

Safety Concept – Riding Safely Together – NO RACE – JUST PACE

January 2026

1. Objective

In recent years, there have been situations in which participants stood out due to violations of road traffic regulations or inattentive and dangerous behaviour. In order to ensure that our event remains safe, fair and enjoyable for everyone, this safety concept describes the organisational and operational measures designed to contribute to a smooth running of the event.

These include the escorting of pelotons, the deployment of official commissioners, pace management, and the handling of rule violations or dangerous behaviour.

2. Overview of Measures

3. Escorting of Pelotons

3.1 Official Motorcycle Commissioners (MOCOs)

Official motorcycle commissioners (MOCOs) escort the pelotons from the start.

Only clearly identifiable, officially marked motorcycles and commissioners are deployed.

3.2 Control System

A transparent card system (yellow / red) is applied.

The road traffic regulations as well as the general event rules apply strictly from the very first metre.

In the event of serious or repeated violations, exclusion may be imposed — always with the objective of ensuring the safety of all participants.

3.3 Operations Management and Coordination

Responsibility for control lies with the professionally qualified MOCOs.

Only motorcycles are deliberately used; no escort vehicles are allowed within the peloton.

4. Pace Setters and Leadership Structure

4.1 Capitaines de la Route (CdR)

Approximately 10 Capitaines de la Route accompany the first starting blocks (around 30 riders per block).

These initial groups start at intervals of 2 minutes.

Each block is assigned its own Capitaine de la Route.

The CdR wear a clearly visible red jersey with the inscription “no race – just pace”. Their instructions must be followed to ensure harmonious riding.

4.2 Supporting Lead Riders (LF)

In addition, lead riders support the CdR within each group.

Their tasks include: supporting the CdR, drawing attention to road traffic regulations, and providing friendly but clear reminders regarding traffic rules and respectful behaviour.

4.3 Allocation of MOCOs

Each group is accompanied by a designated motorcycle commissioner responsible for compliance with road traffic regulations.

After issuing a warning, this commissioner is authorised to exclude riders who fail to comply with traffic rules.

Three additional MOCOs operate flexibly along the route to provide situational support.

They monitor compliance with road traffic regulations and apply the card system consistently, fairly and proportionately.

5. Neutralisation Concept

5.1 Reasons for Neutralisation

Neutralisation may be implemented if:

- dangerous behaviour is observed;
- rules are not respected;
- large groups are riding irresponsibly.

5.2 Communication to Participants

All participants are informed several times in advance that:

- neutralisations may be implemented at any time;
- these measures serve exclusively to ensure safety and fairness.

Information is provided via email, social media and newsletters.

5.3 Neutralisation Zones

Five potential neutralisation points are set up along the route (see route map).

Two marshals are present at each point to ensure communication and safety.

These locations are not regular stops, but serve solely to de-escalate critical situations.

6. Measures Along the Route

6.1 Narrowings

No planned road narrowings for speed reduction are предусмотрены, as this task is handled by MOCOs, CdR and supporting lead riders.

6.2 Securing Critical Sections

Particularly critical pedestrian crossings are secured.

Technically demanding or narrow sections, as well as construction zones, are monitored especially closely.

7. Amendments

The Organisation reserves the right to adapt this safety concept if necessary. Such changes do not give rise to any entitlement to a refund.

8. Final Remarks

The consistent implementation of this safety concept helps us to:

- ensure the highest possible level of safety for all participants;
 - create fair and rule-compliant conditions;
 - minimise risks;
 - sustainably safeguard the quality and delivery of the event;
 - strengthen the character of the Cyclotour as a shared cycling tour rather than a race.
-

Association Cyclotour du Léman
Avenue de Longemalle 21A – 1020 Renens
info@cyclotour.ch