including team classification);
- The winner of the combativeness of the stage;
- The first three riders in the individual general classification on time;
- The leading team of the Junior Nations Cup;
- The different wearers of distinctive jerseys.

Combativity Award

The combativity prize rewards the rider who is the most generous in the effort and shows the best sportsmanship. This prize, awarded from the first stage, is awarded by a jury chaired by the Director of the event. The jersey will be awarded on the podium during the finish protocol. The most combative rider of the stage wears the orange jersey "Goutte Récupération SA" in the next stage.

Nations Cup Leader

The UCI awards a distinctive sign to the riders of the leading nation in the Junior Men's Nations Cup classification that the riders will have to wear during the protocol ceremonies according to the UCI guidelines.

The "Responsible" Prize

Alongside the above-mentioned rankings, the Tour Management has set up the Responsible Prize, with the aim of promoting the responsibility of our participants in sustainable development and respect by taking into account the 3 categories below:

- Sustainable race behaviour – bottle and waste management by team
- Sustainable behaviour outside the race – sorting and compliance with instructions in accommodation and other common areas
- Sportsmanship – fair play during the race, compliance with the racing regulations.

The prize is awarded during the protocol of the last stage.

Article 22 - Bonifications

Bonuses are awarded as follows:

- 10" – 6" – 4" in all the finishes of the stages in line;
- 3" – 2" – 1" for all intermediate sprints.

No bonus will be awarded during the "individual" c-l-m.

Article 23 - Prizes

The following prizes are awarded: see "Prize Board 2026".

The grand total of the prizes distributed is CHF 9,910.

The prizes and participation fees, after the final statement, will be paid within 15 days after the end of the race by means of a bank transfer in the currency of the country, according to the contact details provided when signing the contract and mentioned in them.

Article 24 - Doping control

The UCI anti-doping regulations apply in full to this event.

The riders concerned must report to the doping control station in accordance with the plans of the technical guide in accordance with Article 183 of the FDR.

The numbers of the riders subject to the controls will be displayed 100m after the finish line, on the barriers. The riders will be taken care of by a chaperone as soon as possible after crossing the finish line.

Article 25 - Provisions

The organizers decline all responsibility for accidents that may happen to the riders or of which they may be the cause as well as for any medical consequences.

All riders and followers are required to comply with road traffic regulations, as well as the orders of the stewards.

Neither the organizer nor its insurer covers any damage that may be suffered by the participants' materials and equipment, particularly in the event of falls or theft. It is the responsibility of each person to insure themselves against this type of risk with their insurer.

Participants acknowledge that the organizer is not responsible for the surveillance of property or objects in the event of theft or loss.

We advise you to have insurance with European coverage.

Section 26 - Penalties

The scale of penalties in the UCI regulations is applied in all circumstances.

All sanctions and penalties count towards the overall rankings.

Depending on their severity, and by decision of the College of Commissioners, they may also be applied to individual stage classifications.

If the Stewards' Board considers that the offence committed by a rider benefits the general classification at the time of his team, a penalty of 30 seconds shall also be applied to the team.

Article 27 - Compliance with the Road Traffic Act

In accordance with article 1.2.082, the riders and all their staff must comply with the legal provisions of the country and therefore follow the Swiss Road Traffic Act (LCR), especially for runners who are late. The organization cannot be held responsible in the event of an incident.

Article 28

These rules have been written in French, which will be the only authentic language.

2026 RECALLS

Authorization from the National Federation

The teams, respectively the riders, must have a written authorisation from their National Federation, in accordance with art. 1.2.052 of the UCI regulations. Swiss teams and riders are not subject to this obligation.

Leader's jerseys

The team may include its advertising in accordance with art. 1.3.053 of the UCI regulations.

Jerseys

The riders of a team wear an identical jersey, except for the wearers of the leader's, world, continental and national champions' jerseys.

Communications en course

During the event, the use of radio links or other means of distance communication between sports directors and riders is prohibited, except for time trials, in accordance with art. 2.2.024 of the UCI Regulations

Team Vehicles

Only one vehicle per team is allowed at race level. It must bear the distinctive sign given by the organiser, front and rear. The vehicle must comply with art. 2.2.032 of the UCI regulations.

The serial numbers of the vehicles must be legibly fixed on the front and rear of the windows. The colour of the serial numbers changes at each stage.

Signature

All riders are **required** to personally sign the start sheet.

Radio-Tour

A receiver will be lent to each team and will be given when the starters are confirmed. It must be returned to Ecublens, after the finish, at the place indicated on the Technical Guide.

Withdrawals

Any runner who withdraws must immediately hand over his bibs and the frame plate to a marshal, the time control official or the broom vehicle.

Travel

The team makes all its trips, before, during and after the Tour, by its own means.

The Direction of the Tour du Pays de Vaud