

The SafeR Supervisory Board holds its first meeting of the year

SafeR is pleased to announce that its Supervisory Board held its first meeting of the year on 4 March 2025 at the headquarters of the Union Cycliste Internationale (UCI) in Aigle, Switzerland.

SafeR is a body dedicated to safety in men's and women's road cycling, and brings together representatives of the various stakeholders in road cycling: organisers (AIOCC), teams (AIGCP), riders (CPA and CPA Women) and the UCI. The SafeR Supervisory Board meets four times a year to make strategic and budgetary decisions.

The following representatives attended the meeting on 4 March:

- for the organisers: Kiko García (ESP) and Mauro Vegni (ITA);
- for the teams: Emily Brammeier (GBR) and Brent Copeland (RSA);
- for the riders: Adam Hansen (AUS);
- for the UCI: Rocco Cattaneo (SUI) and Amina Lanaya (FRA/MAR/SUI).

The SafeR Supervisory Board approved the appointment of Swiss Steve Morabito as the new organisers' representative on the SafeR Case Management Committee, the body – composed of analysts put forward by each association – which meets weekly to analyse race incidents, anticipate issues for upcoming events, and conduct safety analyses of teams and races. He will replace Frenchman Romain Caubin, who will cease his activities within SafeR on 1 April. Steve Morabito is a well-known and highly regarded personality in the world of cycling: a professional road cyclist from 2006 to 2019, he competed in 16 Grand Tours during his career. He is now President of Valais Wallis Cycling, the Valais cantonal cycling association. The other members of SafeR's Case Management Committee, all former professional road cyclists, are Rubens Bertogliati and Dan Martin (team representatives), and Alessandra Cappellotto and Adam Hansen (rider representatives).

The SafeR Supervisory Board has drawn up a list of UCI WorldTour and UCI Women's WorldTour races that will be analysed this season from a safety perspective – in terms of their organisational and sporting aspects – by analysts from its Case Management Committee. In this context, the analysts will work with the organisers ahead of their race on safety-related aspects, in particular to identify potentially dangerous sections of the route, and will be present at the events. They will then draw up a report to be shared with SafeR, which will then use this as the basis for making recommendations to the UCI on areas for improvement. Several criteria may result in an event being included on the list: new event, event with security incidents in previous years or other reasons. In 2025, the following events will be analysed:

- Milano-Sanremo (ITA - UWT)
- Milano-Sanremo Donne (ITA - WWT)
- Classic Brugge - De Panne (BEL - UWT)
- Classic Brugge - De Panne (BEL - WWT)
- Itzulia Basque Country (ESP - UWT)
- Itzulia Women (ESP - WWT)
- Amstel Gold Race (NED - UWT)
- Amstel Gold Race Ladies Edition (NED - WWT)
- Tour of Britain Women (GBR - WWT)
- Tour de Suisse (SUI - UWT)
- Tour de Suisse Women (SUI - WWT)

- Copenhagen Sprint (DEN - UWT)
- Copenhagen Sprint (DEN - WWT)
- Tour de Pologne (POL - UWT)
- Simac Ladies Tour (NED - WWT).

UWT: UCI WorldTour – WWT: UCI Women's WorldTour

In addition, SafeR Analysts will be present at selected stages of all Grand Tours.

The subject of yellow cards was also discussed during the meeting. The introduction of this system for safety improvement purposes was the object of a test phase in 2024, followed by its entry into force at the start of the 2025 season. The meeting participants welcomed the now systematic application of the yellow card system in the relevant events organised so far this year (UCI WorldTour, UCI Women's WorldTour, UCI ProSeries and Continental Championships), as well as the publication of the cards issued on the [UCI website](#), in the interests of transparency and clarity. UCI licence-holders will have their yellow cards published for the two periods taken into account – 30 days and 365 days –, as the accumulation of yellow cards over these periods leads to suspensions of 14 days and 30 days respectively. Added to this is exclusion from an event and a seven-day period of suspension if two yellow cards are issued at the same event. The first two months of the season highlight that the yellow card system is not solely directed at riders, who currently make up only 33% percent of recipients of yellow cards, but also applies to team staff, media and organisation vehicles.

In addition, the results of a survey on various questions concerning equipment and their link to safety were presented at the meeting. The survey was conducted among riders, with the participation of 287 men and women. The opinion of the athletes is very important, as they are obviously in the front line when it comes to assessing whether or not equipment used in competition contributes to safety. For example, there is an interest from riders in investigating new protective equipment such as abrasion resistant clothing and wearable airbag systems, as well as an openness to seeing the development of more regulation on topics related to equipment and their safety. Also on this basis, SafeR will propose to the Professional Cycling Council that it endorses the organisation of a gear ratio limitation test later this season. The results of such surveys are also an important factor in making relevant and consensual decisions in this domain.

Finally, recent incidents that have occurred during various races were discussed to define the steps that will lead to the implementation of measures to prevent them from happening again. Many of the issues occurred at Class 1 events, a class of events not originally included in SafeR scope of activity, which was focused on the UCI WorldTour, UCI Women's WorldTour and UCI ProSeries. The SafeR Supervisory Board decided to include a selection of Class 1 events in the future to be supported and analysed by SafeR analysts.

All the stakeholders in men's and women's professional road cycling who are members of SafeR are delighted with their successful collaboration on improving the safety of road races, a priority cause for all those involved in cycling.

