

## 2026 - TOUR DE HONGRIE (HUN) - ME

### FINAL REPORT

The race was well organized by a highly professional team, with rider safety treated as the top priority, including necessary last-minute adjustments to the route (Stage 4) in response to severe weather conditions. Television coverage was excellent, accompanied by strong spectator turnout. The quality of the peloton was also noteworthy, particularly with regard to the sprint specialists.

### SAFETY

**Safety is the organizer's priority**

Safety management throughout the race was handled to a very high standard, with the race route fully closed to traffic. Marshals operated efficiently and professionally, and all potentially hazardous points along the route were appropriately secured, protected and marked in VeloViewer.

Medical support was efficient, with doctors present both in car and on motorcycle, supported by 3 ambulances within the race convoy.

The organiser maintained clear and proactive communication with the teams, distributing detailed communiqués that included route plans, images and videos of technical or potentially difficult sections, as well as dedicated footage of the final 3 kilometres through a specific WhatsApp information channel. Stage 4 modified for extreme weather conditions.

### SPECTATORS AND COURSE

**Many spectators, good atmosphere**

The Tour de Hongrie attracted strong public interest, with large crowds present at both the start and finish areas. The atmosphere during the final local laps was particularly positive, contributing to an excellent race environment.

### ACCOMMODATION FOR TEAMS

**Good hotels, well organized, no complains**

Feedback gathered from several teams indicated that no issues were reported regarding hospitality and accommodation arrangements. The organiser also provided a dedicated guide containing detailed information for transfers between the hotels.

### TV PRODUCTION

**Live TV production of the race**

All stages were broadcast live in full on national television, while the international feed provided approximately two hours of live coverage together with a 45-mins highlights programme for each stage.

On some occasions, however, the helicopter operating for TV coverage flew at a relatively low altitude, generating considerable noise.

### ORGANISATION

**Good, few point to improve**

From the early stages of communication, the organiser demonstrated a highly active, proactive, and cooperative approach. All requested amendments to the special race regulations were implemented.

There was excellent coordination on site, including during challenging situations that required immediate decision-making. The safety plan was also of a very high standard.

All remarks highlighted in the previous edition's report were fully addressed and implemented.

**New remarks:**

- Race Regulators: in certain circumstances, their approach was somewhat passive, indicating a need for greater experience.

- Neutral service vehicles: newly introduced to this race, they should be more responsive to commissaires' instructions and currently lack some necessary operational routines.

- In accordance with UCI regulations, it is required that a representative of the organiser be present in the PCP vehicle, with the authority to take decisions, particularly in urgent situations such as those that occurred during Stage 4, in order to streamline communication flow.