



GUIDELINES FOR VEHICLE CIRCULATION IN THE RACE CONVOY

VERSION FEBRUARY 2017

TABLE OF CONTENTS

I. PREAMBLE	3
II. THE RACE CONVOY AND PREPARATIONS BEFORE THE RACE	6
A. ORGANISATION OF THE RACE CONVOY	6
B. GENERAL RULES FOR DRIVERS IN THE RACE CONVOY	8
C. GENERAL RULES FOR VEHICLES	8
D. SPECIAL RULES FOR MOTORCYCLES	8
E. PREPARATION AT THE START	8
F. START OF THE RACE	8
III. CIRCULATION DURING THE RACE	10
A. GENERAL RULES OF SAFETY AND OPERATION	10
B. THE RULES OF PRIORITY	10
C. MOVEMENT AT THE FRONT OF THE RACE (IN FRONT OF THE PELOTON)	10
D. RISK SITUATIONS	17
E. TRAVELLING BEHIND THE PELOTON (COLUMN OF SPORT DIRECTORS' VEHICLES)	17
F. OVERTAKING A RIDER, BREAK OR THE PELOTON; BEING OVERTAKEN	17
G. LAST 20 KM	18
IV. SPECIAL CONSIDERATIONS FOR THE MOVEMENT OF MOTORCYCLES	21
A. GENERAL RULES FOR THE MOVEMENT OF MOTORCYCLES	21
B. THE RANGE OF FUNCTIONS CARRIED OUT BY MOTORCYCLES AND THE SPECIAL FEATURES OF THEIR MOVEMENT	21
C. MEDIA MOTORCYCLES	23
V. CONDUCT IN THE EVENT OF A CRASH	26
VI. TIME TRIALS	28
A. ESCORT MOTORCYCLE	28
B. PROLOGUE	28
C. INDIVIDUAL AND TEAM TIME TRIALS	28
D. SPECIAL CASES FOR MOTORCYCLES	29
E. CASE OF A RIDER OVERTAKEN BY ANOTHER RIDER	30
F. SPECIAL CASE OF DROPPED RIDERS IN TEAM TIME TRIALS	36

I. PREAMBLE

These Guidelines for vehicle circulation in the race convoy describe the mandatory rules that apply to all vehicle drivers in a cycling event.

All drivers must have a UCI Licence issued by a National Federation and are obliged to respect the UCI Regulations as well as these Guidelines for vehicle circulation in the race convoy.

Knowledge of cycle racing and its regulations, a career as a rider and the ability to anticipate a wide range of race situations are all assets that allow a driver to build up a solid experience.

This experience and the frequency with which the driver actually encounters race conditions determine his or her ability to drive in the race convoy of a cycling event.

Beyond the theoretical rules and instructions for the movement of race vehicles, a driver's personal approach is always relevant:

- Lifestyle (no alcohol or drugs, sufficient rest)
- Concentration (not using the phone while driving, care and attention at all times)
- An open mind (a considerate, prudent attitude rather than overconfidence)
- Being prepared to pull back (refraining from a potentially hazardous action, even if pressured by an insistent passenger, rather than taking unnecessary risks)

Drivers are responsible for their driving; if they fail to observe the regulations, they face significant financial penalties as well as suspensions of their UCI Licence that allows them to drive in the race convoy. The sanctions related to driving in the race convoy are defined by Articles 2.2.038 and subsequent of the UCI Regulations.

To simplify the reading of this guide, all the diagrams and instructions apply to a country in which traffic drives on the right-hand side of the road. The instructions should be adapted appropriately for countries that drive on the left.



Cyclists, already vulnerable and exposed to numerous risk factors when practising their sport, race in an outside environment that is constantly changing.

Weather conditions, spectators, traffic, different types of courses, descents and railway crossings are all elements that can have an impact on the security of our international events.

The cars and motorcycles in the race convoy are necessary for the organisation of cycling events, and the work and commitment of those in charge of these vehicles, very often volunteers, should be acknowledged.

However, the organisation of the race convoy, based on the road code, should be supervised.

Part of a global plan to improve the security of riders in races, this guide aims to establish working standards and specific rules, and in turn enable organisers, teams or National Federations to ensure that their own members have the training necessary to drive in the race convoy.

I would like to thank all those, from near and afar, who have helped with the establishment of these guidelines, in particular the Association Internationale des Groupes Cyclistes Professionnels (AIGCP), the Cyclistes Professionnels Associés (CPA) and the Association Internationale des Organisateurs de Courses Cyclistes (AIOCC)



David Lappartient
UCI President

"As President of the UCI Road Commission, I am very pleased with the outcome of this comprehensive guide concerning vehicle circulation. This marks a major step forward in ensuring a safe environment for riders. These definitive guidelines on vehicle circulation must be implemented and used to educate drivers on their responsibilities in the race convoy. I want to thank everyone who contributed to this document."

Tom Van Damme,

Member of the UCI Management Committee
President of the UCI Road Commission

"For over 40 years I have been completely immersed in and passionate about the world of cycling. Through my involvement in countless events, I have accumulated a wealth of experience and intimate knowledge of the whole spectrum of race situations. As a result, I can now pass on the best practices and approaches for running cycle races to a new generation of enthusiasts."

I am very happy and proud to have been able to contribute to these Guidelines for vehicle circulation in the race convoy. The hope is that everyone will be able to acquire the basic skills needed to drive in a cycle race.

These guidelines are far from revolutionary. There is no need to reinvent what works well but rather to harmonise our working methods to focus on improving the safety of our events."

Jean-François Pescheux

Jean-François Pescheux is a former track and road cyclist. After his racing career, he joined ASO and for 37 years was the Technical Director of the Tour de France and other prestigious events.

A UCI International Commissaire since 1991, Pescheux has been a dedicated member of many UCI Commissions and working groups over his career, affording him a comprehensive overview of the sport of cycling and its governance.

Also General Secretary of the Association Internationale des Organisateurs de Courses Cyclistes (AIOCC) for over 25 years, Jean-François Pescheux now puts his vast experience to good use as a Technical Advisor to the UCI Sports Department.

"Safety and sporting fairness are essential to ensuring the success and promoting the image of our events. The AIOCC is delighted to have helped develop these guidelines."

To the organisers – please adopt these guidelines for vehicle circulation. To all drivers – let's share the road with common sense and respect for all."

Charly Mottet,

General Secretary AIOCC

"The Guidelines for vehicle circulation in the race convoy is an easily accessible reference document that is useful for both experienced and less-experienced drivers. It is a much-appreciated initiative that is part of the growing professionalism of our sport over the last 10 years."

Iwan Spekenbrink,

President AIGCP

"The CPA is proud to have contributed to these directives and will continue to work on this guide alongside the UCI."

Gianni Bugno,

President CPA

"For Commissaires, the safety of riders, followers and the public as well as sporting fairness go hand in hand with cycling. Together with other players in our sport, our mission is to improve security. This guide is a fantastic opportunity for everyone to move in this same direction."

Philippe Mariën,

UCI International Commissaire,
Member of the UCI Security
and Technical Regulations Working Group.

"There is a necessary overlap between the duties and responsibilities of commissaires and organisers in the safety and sporting management of cycling events. A team must be formed. Together, the team that is created must be harmonious with agreed expectations and knowledge of each other's roles and responsibilities."

I believe the UCI's development of this guide is a giant step forward to establish best practices for safe driving and vehicle movement that will elevate the safety and fairness of UCI road events around the world."

Randall Shafer,

UCI International Commissaire

II. THE RACE CONVOY AND PREPARATIONS BEFORE THE RACE

A. ORGANISATION OF THE RACE CONVOY

The precise definition of the term "race convoy" is the zone in which race vehicles move, between the law enforcement agency lead vehicle (opening the race) and the broom wagon. [\(diagram 1\)](#)

The following text is an exhaustive example of what a very high level race would look like. The structure must be adapted to fit with the level of the race.

SAFETY vehicles

LAW ENFORCEMENT AGENCIES

The law enforcement agencies use cars or motorcycles; in particular:

- The lead car or motorcycle opening the race
- The motorcycle team responsible for closing roads
- The car or motorcycle closing the race (behind the broom wagon)

CIVILIAN MOTORCYCLE ESCORT

- The motorcycle team responsible for closing roads
- The motorcycle marshals who indicate obstacles using yellow flags (law enforcement agencies carry out this role in some countries)

OFFICIAL vehicles

ORGANISER

The Organiser oversees the general organisation and proper functioning of the event, in particular **with regards to the route and safety considerations**. This involves:

- Course reconnaissance vehicle(s) (Safety Manager, Course Manager): this vehicle/these vehicles travel ahead of the race to ensure the route is safe, providing information on any obstacles or potentially risky situations as necessary.

- The Organisation Director or Assistant Organisation Director (positioned minimum 200m in front of the leading riders).

This is one of the last vehicles before the passage of the riders. **The roads must be secured and completely free of traffic** by the time this vehicle passes.

- Motorcycle Regulator(s); very mobile, these are the organiser's "enforcers" in all circumstances.

COMMISSAIRES

The officials **responsible for the sporting control and refereeing** of the race. These officials are:

- The President of the Commissaires' Panel or Commissaire 1 (this car follows immediately behind the main peloton and carries the Radio Tour announcer as well as the Organisation Director or Assistant Organisation Director **who can take decisions**)
- Commissaire 2, whose car is positioned at the front of the race
- Commissaire 3, whose car is positioned within the first set of Sport Directors' vehicles
- Commissaire 4 (depending upon the size of the race) whose car is positioned at the back of the first set of team cars
- Motorcycle Commissaires
- The Finish Judge (car and/or motorcycle)

ORGANISATION TECHNICAL VEHICLES

- Neutral service vehicles
- Information motorcycles
- Timeboard motorcycle(s)
- Drinks motorcycle
- Radio assistance vehicle
- Doctors' cars and ambulances
- Broom wagon

THE CARS OF THE ORGANISER'S GUESTS

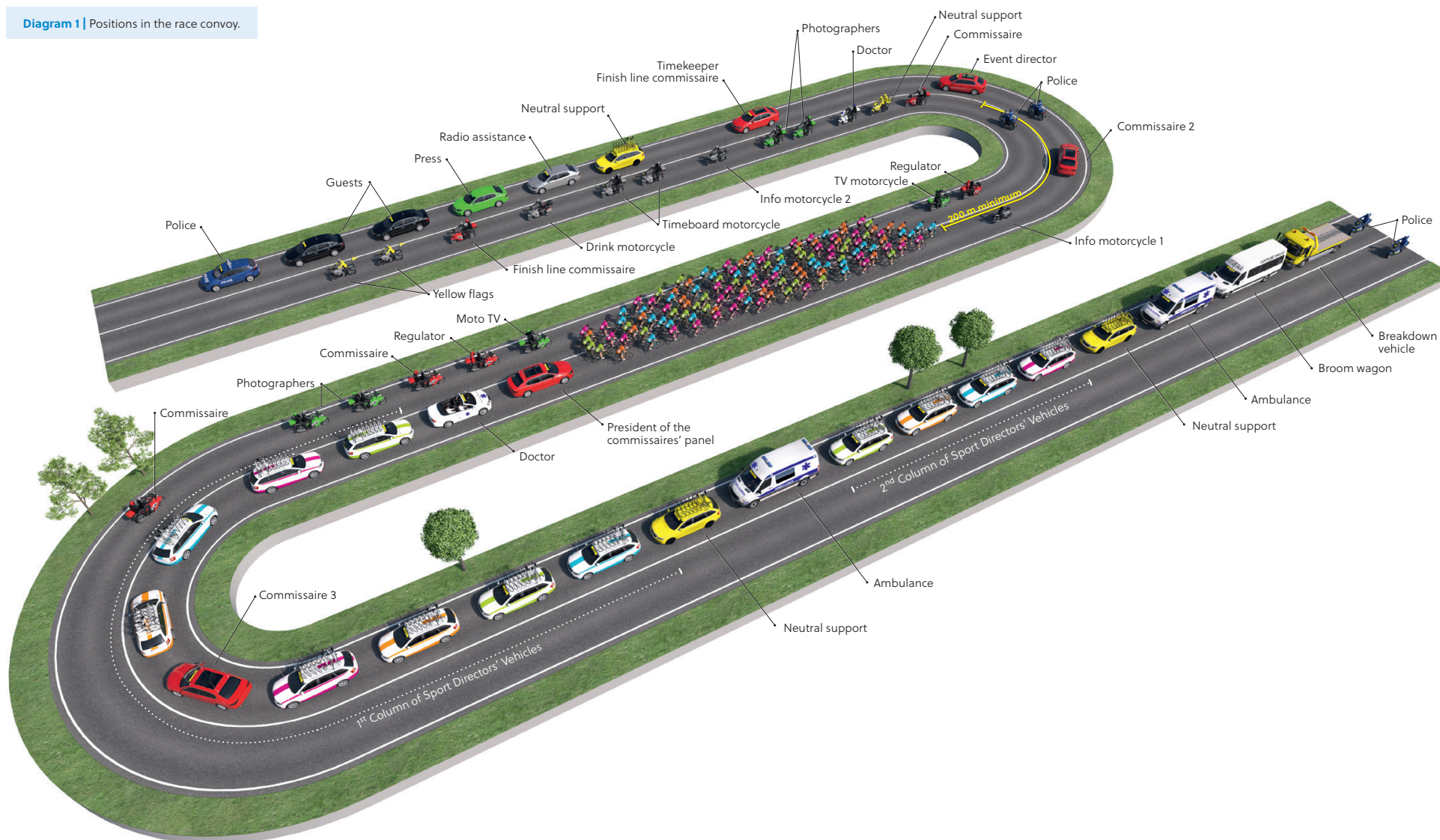
TEAM vehicles

- One or two team vehicles are allowed in the race convoy depending on the event
- When two vehicles per team are allowed in the race convoy, two columns are organised behind the peloton:
 - A first column with the Sport Directors' no. 1 vehicles as well as a neutral service vehicle and ambulance
 - A second column with the Sport Directors' no. 2 vehicles, a second ambulance, an optional breakdown vehicle and finally the broom wagon

MEDIA vehicles

- Media cars
- Photographer motorcycles
- TV motorcycles (live or recorded coverage)
- TV and radio commentator motorcycles

Diagram 1 | Positions in the race convoy.



B. GENERAL RULES FOR DRIVERS IN THE RACE CONVOY

- Must have a valid driving licence
- Must have a licence issued by a National Federation recognised by the UCI
- Drivers must have a 0% blood alcohol level at any time
- Any test conducted on a driver for narcotics at any time must return a negative result
- The wearing of seat belts is compulsory
- The driver is not allowed to use a mobile phone **(even through a headset or system integrated into the vehicle)**
- TV screens must not be used in the front of the vehicle
- Cars in the race convoy carry a maximum of four people (including driver)

In addition to these compulsory general rules, a certain number of recommendations also apply:

- Comply with the instructions of the Commissaires and Organiser
- Have knowledge of and obey the rules of the road of the country of the race
- Have knowledge of and respect the UCI Regulations **as well as the provisions of these UCI Guidelines for Vehicle Circulation in the Race Convoy**
- Have sufficient experience of cycle races and appropriate skills. It is recommended that the drivers of the key vehicles operating closest to the riders **should be former racing cyclists or very experienced drivers**
- Be aware of the times and locations of the various meetings scheduled for drivers and motorcycle riders
- Be ready at the start area at least 10 minutes before the start of the race
- Act courteously towards other race followers and spectators

C. GENERAL RULES FOR VEHICLES

All drivers (organisation, media, neutral support...) **are responsible for their vehicle** and must:

- Ensure that it is in perfect condition mechanically and that the bodywork is undamaged
- Ensure that the vehicle is spotlessly clean
- Display **(and adhere)** the accreditation band to the windscreen showing the vehicle's function and permissions (whether or not allowed within the race convoy)
- Ensure the front and rear windows are not obscured by stickers and the glass is not heavily tinted
- Ensure that the vehicle is equipped with a Radio Tour receiver; this must be **turned on at all times**
- Check the proper operation of the Radio Tour receiver (and transmitter if appropriate) well before the start of the race
- Make sure that the vehicle is not over 1.66 m in height

D. SPECIAL RULES FOR MOTORCYCLES

- Motorcycles must be sufficiently manoeuvrable and suited to the requirements of a cycling event
- Motorcycles with the following features are preferred:
 - a reasonable engine size in order to limit the overall weight of the bike
 - as compact as possible in order to limit the overall weight of the bike and minimise interference when passing the riders
 - soft side panniers (leather) if possible or no side panniers

E. PREPARATION AT THE START

Between the lead car that opens the race and the start line:

- Race lead vehicle
- Motorcycle safety escort
- Vehicles (cars and motorcycles) travelling ahead of the race
- The cars of the Organisation Director and Commissaire 2

Plenty of room is left for the riders behind the start line where riders will assemble before the start. Between the riders and the broom wagon, the following vehicles line up:

- the car of the President of the Commissaires' Panel
- the doctor's car
- Sport Directors' cars
- motorcycles travelling behind the race
- additional organisation vehicles including the broom wagon

It is essential that vehicles take up their positions in good time so that the riders do not have to move aside when assembling at the start line in order for vehicles to pass.

F. START OF THE RACE

At the start of the event the convoy sets off smoothly and all vehicles of the race convoy quickly settle into their places.

When the real start is distant from the neutralised start, the additional time allows vehicles to adjust their positions in the convoy. The riders are led by the Organisation Director's car in the neutralised section ([picture 1](#)). It is essential that **only one car lead the riders** (no motorcycle).

All drivers should reset their vehicle trip counters to zero at the start proper (km 0) so that they all have the same distance information.



Picture 1 | The Organisation Director's car leads the riders between the neutralised start and the real start.

III. CIRCULATION DURING THE RACE

Drivers are responsible for their vehicles and must comply with the instructions and recommendations of the Commissaires and Organisation Director's representatives.

A. GENERAL RULES OF SAFETY AND OPERATION

Several rules apply in the race convoy:

- Vehicles must turn on headlights.
- Hazard warning lights must not be used.
- However, the use of the indicators is **obligatory** when changing lane, to indicate the manoeuvre to other vehicles (and the riders).
- Filming or taking photographs from a moving car is prohibited
- As a general rule, cars drive on the right-hand side of the road (including the lead car which should not travel in the middle of the road).
- Motorcycles generally form a single file line, on the left-hand side of the road when they are behind a group of riders or the peloton.
- Before joining the race convoy, a driver must be aware of the position of the race, its composition (are there any breaks?), the gaps between groups of riders, the race situation (is the peloton catching the break?), the profile of the next few kilometres (will there be a climb soon? a tricky descent? the feed zone?). Without this information, **the driver should not join the race convoy.**

The rules of the road may be relaxed by the local authorities for the race convoy for the purposes of the sporting competition (priority at junctions, wrong way up one-way streets, etc.).

Outside the race convoy, the rules of the road apply **in their entirety** and neither the accreditation band, nor the status of race follower affords any priority or exemption.

As vehicles bear the brand image of certain organisations and promote the image of cycle racing, the driver's behaviour **must be exemplary.**

B. THE RULES OF PRIORITY

There is an order of priority between the various vehicles, summarised as follows:

- **The riders**
- The vehicles of the organisation, commissaires and regulators
- Medical service vehicles
- The Sport Directors' cars and neutral service
- Technical vehicles (information motorcycle, timeboard motorcycle)
- Media vehicles
- Guest vehicles
- Other technical vehicles (radio assistance, broom wagon, etc.)

C. MOVEMENT AT THE FRONT OF THE RACE (IN FRONT OF THE PELOTON) *(picture 2)*

Race situation: peloton together *(diagram 2)*

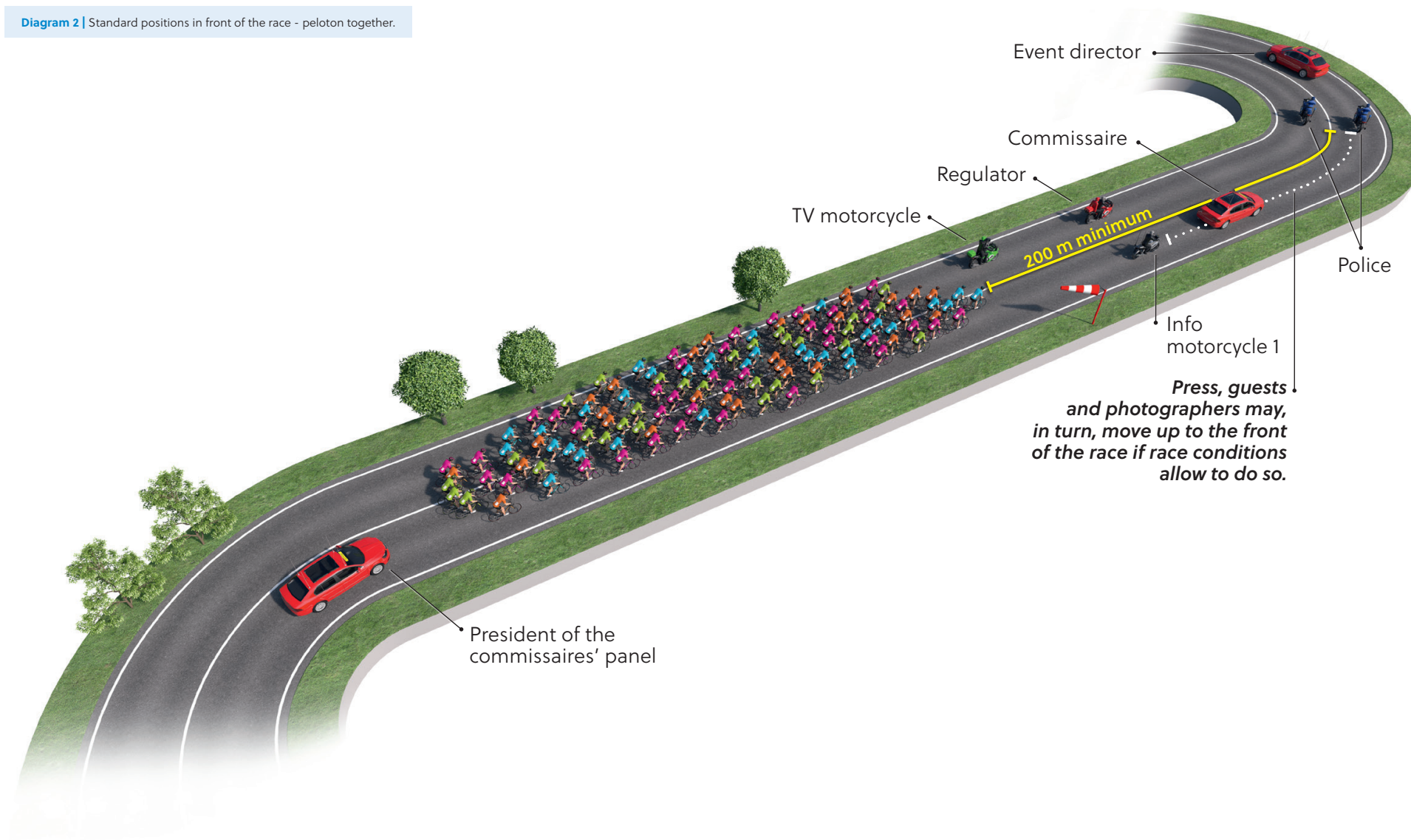
When the race situation allows, media and guest vehicles may take it in turns to assume a position in front of the peloton under the guidance of the Commissaires and the Organisation Director.

The vehicles briefly drop back in front of the peloton and then return to their position ahead of the Organisation Director's car.



Picture 2 | When the bunch is compact, all cars and motorcycles must circulate ahead of the Organisation Director's car.

Diagram 2 | Standard positions in front of the race - peloton together.



Race situation: break away

When one or more riders break away from the peloton in a **sustained manner**, one information motorcycle may enter the gap (minimum 15 seconds) to identify the riders. (picture 3)

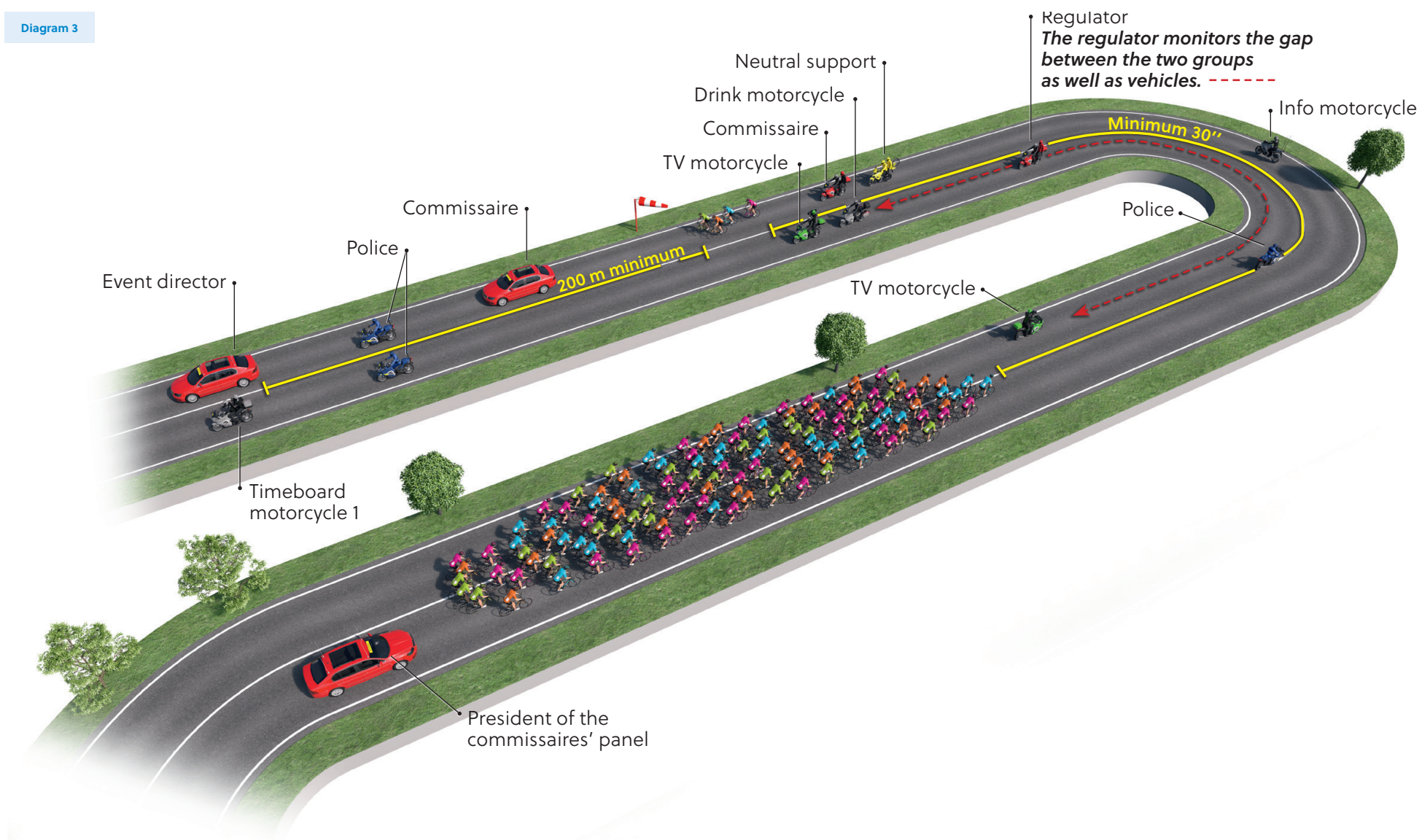
When the break's advantage over the peloton rises above 30 seconds, the following vehicles **can** also enter the gap (diagram 3):

- Commissaire motorcycle
- Regulator motorcycle
- Neutral service motorcycle
- TV motorcycle
- Photographer motorcycle



Picture 3 | When riders break away from the peloton in a sustained manner, information motorcycle enters the gap in order to identify the riders and communicate the time gap between the leading riders and the peloton.

Diagram 3

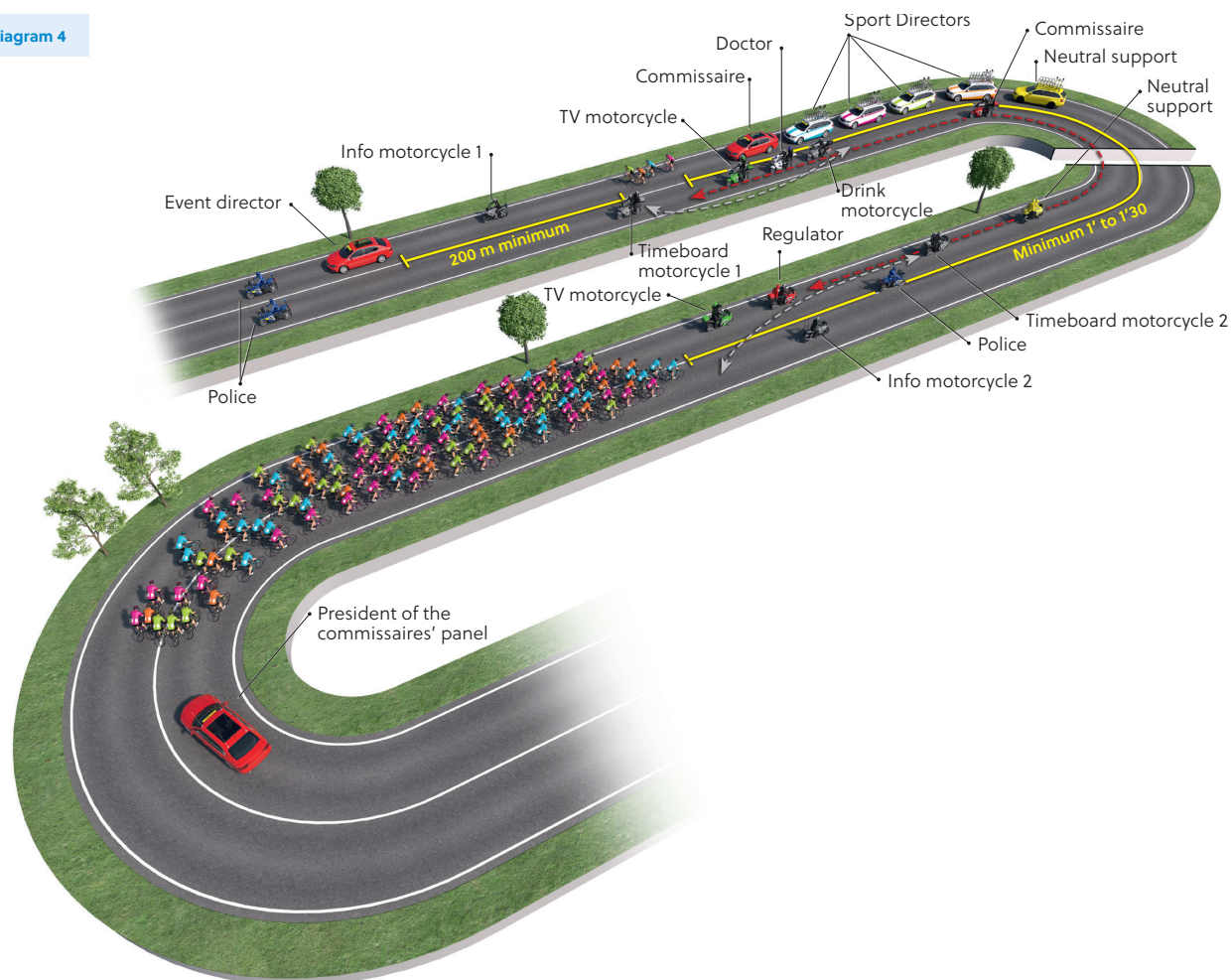


When the break away's advantage over the peloton rises above 1 minute / 1 minute 30 seconds, the following vehicles **can** also enter the gap (*diagram 4*):

- Commissaire's car
- Neutral service car
- Sport Directors' cars
- Timeboard motorcycle
- Paramedic motorcycle
- Drinks motorcycle

In races in which riders are allowed to use an in-race communication system (known as earpieces), only one timeboard motorcycle is needed, primarily to inform the peloton.

Diagram 4



When the break away's advantage over the peloton rises above 2-3 minutes, the following vehicles can also enter the gap (*diagram 4*):

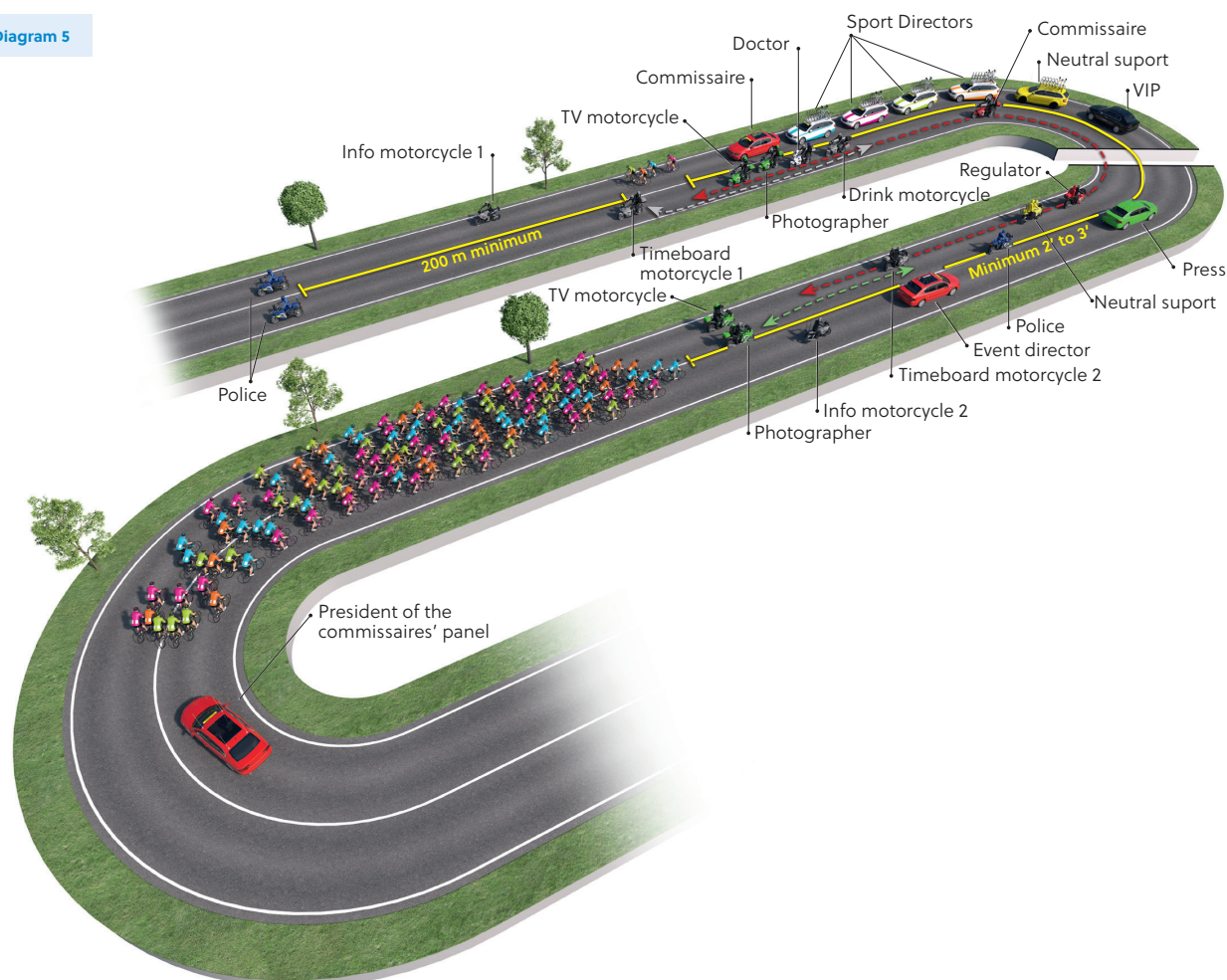
- Media car
- Guest car
- Radio and TV commentators' motorcycle

When the gap exceeds several minutes, and depending on the specific details of the race route, a radio assistance vehicle may be positioned between the break away and the peloton if there is no airborne radio relay.

When the gap between the peloton and the break away decreases, motorcycles and cars overtake the riders in the break away and take up a position ahead of the race or stop in a safe location on the roadside in order to return to a position behind the peloton.

The Regulator assists the vehicles when overtaking the riders in the break away depending on the race situation and the specific features of the race route.

Diagram 5



In all cases:

- the minimum gaps can be increased or decreased by the Organisation Director or the Commissaires depending on the route profile by means of instructions issued via Radio Tour.
- a car or a motorcycle **must request authorisation from the Commissaire** to overtake the break.
- **Motorcycles are not allowed between two groups of riders** when the time gap is under 15 seconds: all motorcycles must overtake the rider(s) in the break (picture 4).



Picture 4 | No vehicle, not even a motorcycle, is allowed between two groups of riders when the time gap is under 15 seconds in order to respect the sporting regularity of the sport.

D. RISK SITUATIONS

Large spectator numbers

When the large number of spectators mean that it is not possible to drive on the right-hand side of the road, vehicles proceed in the middle of the road at a moderate speed. The driver should beep the horn to make the spectators stand back.

Passing through urban areas

The vehicles at the front of the race should anticipate urban areas by moving ahead to ensure a significant margin of safety. This allows them to negotiate any obstacles (speed bumps, traffic islands, large crowds, etc.).

Traversing level (train) crossings

When the vehicles at the front of the race are approaching a level crossing (10 minutes before reaching it), they must make every effort to traverse the crossing promptly so that they don't get stopped in case the barriers close.

Intermediate sport zones (king of the mountain, sprint, feed zone)

When the vehicles at the front of the race are approaching intermediate sport zones, they must make every effort to pass through these zones promptly. Overtaking riders is prohibited when approaching or through these zones.

Traversing mountain passes

Non-official cars are not allowed between the front of the race and the peloton when climbing mountain passes. These cars must move ahead of the riders in order to begin the descent with a sufficient safety buffer. These cars may once again take up a position behind the riders in the break at the foot of the descent, if the race situation so allows, according to the commissaires and organiser's instructions.

E. TRAVELLING BEHIND THE PELOTON (COLUMN OF SPORT DIRECTORS' VEHICLES)

The cars drive in the right-hand lane of the road behind the peloton. The left-hand lane is **reserved for the movement of motorcycles and various interventions** behind the peloton.

If a vehicle is called upon by radio-tour to take up a specific position in the race convoy, it has priority of movement.

When a vehicle moves forward in the column of vehicles, the driver shall warn the other drivers of his advancing by beeping the horn.

Sport Directors' cars have to ask the permission of the President of the Commissaires' Panel in order to overtake or intervene in the peloton.

Sport Directors are not allowed to supply their riders with food or drink in the first 50 km and last 20 km of a stage or race.

Sport Directors are no longer allowed to talk to their riders in the last 5 km of events.

When one or more riders is moving up the column of Sport Directors' vehicles, the vehicles being overtaken must keep well over to the right or use their indicators and pull over in a safe manner.

F. PASSING A RIDER, BREAK OR THE PELOTON; BEING PASSED

Vehicles are not allowed to overtake a rider, break or the peloton:

- In the 5 km before an intermediate sprint
- In the final 2 km of a climb or mountain col
- In the 2 km before a feed zone
- In dangerous zones announced by Radio Tour
- Between 25 and 20 km from the finish in order to allow Sport Directors to feed their riders in optimum conditions before feeding is prohibited
- In the last 10 km of the event

INSTRUCTIONS TO BE OBSERVED REGARDING PASSING

Vehicles shall pass one at a time, without excessive speed, and without hindering the riders' progress.

Drivers shall honk their horn to warn riders when passing them.

It is recommended that riders not be passed while passing through urban areas.

Press and Guest vehicles must not overtake the peloton.

If a vehicle wishes to return to the back of the race by being overtaken by the peloton, it must do so safely by carefully pulling off the road in a manner that does not hinder the progress of the peloton. Any vehicle that pulls over must do so completely out of the way of the riders.

G. LAST 20 KM

Guest and Media cars must leave the race before the last 20 km by advancing directly to the finish.

As a general rule, the fewer cars and motorcycles there are in the final phase and at the finish of events, the more likely the race is to unfold in compliance with the sporting regulations and allow excellent quality TV images and photos.

Cars and motorcycles are not allowed between riders if the gap is less than 30 seconds. A vehicle must not serve as a visual point of reference for the peloton creating a disadvantage for the breakaway riders.

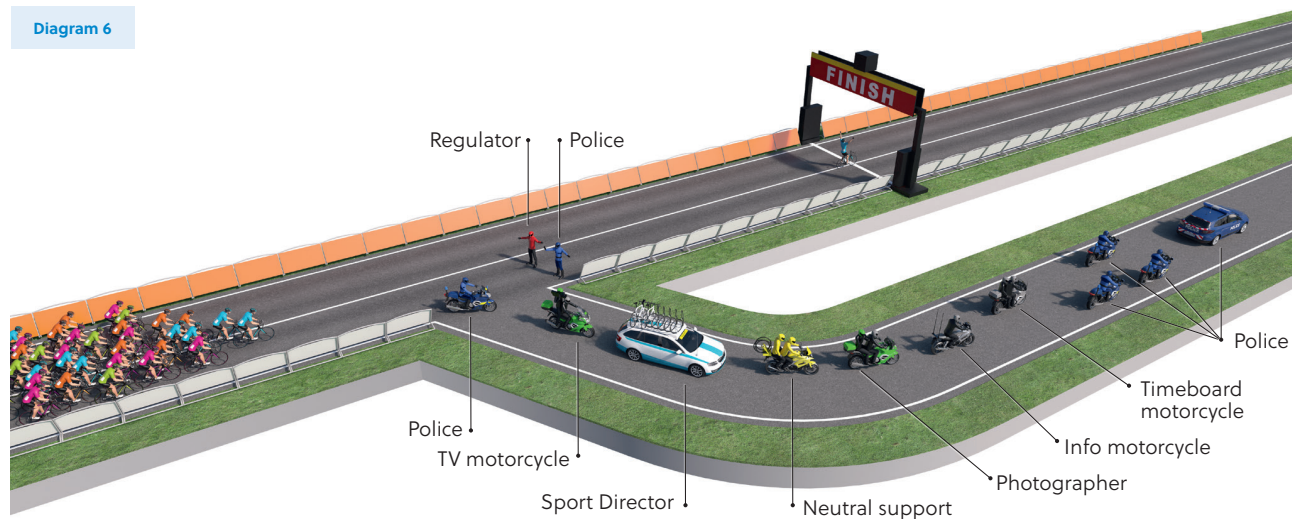
Deviation (diagram 6)

At the end of a race, all vehicles that are not authorised to cross the finish line must turn off at the deviation provided by the organiser.

If the deviation point is to the right, vehicles keep to the right-hand side of the road in single file in order to negotiate the deviation safely and not hinder the efforts of dropped riders riding among Sport Directors' vehicles.

If the deviation is to the left, the vehicles line up in the left-hand lane in order to leave the right-hand lane free and not hinder the efforts of dropped riders riding among Sport Directors' vehicles.

Diagram 6



Vehicles authorised to cross the finish line

Only the following vehicles are authorised to cross the finish line:

- Organisation Director's vehicle
- Commissaires' vehicles
- Doctor's vehicles
- Ambulances
- Broom wagon

However, **all vehicles** travelling between groups (whether intentionally or accidentally) in the last kilometre with a gap of less than 30 seconds **are required to turn off at the deviation point**.

It is recommended that no vehicle **should cross the finish line behind a rider who is finishing alone**. (picture 5)

Vehicles preceding the race shall accelerate in the final kilometre in order to cross the finish line and pass the photographers' area at least 15 seconds before the first rider, **to avoid appearing in the view of the fixed cameras and marring the shots of the photographers**.

Vehicles arriving before the leading riders, and before the lead car that opens the race, may, depending on their duties, cross the finish line (e.g. photographer motorcycle, TV motorcycle).

Reminders of the Regulations

ARTICLE 2.3.006

The car of the Sport Director with a break away rider is allowed to cross the finish line only if there is an advantage in excess of one minute over the closest chasing group.

In this case, any neutral service vehicles must stop, allowing the peloton to safely pass and finish the event with the Sport Directors' vehicles.



Picture 5 | Photographers positioned after the finish line should be able to take pictures of riders crossing the line without any unnecessary vehicles following the riders. This gives a better image of the sport.

Specific situations

FINISH WITHOUT A DEVIATION POINT

In **exceptional cases**, namely mountain stages ending in a climb with no option for a deviation point, vehicles travelling ahead of the race should cross the finish line as early as possible.

Follow vehicles behind the race must stay hard to the right of the road to allow riders to pass on the left without interference. Vehicles must cross the finish line between groups of riders, and in particular **must not obscure the view of the photo finish equipment as well as fixed TV cameras**.

FINISHING CIRCUIT

It is essential to reduce the number of vehicles involved when a race concludes on a finishing circuit. Consequently, only vehicles that perform an essential function are allowed in the race and non-official vehicles must turn off at the deviation at the first crossing of the finish line.

If an event has live TV coverage, it is imperative that the vehicles in front of the break or peloton move forward a good distance each time they approach the finish line **in order not to "pollute" the images provided by the fixed cameras**. (picture 6)



Picture 6 | Vehicles must move forward a certain distance if a race concludes on a finishing circuit (as well as any race finish) in order not to be filmed by the fixed cameras.

IV. SPECIAL CONSIDERATIONS FOR THE MOVEMENT OF MOTORCYCLES

A. GENERAL RULES FOR THE MOVEMENT OF MOTORCYCLES

Priority of media motorcycles

There is a specific priority for the movement of media motorcycles, namely:

BEFORE LIVE TV BROADCASTING:

1. TV motorcycle recording images
2. Photographers' motorcycles
3. Radio motorcycles

DURING LIVE TV BROADCASTING:

1. TV motorcycle filming live
2. Photographers' motorcycles
3. TV sound motorcycles
4. Radio motorcycles
5. TV motorcycle recording images

Being passed (by a group of riders or following vehicles)

Motorcycle riders (and/or passengers) must raise and hold an arm up in order to warn other vehicles before making any manoeuvre involving a risk to other road users and also to indicate that they are about to stop on the roadside.

B. THE RANGE OF FUNCTIONS CARRIED OUT BY MOTORCYCLES AND THE SPECIAL FEATURES OF THEIR MOVEMENT

Regulator motorcycle

The Regulator is a representative and member of the Organisation Director who is fully aware of all the specific details of the event and who has significant experience in managing cycle races. (picture 7)

The Regulator is indispensable for major events on the international calendar in order to manage the vehicles involved in races. The Regulator may be assisted by one or two other Regulators during an event.

A highly visible member of the race convoy (distinctive clothing), the Regulator's role is to oversee the safety of the riders and race followers and ensure that the race convoy respects the rules for the movement of vehicles. The Regulator is authorised to cross the finish line, if necessary.

The regulator is the passenger on the motorbike and must not drive the motorbike himself.

Commissaire motorcycles

These Commissaires move around easily by motorcycle to assist the members of the Commissaires' Panel. They ensure that the race proceeds in compliance with the regulations. They are authorised to cross the finish line.

Commissaires are passengers on the motorbike and must not drive the motorbike themselves.



Picture 7 | The regulator (red jacket) makes sure that security conditions are met before allowing a vehicle to overtake a rider. The driver will also request an authorisation from the commissaire.



Picture 8 | The timeboard motorcycle has to drive close enough to the riders so they can read the information on the blackboard. The driver must have a great amount of experience with driving in the race.

Information motorcycles

These individuals provide information on the race (calculate time gaps, identify the riders in the break, outline the race situation, etc.). This motorcycle is not authorised to cross the finish line.

The driver must be alone on the motorbike and not carry any passenger.

Timeboard motorcycles

It is this individual's job to inform the riders of the various time gaps using a board. This motorcycle is not authorised to cross the finish line. (picture 8)

The timeboard person must be the passenger on the motorbike.

Motorcycle escort

A motorcycle escort (provided by a motorcycle club, police, etc.) is essential to the safety of a cycle race. The escort protects the entire peloton and moves rapidly from place to place.

The escort stops all traffic before the race arrives and secures junctions. The presence of the motorcycle escort also provides a visual cue for the static safety marshals on the route and offers information on the progress of the peloton.

When possible, the motorcycle escort will work without having to re-pass the riders; they will either try to continually stay in front of the race or alternatively use adjacent roads to return to a position ahead of the race in order to repeat escort duties on multiple occasions.

When the race ends on a finishing circuit, the escort motorcycles should stop at fixed points and maintain the security at that location each time the race passes until the race is finished.

The escort motorcycles do not cross the finish line.

If the escort motorcycles do not overtake the peloton, then these can carry a passenger.

Yellow flag motorcycles

Only 5 yellow flag motorcycles are allowed to pass the peloton. These motorcycles are equivalent to motorcycles that are part of the race convoy and must follow the instructions of the Organisation Director. They must not overtake the riders in the last 5 km and do not cross the finish line.

The yellow flag marshals take up positions in front of obstacles with a whistle and a triangular yellow flag to warn the riders about the danger.

When the race ends on a finishing circuit, the yellow flag motorcycles should remain at fixed points and carry out safety tasks each time the race passes until the race is finished.

When yellow flag motorcycles do not pass the peloton, then these can carry a passenger ; the 5 yellow flag motorcycles that are allowed to pass the peloton must be alone on the motorbike.

Drinks motorcycle (picture 9)

These are motorcycles that offer water bottles in events that take place in warm weather.

The motorcycles provide riders in breaks with bottles when the Sport Directors' cars are not allowed behind the break, or are not available. These motorcycles must not work at the front or back of the peloton in any circumstances.

The motorcycles leave the race in the last 20 km and do not cross the finish line.

The driver must be alone on the motorbike and not carry any passenger.

Neutral service motorcycles

These motorcycles offer riders technical service when Sport Directors' vehicles are prevented from moving up, in particular during mountain stages.

They are subject to the same vehicle movement rules as neutral service cars and do not cross the finish line.

The mechanic must be the passenger on the motorbike.

Guest motorcycles

Motorcycles carrying guests are not allowed in the race convoy.

C. MEDIA MOTORCYCLES

Media Pool

Definition of the **media pool** and the methods of its implementation for all events.

- A "media pool" may be appointed depending on the event category and number of photographer motorcycles at the event in order to restrict the number of photographer motorcycles at critical points of the race. The pool consists of two photographer motorcycles ahead of the peloton and two photographer motorcycles behind it. Pool photographers are appointed before the event and are obliged to share their photos with all the motorcycle photographers at the event when the pool is initiated.
- When the pool is implemented **by the Organisation Director in agreement with the President of the Commissaires' Panel**, other motorcycle photographers must travel in front of the Organisation Director's car at the front of the race or alongside the last of the Sports Directors' cars at the back of the race.
- Implementation of the pool is obligatory, and shots must be taken from behind, in the following circumstances:
 - in the last kilometre of intermediate sprints
 - in the last kilometre of categorised climbs and passes
 - in the feed zone
- The pool can be implemented at any time and particularly when so required by the specific features of the race.
- In the last 10 km, only the two pool motorcycles located at the rear will be authorised to stay with the car of the President of the Commissaires' Panel until the finish.
- Furthermore, when the circumstances of the event so require, only motorcycles providing live TV coverage, or if there is no live coverage, motorcycles recording TV images, may be allowed to operate.

Photographers' motorcycles

GENERAL RULES

- **Photographers are not allowed to sit facing backwards to take photos.**
- A motorcycle may not travel in the race convoy without its photographer.

MOVEMENT AT THE FRONT OF THE RACE

- At the front of the race, photographer motorcycles must travel ahead of the Organisation Director's car.
- The motorcycles take turns dropping back to the front of the race to take photographs. The photographer takes some shots and then the motorcycle immediately returns to its position in front of the Organisation Director's car at the front of the race.

- Motorcycles should manoeuvre in accordance with the instructions of the commissaire and the regulator, depending on the event.
- Photographer motorcycles are not allowed between groups of riders if the gap is less than 30 seconds.
- Photographer motorcycles in front of a group of riders are prohibited from intervening:
 - In the last kilometre of sprints
 - In the last kilometre of categorised climbs and cols
 - At the feed zone
 - When Radio Tour announces difficult sections of the route
- Photographer motorcycles travelling at the front of the race must go to the finish before the last 5 km of flat stages and before the final kilometre of mountain-top finishes.



Picture 9 | Similar to the timeboard motorcycle, the driver of the motorcycle equipped with water bottles for riders must have a great amount of experience with driving in the race course.

MOVEMENT AT THE BACK OF THE RACE (picture 10)

- At the back of the race, motorcycles travel in single file at the far left of the road behind the car of the President of the Commissaires' Panel. This assists the movement of vehicles called upon to overtake or intervene at the back of the peloton.
- In the event of crashes, punctures or mechanical incidents, the motorcycles must not block the left-hand lane.
- Photographer motorcycles are not allowed to insert themselves between Sport Directors' cars as this would slow down the column of vehicles.
- Photographer motorcycles require authorisation from the car of the President of the Commissaires' Panel and the Regulator to overtake the peloton.
- The movement of motorcycles at the back of the race is the responsibility of the Regulator.
- Motorcycles are not allowed to overtake the peloton in the last 20 km of an event or stage.
- In the last 10 km, only the two pool motorcycles at the back are authorised to stay with the car of the President of the Commissaires' Panel until the finish. Other photographer motorcycles travel in single file behind the last of the Sport Director's cars in order not to block the left-hand side of the road.

AT THE FINISH

- Photographer motorcycles at the front of the race that arrive before the first rider are allowed to cross the finish line, drop off their passenger and then immediately leave the area behind the finish line.
- Photographer motorcycles arriving with or after the first rider are not allowed to cross the finish line and must turn off at the deviation point.
- All motorcycles behind the peloton must also turn off at the deviation point.

TV and radio commentator motorcycles

GENERAL RULES

- Commentators are not allowed to sit facing backwards.
- A motorcycle may not travel in the race convoy without its passenger.
- Motorcycles may only come up alongside the riders when they are broadcasting live.
- When they are not broadcasting live, the motorcycles must take care not to hinder the work of other vehicles.
- It is prohibited to interview riders during the race.
- Sport Directors may be interviewed until 10 km from the finish.

MOVEMENT AT THE FRONT OF THE RACE

- At the front of the race, the Regulator is responsible for the movement of these motorcycles ahead of the Organisation Director's car.
- They must not move between riders if the time gap is less than two minutes.
- They must not overtake the riders in the following situations:
 - in the last 2 km before intermediate sprints
 - in the last kilometre of climbs and cols
 - at feed zones
 - when Radio Tour announces difficult sections of the route



Picture 10 | At the back of the race, motorcycles travel in single file on the left-hand side of the road. When required, the regulator «pulls back» all motorcycles in order to clear the left hand side of the road to facilitate the movement of sports directors or for a rider to get back into the peloton.

MOVEMENT AT THE BACK OF THE RACE (picture 10)

At the back of the race, the motorcycles travel in single file at the far left of the road behind the car of the President of the Commissaires' Panel. This assists the movement of vehicles called up to the peloton or that wish to overtake the riders.

AT THE FINISH

- In the last 10 km, the motorcycles travel in single file beside the last Sport Director's car.
- In the last 5 km, the motorcycles at the front must go to the finish.
- At the finish, these motorcycles are not allowed to cross the finish line and must turn off at the deviation.

TV motorcycles

GENERAL RULES

- Camera operators are not allowed to sit facing backwards.
- Only one TV motorcycle may be in action at any one point of the race.
- The camera operators shoot from $\frac{3}{4}$ in front of riders or from $\frac{3}{4}$ behind.

- They must never interfere with the progress of the race nor allow riders to benefit from their slipstream, especially when the riders' speed is high.
- In the mountains and on climbs, shots of the various groups must be from behind as much as possible.

MOVEMENT AT THE FRONT OF THE RACE (picture 11)

- A TV motorcycle at the front of the peloton moves in front of the riders while respecting a safety buffer and filming from $\frac{3}{4}$ in front of riders. The motorcycle should not remain permanently in front of the peloton and must not serve as a visual point of reference that may assist in a chase.
- No motorcycles are allowed between the leading riders and the peloton nor between two groups of riders when the time gap is less than 15 seconds: all motorcycles must overtake the rider(s) in the break.

MOVEMENT AT THE BACK OF THE RACE

- TV motorcycles may only overtake the peloton while filming if the road is sufficiently wide.
- At the back of the race, the drivers must facilitate the movement of vehicles called up to the peloton or that wish to pass the riders.

AT THE FINISH

- Passing the peloton is prohibited in the last 10 km.
- In the last 10 km, only motorcycles providing live coverage may travel behind the peloton. Other motorcycles have to travel in single file behind the last Sport Director's car in order to leave the left-hand side of the road clear for other users.
- TV motorcycles arriving with the riders are not allowed to cross the finish line and must turn off at the deviation point.
- If a TV motorcycle wants to cross the finish line, it can do this in the same way as the photographer motorcycles, in other words by leaving the race 5 km from the finish.
- TV Motorcycles at the front of the race must accelerate and turn off at the deviation point from the time when the fixed cameras at the finish take responsibility for TV coverage.



Picture 11 | In front of the peloton, the TV motorcycle must operate from $\frac{3}{4}$ in front of riders and must position itself on the opposite side of the wind in order not to provide a draft to the riders.

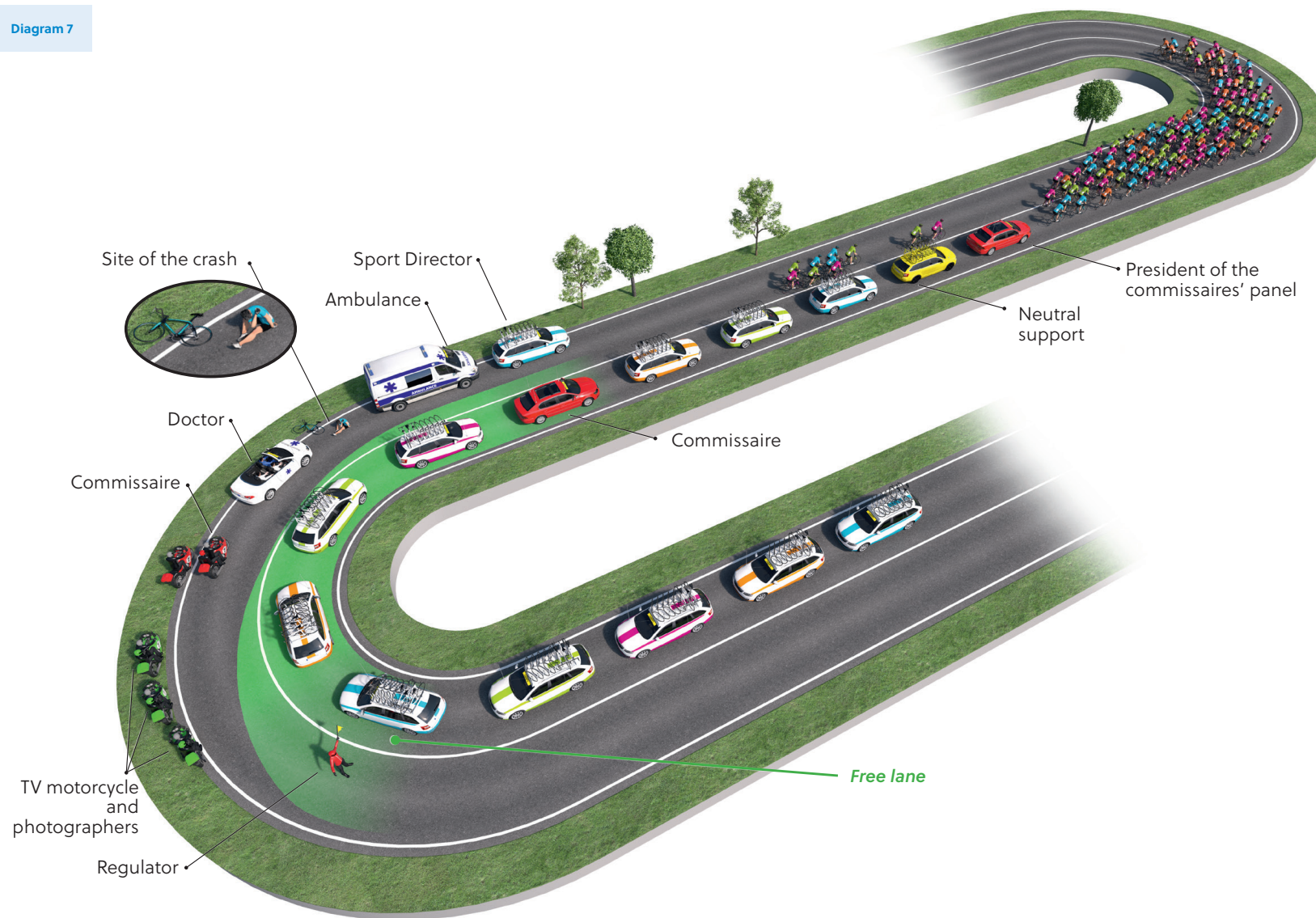
V. CONDUCT IN THE EVENT OF A CRASH

Priority is given to medical vehicles and ambulances in the event of a crash.

If there is a crash in the break or peloton (*diagram 7*):

- The Regulator manages the site of the incident **to avoid any further accidents**, removing any obstacles from the road, **facilitating the passage of vehicles and ensuring the attendance of the medical services**.
- The Organisation Director's and Commissaires' vehicles **continue their progress and do not stop** at the crash. If necessary, a motorcycle commissaire may remain at the site of the accident to ensure sporting management.
- All other vehicles afford **priority of access to the doctor's car and ambulance** by staying in the right-hand lane.
- The doctor's car stops immediately **behind the crash**.
- The ambulance stops immediately **beyond the crash site**.
- The team cars of the riders involved stop **beyond the ambulance**.
- If media motorcycles wish to cover the incident, they must stop at the side of the road, off the road as much as possible, **ensuring that it is possible for other vehicles to pass**.
- The vehicles of teams not involved in the crash continue on their way, as do all other following race convoy vehicles.

Diagram 7



VI. TIME TRIALS

Special provisions apply to the movement of vehicles during time trials. The following arrangements relate to both individual and team time trials.

A. ESCORT MOTORCYCLE

Every rider must be accompanied by an escort motorcycle during a time trial. This task is usually carried out by law enforcement agencies. This is an important role as the escort motorcycle acts as a guide for the rider. **If the escort motorcycle goes the wrong way, it is highly likely that the rider will make the same mistake.** The escort motorcycle rider must know the route and remain completely focused.

The motorcycle must be sufficiently close to protect the rider in case there is an unexpected obstacle or intrusion by a spectator or vehicle on the route. However, the motorcycle must not hinder the progress of the rider nor offer an advantage through slipstreaming.

The distance between the escort motorcycle and rider must be at least 10 seconds which represents 100-150 m depending on the rider's speed. This distance reduces on a climb but should be increased on a descent to take into account the rider's acceleration.

If the rider stops (crash, puncture, mechanical problem, etc.), the escort motorcycle also stops on the roadside, taking care not to hinder any following riders. The motorcycle moves off once the rider sets off again.

B. PROLOGUE

For prologues and short distance time trials (under 15 km) the only vehicles allowed behind a rider are:

- A team car for mechanical service or a neutral service vehicle
- An Organisation Director's or Commissaire's vehicle
- A TV motorcycle

Riders competing in a prologue must not be overtaken.

Photographer motorcycles are not allowed to follow the riders; photographers must work from fixed points on the course. Photographer motorcycles are allowed to follow a rider without taking photos in order to reach the finish. Photographer motorcycles are not allowed to cross the finish line and must turn off at the deviation.

However, photographer motorcycles arriving behind the last rider may cross the finish line behind the official vehicles in order to reach the podium area.

C. INDIVIDUAL AND TEAM TIME TRIALS

- **Vehicles must not overtake a rider** (except in the special case of a rider being overtaken by another rider).
- Team cars must stay at least 10 metres behind the rider. They must not overtake or draw level with the rider. [\(picture 12\)](#)
- In the event of an incident, technical assistance must be conducted when stationary and must not hinder any other riders.
- Technical assistance vehicles are authorised to carry replacement wheels and spare bikes.



Picture 12 | The team car must respect a minimum distance of 10 meters behind the rider.

- No equipment for riders may be prepared or held ready outside the support vehicle.
- The driver and a maximum of three passengers can be carried in the vehicle's passenger compartment.
- Depending on the race route, the organiser reserves the right to authorise media or guest vehicles to follow the riders.
- A maximum of four cars may follow a rider. This number may be reduced by the organiser or President of the Commissaire's Panel depending on the route.
- Vehicles allowed to follow a rider must stay behind the team car or neutral service vehicle. [\(picture 13\)](#)
- At the finish, all vehicles must turn off at the deviation point, except Organisation Director and Commissaire vehicles and motorcycles.
- The last rider in a time trial is also followed by an ambulance and the broom wagon.



Picture 14 | In a time trial event, the TV motorcycle may only film from $\frac{3}{4}$ behind the rider. Driving in front of a rider is not allowed.

D. SPECIAL CASES FOR MOTORCYCLES

- TV and photographer motorcycles may only film and take photos **from $\frac{3}{4}$ behind**. [\(picture 14\)](#)
- Photographer motorcycles may be allowed to overtake a rider **with the authorisation of the Organisation Director or Commissaire**.
- When there are several motorcycles behind a single rider, only one TV motorcycle and one photographer motorcycle will be allowed to work at the same time; other motorcycles must remain behind the official car and rider's team car.
- Motorcycles arriving behind a rider at the finish are not allowed to cross the finish line and must turn off at the deviation point.
- Motorcycles arriving behind the last rider may cross the finish line behind the official car; however, they must not film or take photos.

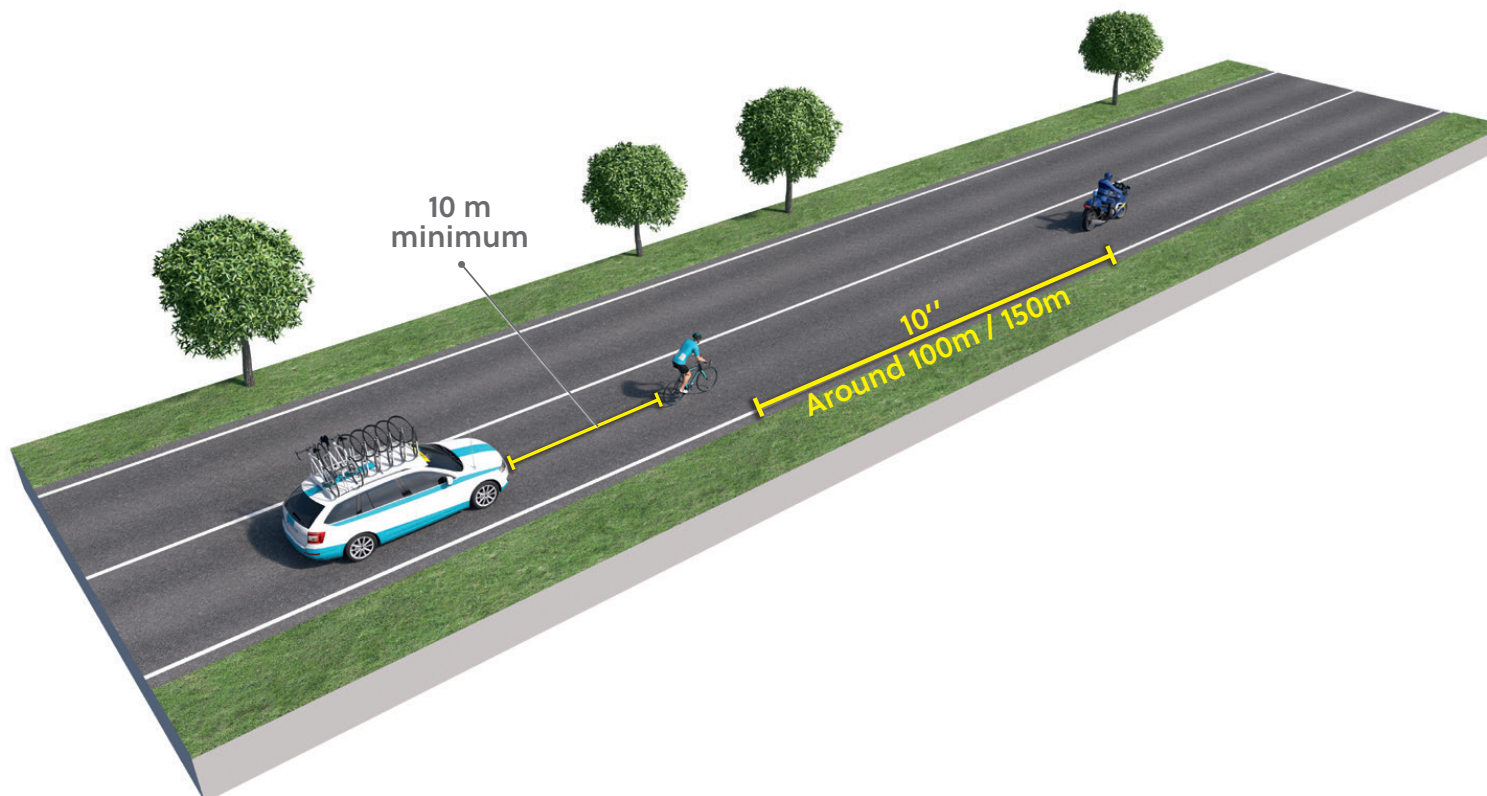


Picture 13 | In a time trial event, team vehicles following their riders have priority over all other vehicles.

E. CASE OF A RIDER OVERTAKEN BY ANOTHER RIDER

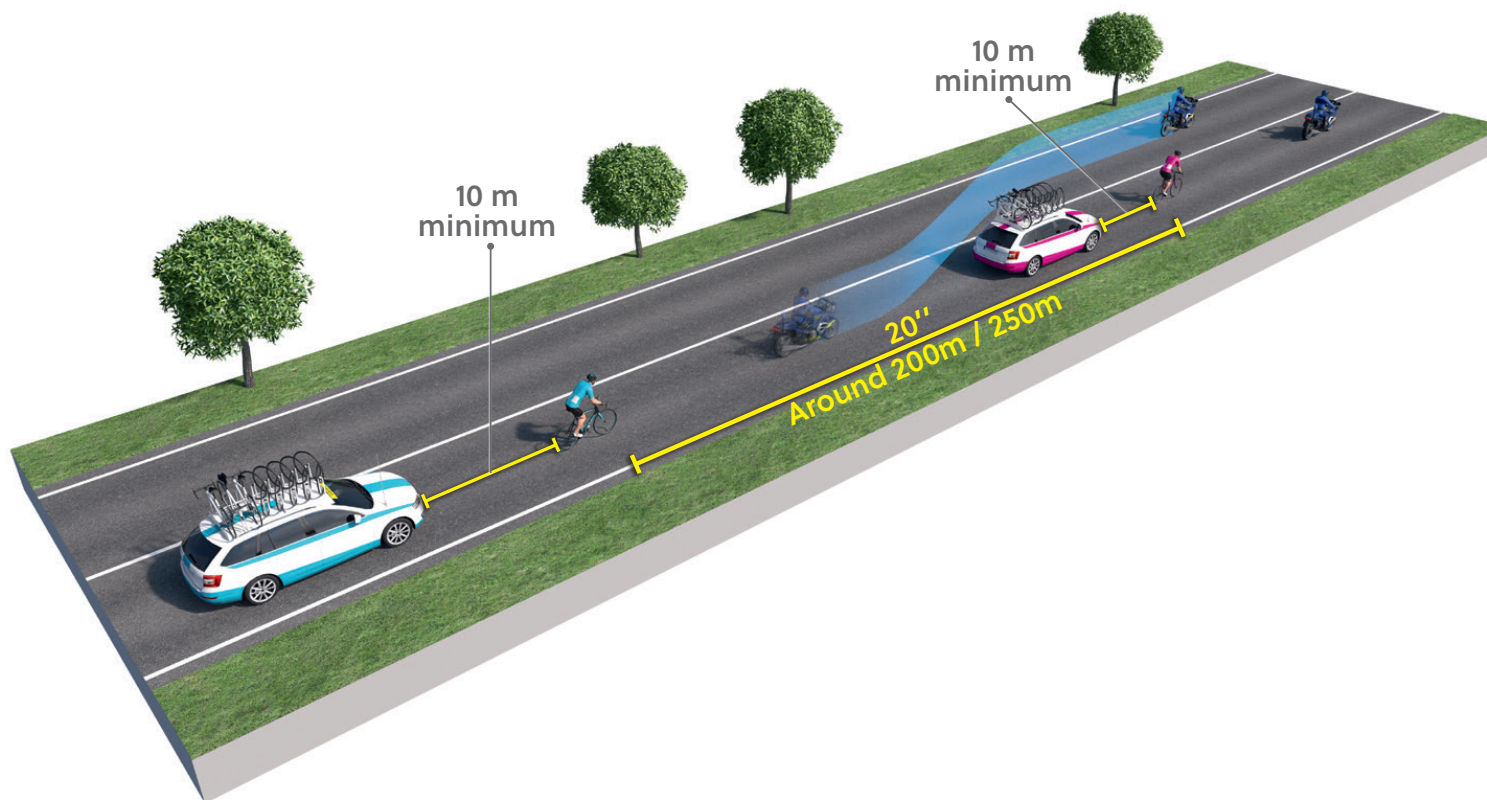
The following situations also apply to the team time trial.

NORMAL SITUATION AT THE START OF A TIME TRIAL

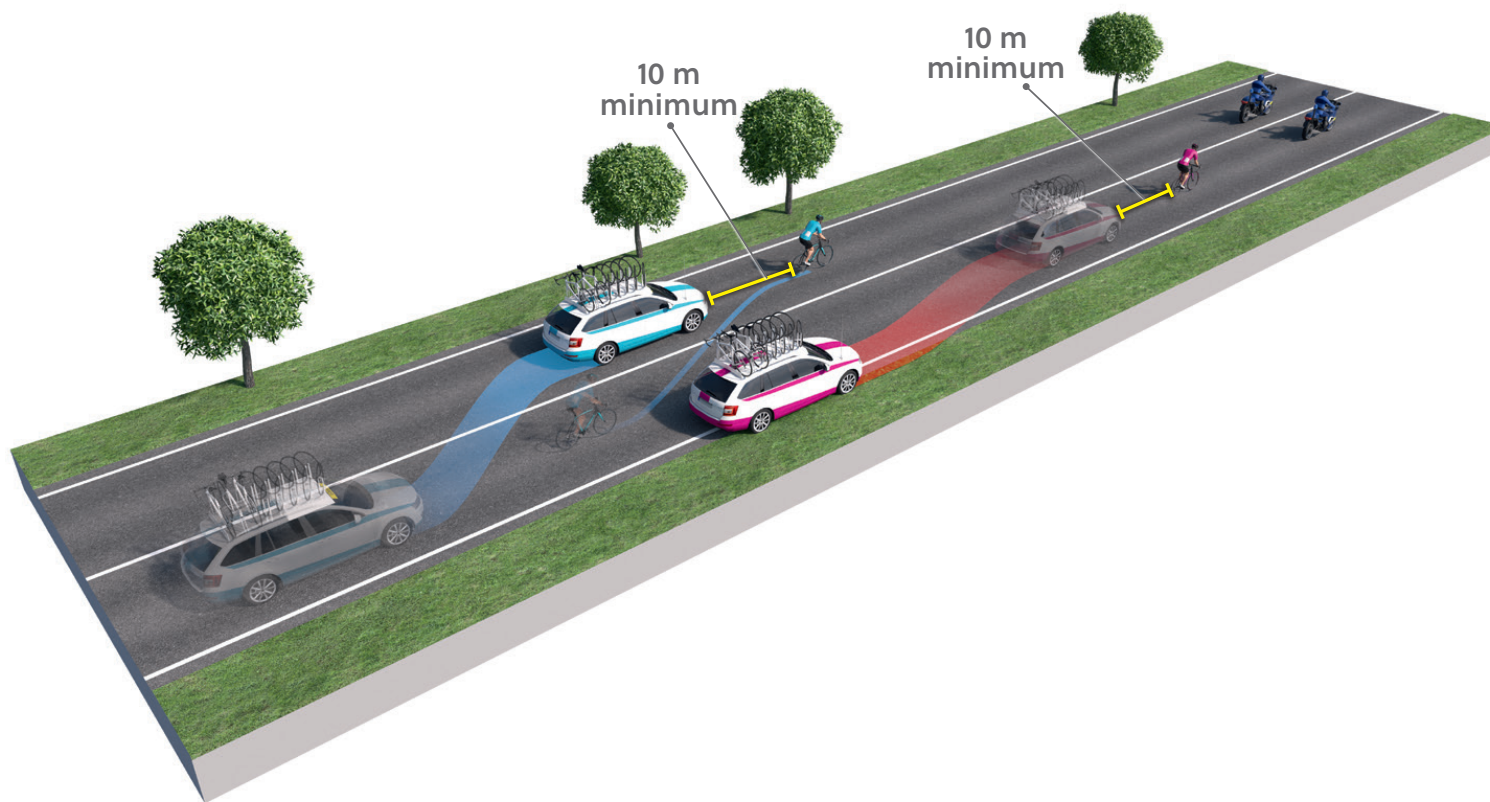


RIDER ABOUT TO BE CAUGHT

When the time gap between two riders falls to approximately 20 seconds and a rider is about to be caught, the escort motorcycle overtakes the preceding rider and takes up a position alongside the preceding escort motorcycle.

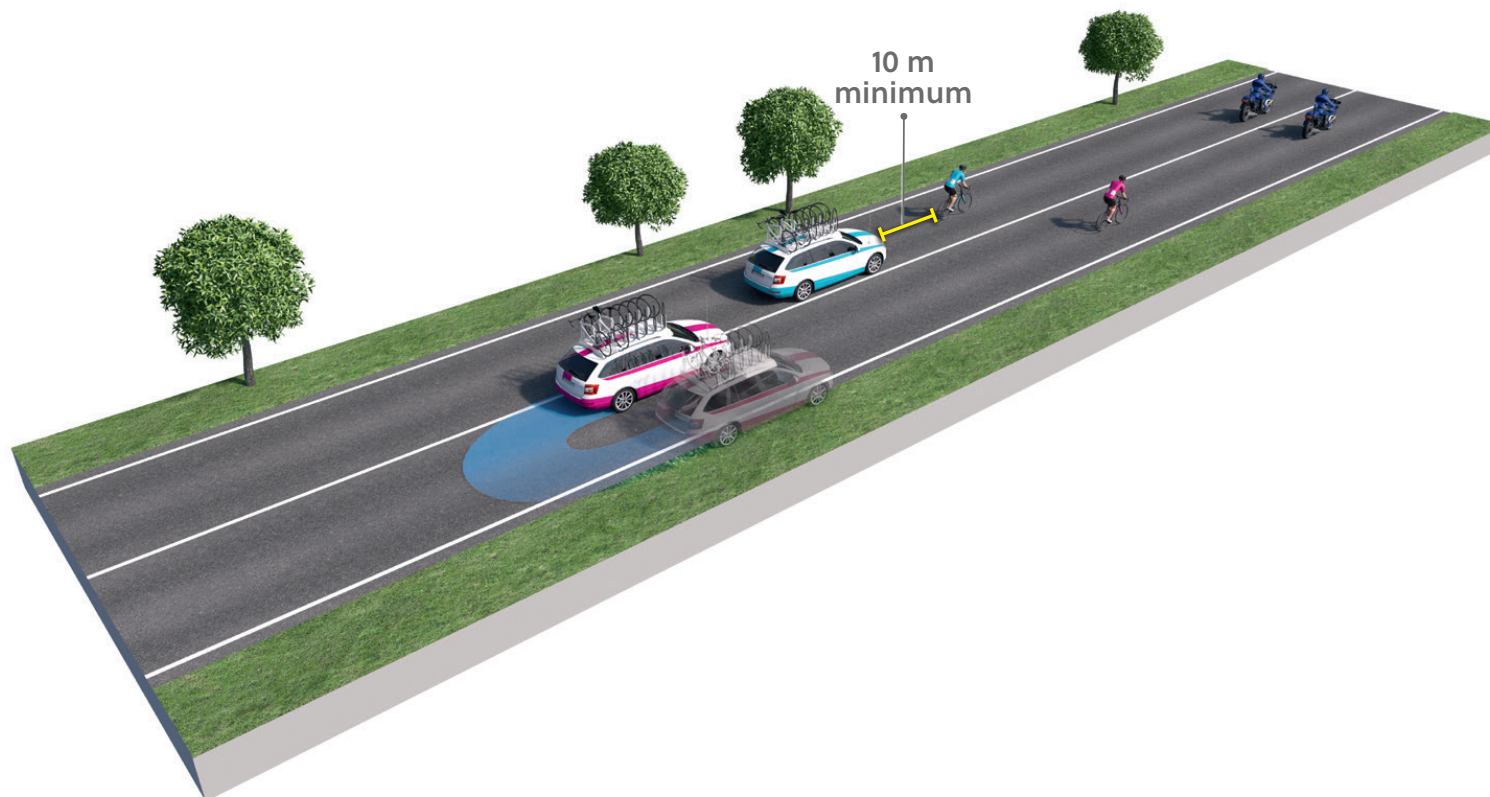


The vehicle following rider 1 stops at the roadside to allow rider 2 to pass.



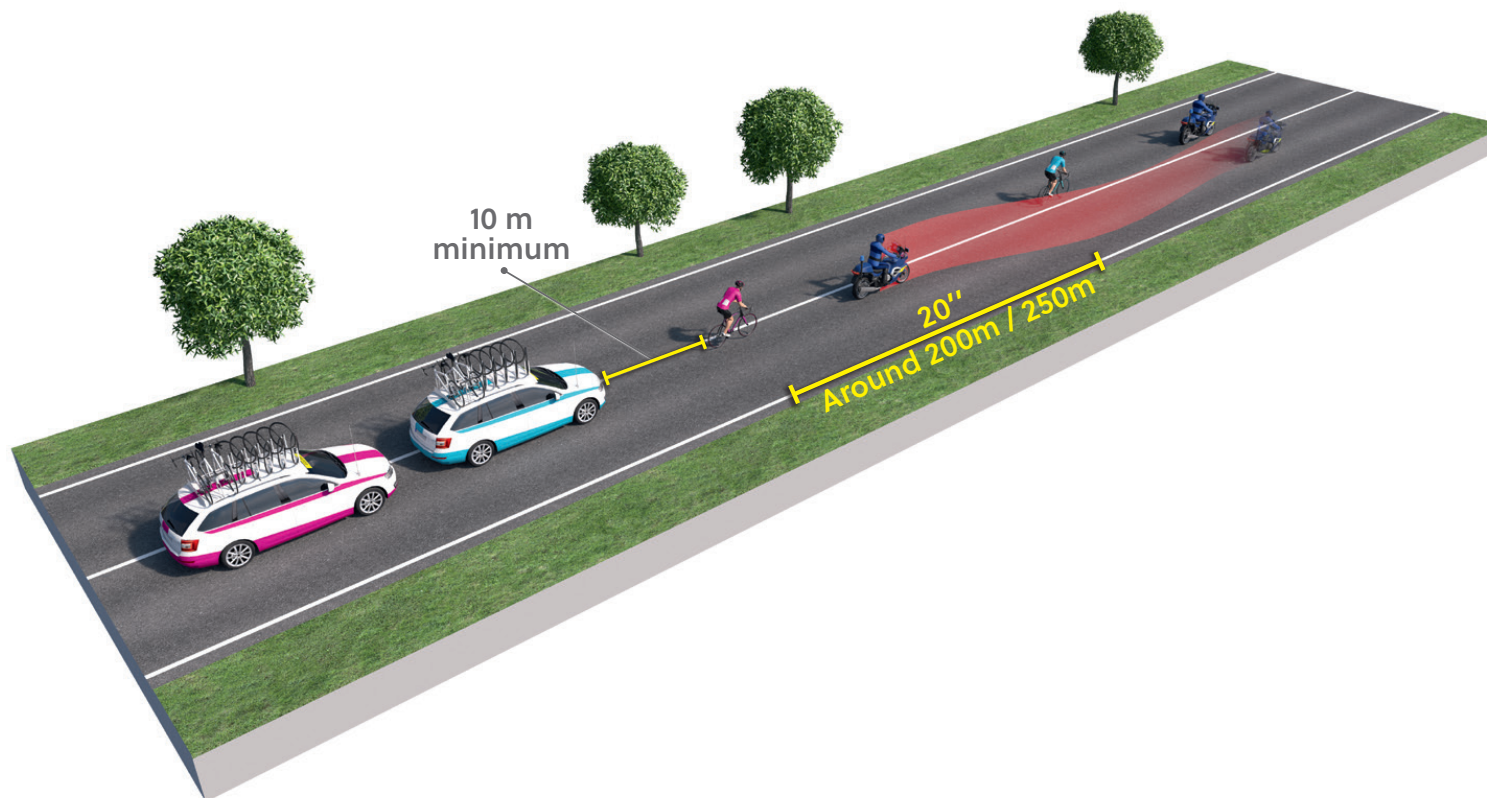
RIDER CAUGHT BY ANOTHER COMPETITOR

After being overtaken, the vehicle of rider 1 returns to a position behind the two riders.

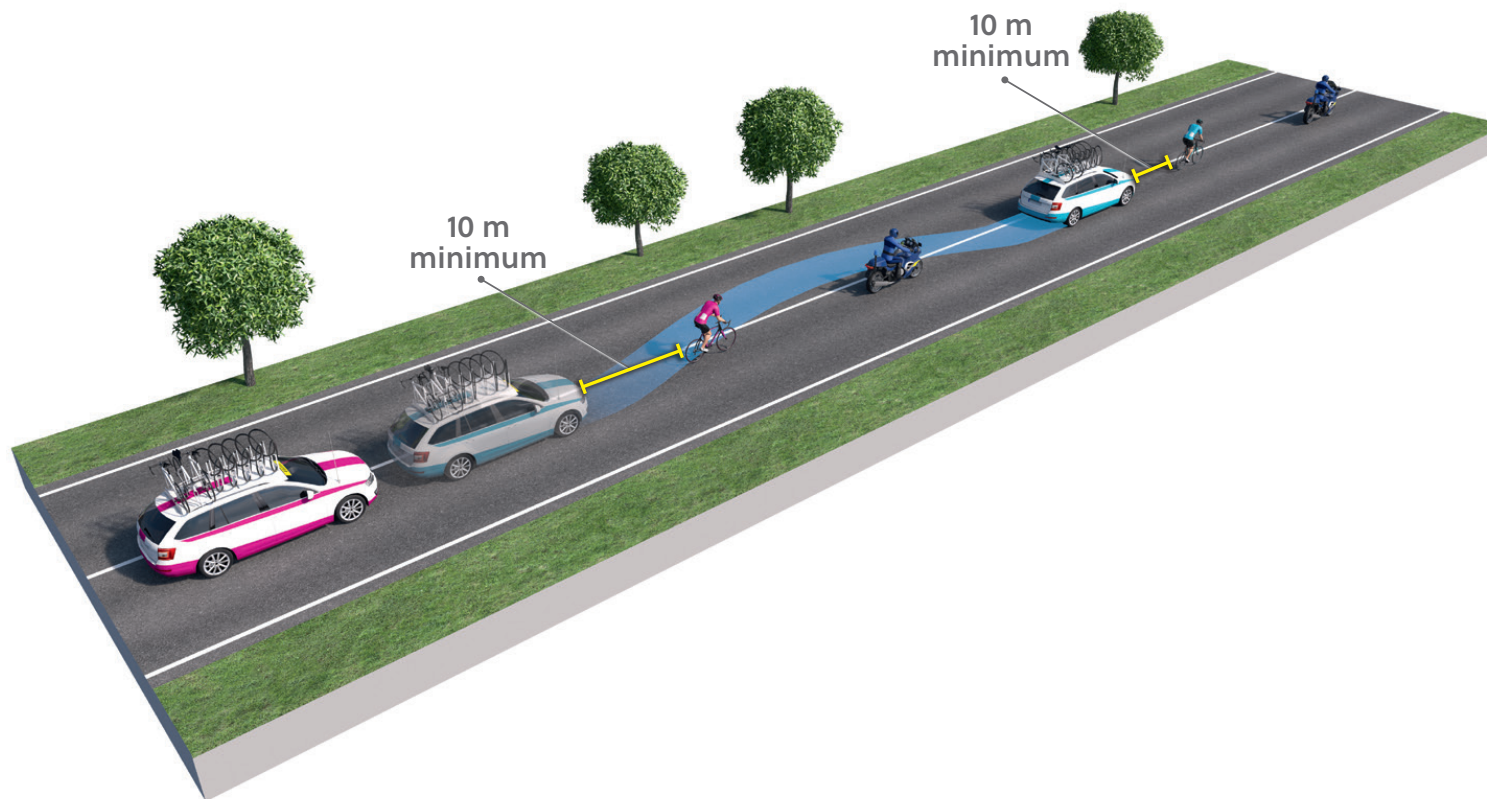


THE OVERTAKEN RIDER IS DISTANCED

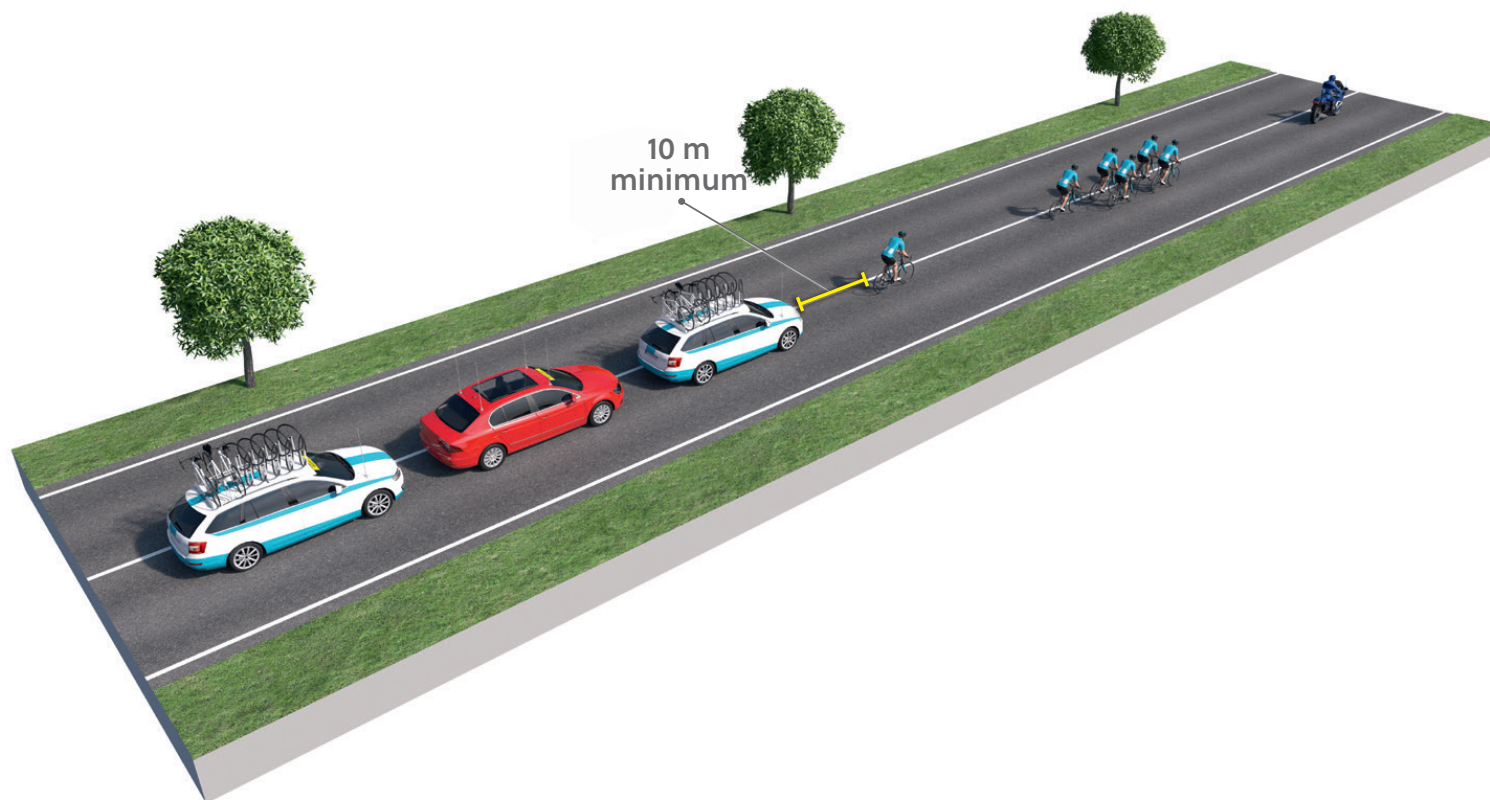
The escort motorcycle returns to its place in front of the distanced rider.



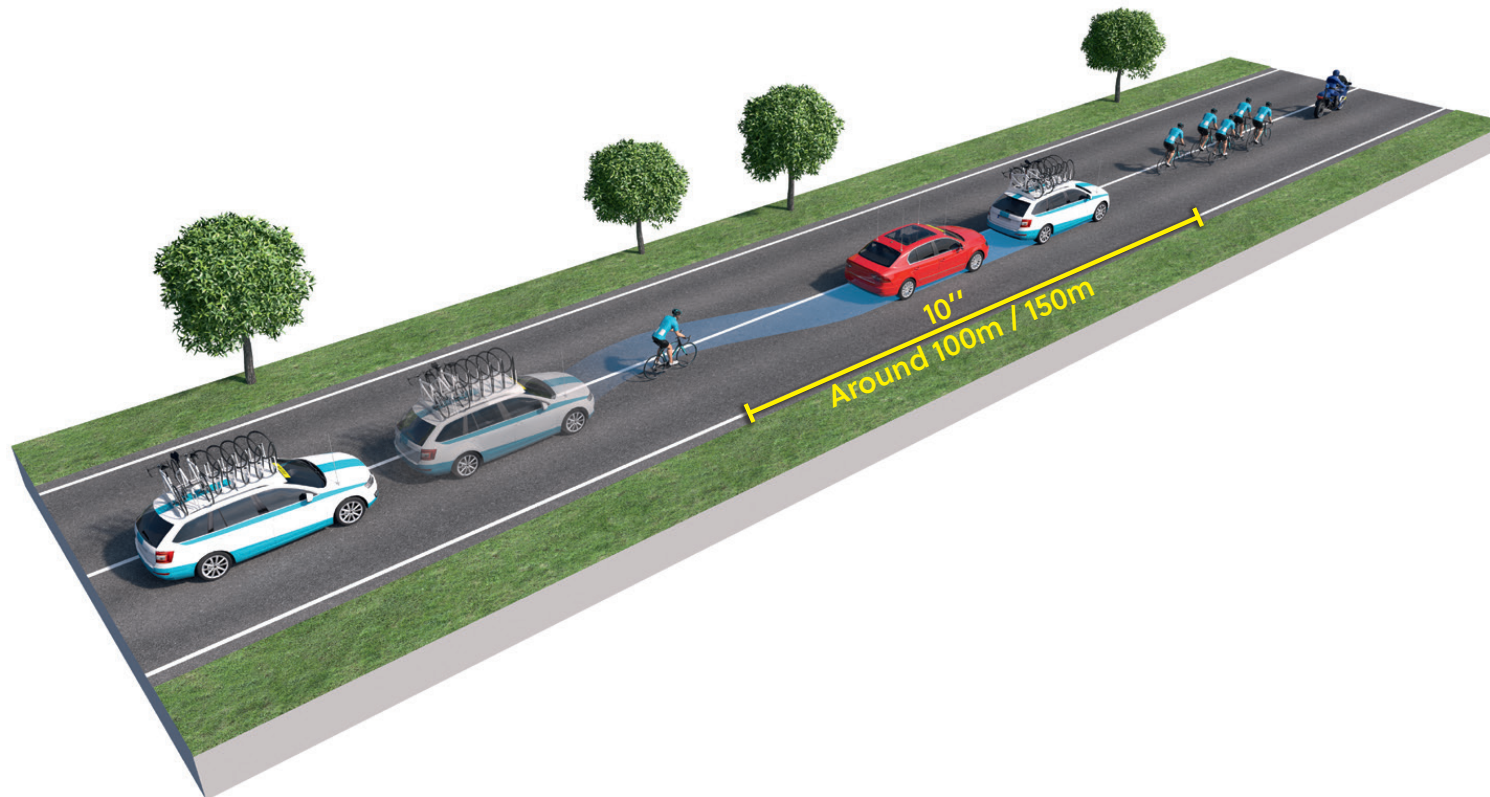
The support vehicle of the distanced rider remains behind its rider. The support vehicle of the leading rider is authorised to overtake the distanced rider. Only the support vehicle is authorised to overtake. Any guest or media vehicles are not allowed to overtake.



F. SPECIAL CASE OF DROPPED RIDERS IN TEAM TIME TRIALS



When one or more riders are dropped, the team support vehicle is authorised to overtake the dropped rider(s) when the time gap is at least 10".





GUIDELINES FOR VEHICLE CIRCULATION IN THE RACE CONVOY
VERSION FEBRUARY 2017