



ROAD CYCLING EVENTS

TRAINING GUIDE FOR COMMISSAIRES

2020

INCLUDING EDITS UP TO APRIL 2020

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A photograph of a modern architectural structure. In the foreground, a wide wooden walkway made of horizontal planks leads towards a central glass-enclosed staircase. The walkway is flanked by dark metal railings. On either side of the walkway are large, curved concrete walls. The wall on the right has a textured, grid-like pattern. The sky is a vibrant blue with scattered white clouds. The overall scene is bright and modern.

CHAPTER 1 STRUCTURES

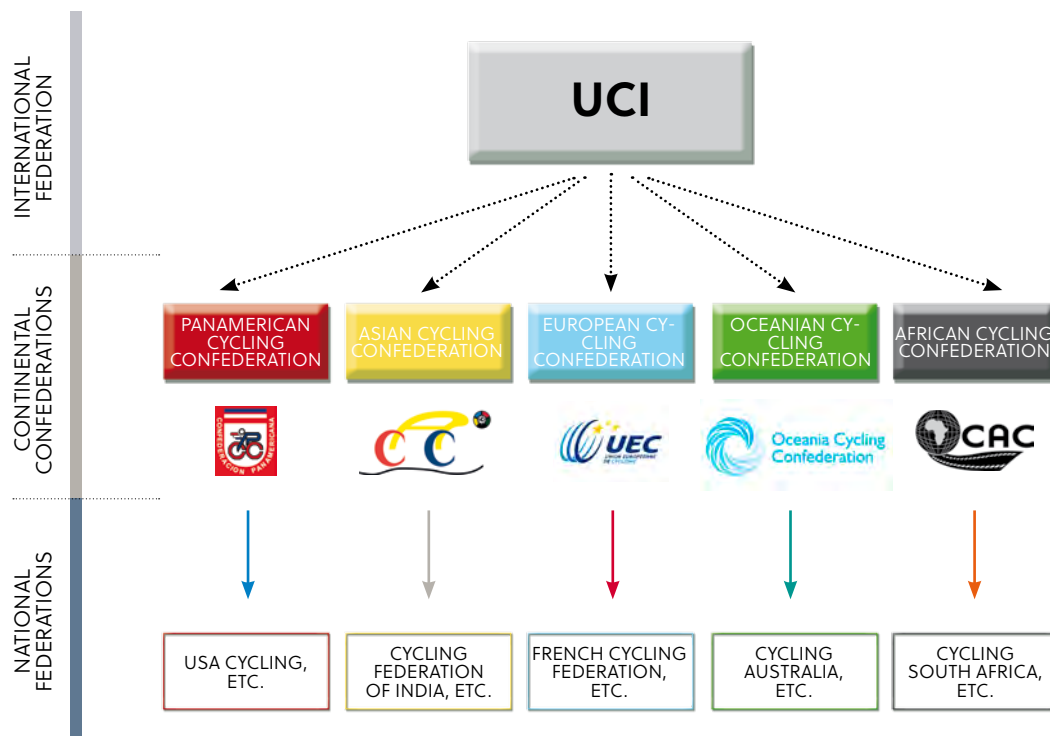


Diagram. Structures from international to national level

1.1. THE STRUCTURE OF THE UCI

1.1.1. GENERAL OPERATION

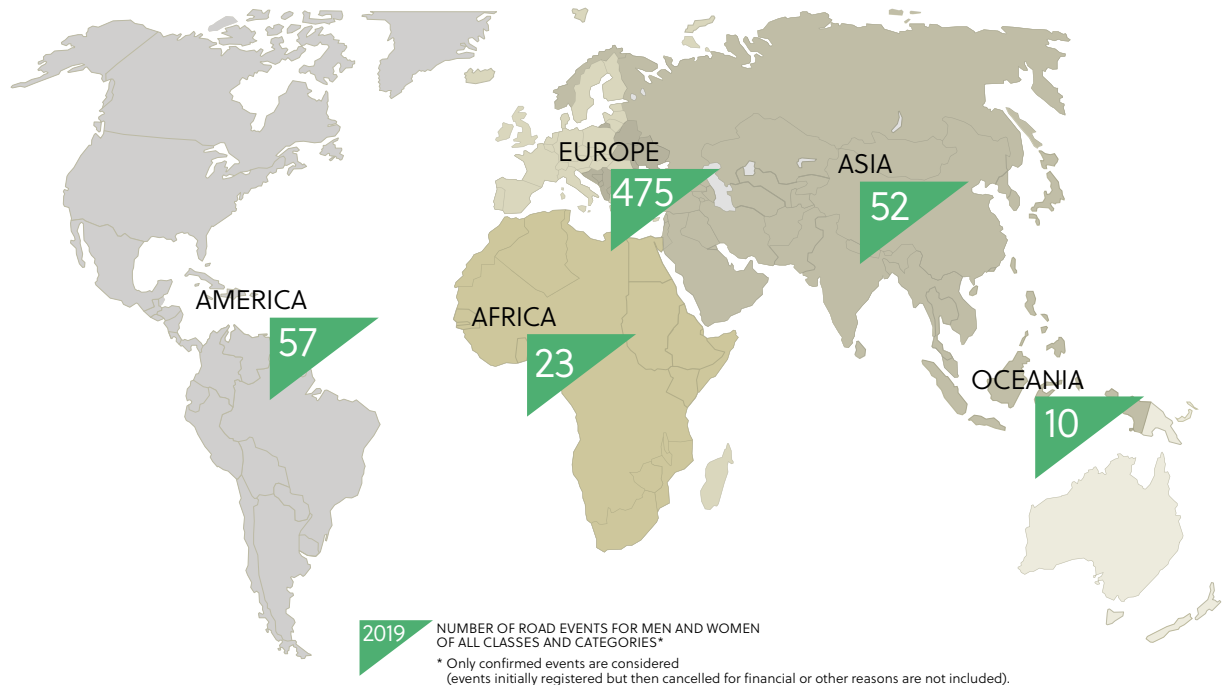
GENERAL POINTS



It is of primary importance for future Elite National and international Commissaires to have a good knowledge of the UCI and its missions. In fact, in the eyes of the athletes, organisers and authorities, Commissaires partially represent the UCI when carrying out their functions.

Union Cycliste Internationale (International Cycling Union) is the international federation of cycling recognised by the International Olympic Committee. Established in Paris in 1900, the UCI now has its headquarters at the World Cycling Centre in Aigle, Switzerland.

The UCI coordinates and develops eight cycling disciplines (road, track, cyclo cross, mountain bike, BMX Racing, BMX Freestyle, trials and indoor) on all five continents. Para-cycling is no longer considered a discipline, but rather a specialisation within the road and track disciplines.



Map. Number of UCI road events on the five continents in 2019.

The UCI's mission is to develop and promote cycling, in close collaboration with the National federations (NF), as a competitive sport with its associated values (effort, achievement and fair play), as a recreational activity that is good for health and also as an environmentally-friendly means of transport.

In order to carry out its mission, the UCI is supported by its administrative service, which, while respecting the values associated with the heritage of cycling:

- offers its skills and services to the NFs and other organisations in the cycling movement,
- supports education and development activities,
- responds to the needs of cyclists through innovative, concrete initiatives,
- represents cycling on sports and public bodies,
- regulates the sport of cycling,
- organises the World Championships, World Cups and cycling events of the Olympic Games.

IDENTITY



CONSTITUTION, CHAPTER I – ARTICLE 1

- The International Cycling Union (UCI) is the association of national cycling federations.
- The UCI is a non-governmental international association with a non-profit-making purpose of international interest.



MISSIONS

CONSTITUTION, CHAPTER I – ARTICLE 2

- to direct, develop, regulate, control and discipline cycling under all forms worldwide,
- to promote cycling in all the countries of the world and at all levels,
- to organise, for all cycling sport disciplines, world championships of which it is the sole holder and owner,
- to encourage friendship between all members of the cycling world,
- to promote sportsmanship and fair play,
- to represent the sport of cycling and defend its interests before the International Olympic Committee, the International Paralympic Committee and all national and international authorities,
- to cooperate with the International Olympic Committee, the International Paralympic Committee in particular as regards the participation of cyclists in the Olympic and Paralympic Games,
- to promote gender-parity and equity in all aspects of cycling.



SPECIFICALLY, THE UCI:

- sets the dates of races on the international calendar,
- establishes the regulations for the disciplines of cycling,
- organises educational programmes,
- fights against doping.



THE PRINCIPLES OF RESPECT (CONSTITUTION, CHAPTER I – ARTICLE 3)

- Equality between all members, athletes, licence holders and officials, without any discrimination.
- Non-interference in the internal affairs of federations.
- Respect of the Olympic Charter for cyclists participating in the Olympic Games.



MEMBERS (CONSTITUTION, CHAPTER II – ARTICLES 4 TO 22)

- The members of the UCI shall be the National federations (NF) of cycling accepted by the Congress as being the representative organisation for cycling in general in the country of each NF.
- Only one federation per country is admitted.
- The UCI Regulations shall be incorporated in the corresponding regulations of the federations.
- The constitutions and regulations of the federations must not contradict those of the UCI. In the event of discrepancy, solely the Constitution and Regulations of the UCI shall apply. The constitutions and regulations of the federations must contain an express clause that, in the event of divergence with the UCI Constitution or Regulations, solely the latter shall apply.



OFFICIAL LANGUAGES (CONSTITUTION, CHAPTER XIV – ARTICLE 79)



- The official languages of the UCI are French and English.
- The Constitution, Regulations and minutes, as well as all documents submitted to the Congress, shall be drawn up in French and English.
- All documents or letters sent to the UCI must be drafted in French or English.



SYMBOLS (CONSTITUTION, CHAPTER XV – ARTICLE 80)



The flag, the colours arranged thereon, the logo and its reproduction, as well as the name "International Cycling Union" and the abbreviation "UCI" are the property of the International Cycling Union and may not be used without its consent.



COMPETENT COURTS (CONSTITUTION, CHAPTER XVI)



- The UCI Regulations established by the Management Committee, and in particular the anti-doping rules, may be subject to an appeal to the Court of Arbitration for Sport in Lausanne, Switzerland.
- The Court of Arbitration for Sport (CAS) is solely competent to hear and rule on appeals:
 - against sporting, disciplinary and administrative decisions taken in accordance with the UCI Regulations,
 - between UCI bodies, including Continental Confederations, and disputes between federations.
- The Court of Arbitration for Sport is the court of last instance. Its rulings are final.
- Proceedings before the Court of Arbitration for Sport are governed by UCI Regulations and, for the rest, by the Code of Arbitration for Sport.

1.1.2.

GENERAL ORGANISATION OF THE UCI

> Section regarding CADF to be updated
> This is rather complicated. We need to get this book published this year, for the purposes of people doing the IC and ENC courses. If we put this out in June or July, then CADF is still the body. And they are the body until January 1. So we should leave CADF in for now as that is the structure. Of course, this means that we will need to update it again in January. But I think we would need to anyway as I am not sure all the details around ITA are clear in terms of other information in this guide. For now I would propose we leave CADF in.

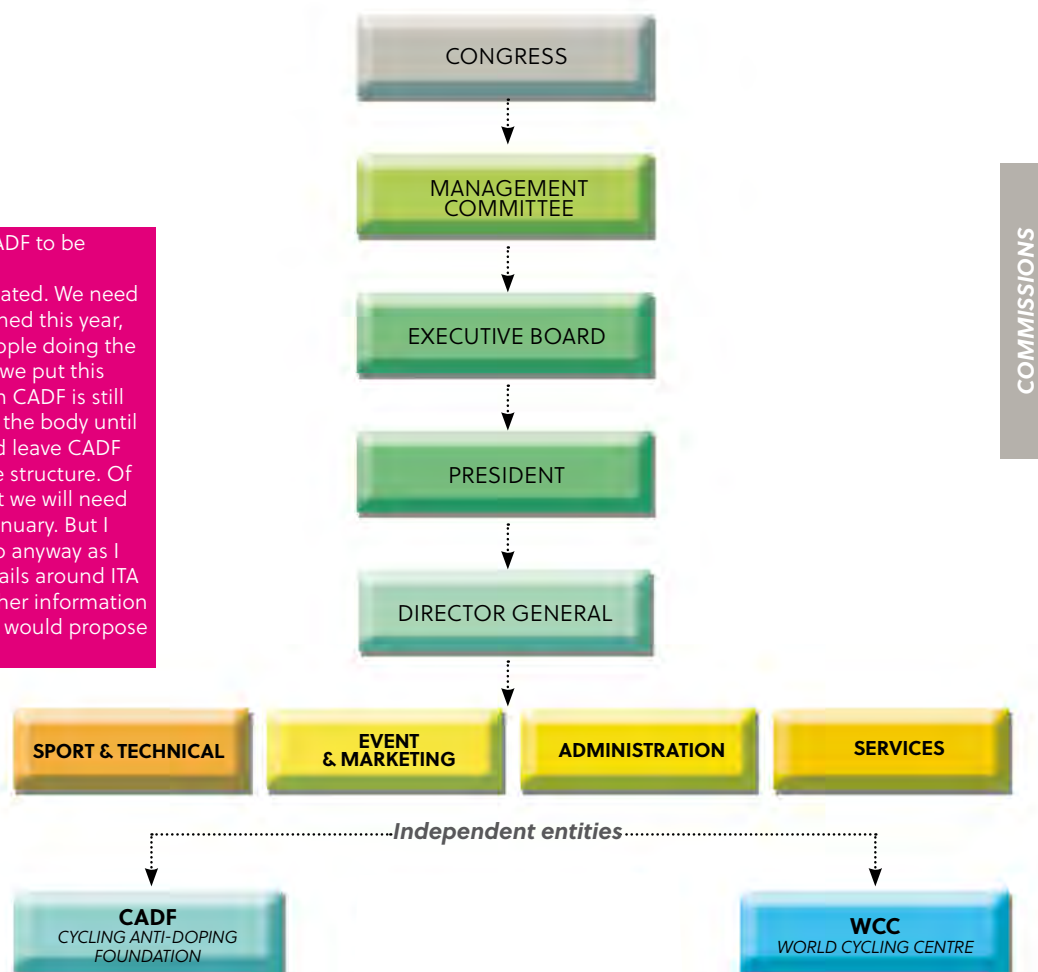


Diagram. General organisation of the UCI

1.1.3.

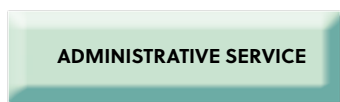
MAIN BODIES



- This is the **supreme body of control**.
- The **representatives** of accredited **national federations** attend the Congress each year.
- The Congress elects the Management Committee, to which it delegates responsibility for managing the UCI.



- This is the **decision-making body**. Comprising **18 members**, the Management Committee assumes a wide range of rights and responsibilities in order to undertake, without delay, any action required as a result of events or for the development of the UCI and the sporting disciplines.
- The Management Committee sets up **commissions**, as it considers necessary, for the proper operation of the UCI. The Management Committee defines the areas in which the Commissions work, decides how they operate and appoints Commission members.



- This is the **operational body**. It comprises individuals who are professionals in their sphere and former elite sportspeople. The Administrative Service is responsible for all operational tasks arising from Management Committee decisions.

1.1.4. KEY FUNCTIONS



- Chairs the UCI Congress, Management Committee and Executive Board. Represents the UCI on all occasions. The President also represents the UCI in legal cases, whether as the plaintiff or defendant.



- Appointed by the UCI President. The Director General is responsible for drafting the minutes of the Congress and the meetings of the Management Committee and Executive Board. The Director General keeps the Constitution and Regulations up to date and oversees the production and distribution of publications. The Director General is responsible for the operation of UCI headquarters and its employees.

1.1.5. SPORT AND TECHNICAL DEPARTMENT

The Sport and Technical Department is the UCI department that manages the **sporting organisation of cycling at a global level**.

The department represents the direct link between:

- the organisers of cycling events and the UCI,
- the national federations and the UCI,
- the teams/riders and the UCI.

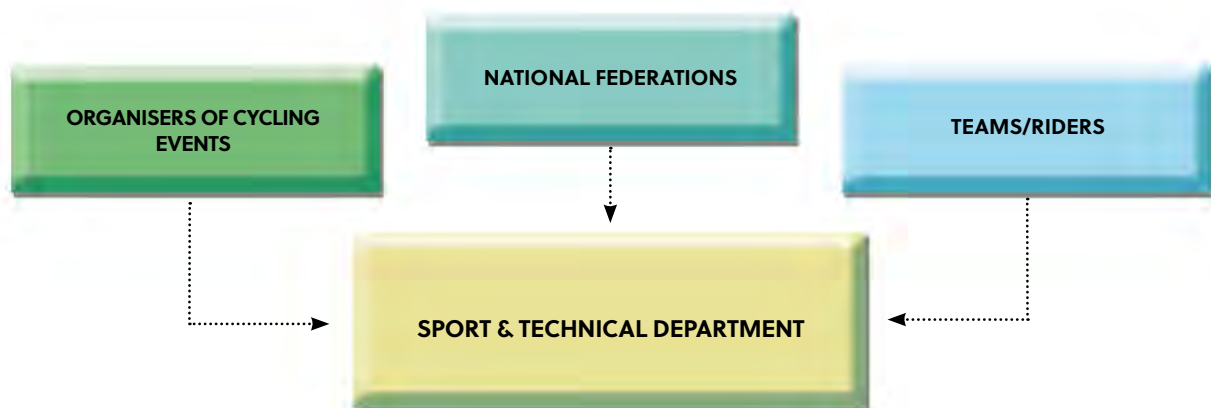


Diagram. The role of the UCI Sport and Technical Department

The Sport and Technical Department occupies a pivotal position at several levels:

- at **administrative** level through the registration of teams and events on the UCI calendar,
- at **sporting** level with the organisation of the World Championships for all disciplines,
- at an **economic** level with regards to financial obligations,
- at **regulatory** level, with the reconciliation of the sporting regulations with the development of cycle sport,
- at the level of **refereeing** events, with the training of Elite National and International Commissaires as well as their appointment to events,
- at the level of **development**, concerning individuals involved on the ground, overseeing the development of the disciplines and competitions over a period of time and all around the world.



REQUIRED KNOWLEDGE

- The UCI's main missions and values.
- The UCI Regulations must be incorporated into national federation regulations.
- The UCI has two official languages.
- The location of UCI headquarters.
- Responsibility for training and appointing Commissaires.
- The UCI logo and its ownership.

1.2. NATIONAL FEDERATIONS

STRUCTURES AND DUTIES

Commissaires must be aware of and understand their national federation's structure.

There is no standard structure for a national federation (NF). NFs are a product of each country's laws and arrangements and are thus organised in a different manner.

Nevertheless, NFs affiliated to the UCI **all have the duty to act in accordance with the UCI's Constitution, Regulations and values.**

This means that Commissaires play an important role as they are conversant with the UCI Regulations. They participate in the development of cycling in their country by means of regular cooperation with teams, organisers and Commissaires from other nations and/or cultures. Commissaires' observations and experiences are key elements in harmonising the practices and values of cycling around the world.

Federations must conduct their internal affairs independently and ensure that no third parties become involved in their functioning. They must preserve their autonomy and resist any political, religious or economic pressures that may undermine their commitment to conform to the UCI Constitution.

AFFILIATION OF A FEDERATION TO THE UCI

A request for affiliation is examined by the UCI Management Committee. Before being submitted to Congress, the Management Committee may request further information from the candidate federation or indicate amendments that should be made to its structures or rules to ensure compliance with the UCI's rules and principles.

THE OBLIGATIONS OF NATIONAL FEDERATIONS

Federations shall make every effort to allow individuals who are members of other federations to participate in international cycling activities organised in their country.

Any infringements of the obligations incumbent upon a federation by virtue of the UCI Constitution or Regulations shall be penalised by a fine of CHF 300.00 to 10,000.00, to be established by the Management Committee.

Each federation pays an annual subscription. The amount of the annual subscription is set by the Congress upon the proposal of the Management Committee.



REQUIRED KNOWLEDGE

- Description of the organisation of the national federation of their country.
- Description of the operation of the national federation of their country.
- Explanation of how the Commissaires of their country are instructed and appointed.

1.3. CONTINENTAL CONFEDERATIONS



(CONSTITUTION, CHAPTER III – ARTICLES 24 TO 27)

Federations from the same continent are grouped together in a Continental Confederation, an administrative organisation that forms an integral part of the UCI. Each federation is a member of the Confederation of the continent in which its national capital is located

There are five Continental Confederations:



Diagram. Continental Confederations

MISSION

The Continental Confederations are responsible for the development of cycling on their respective continents and keep the UCI informed of any problems relating to cycling in their region.

The Continental Confederations submit proposals to the UCI Management Committee for activities that could be organised at continental level, in particular with respect to:

- drawing up the continental calendar of cycling events,
- the organisation and planning of training courses for Commissaires and technicians,
- the organisation of Continental Championships and Regional Games.



REQUIRED KNOWLEDGE

- Familiarity with the Continental Confederations.
- Awareness of the issues concerning the continental calendar of events.

CHAPTER 2 COMMISSAIRES



2.1. THE IMPORTANCE OF COMMISSAIRES



AN EXPERT REFEREE

Most Commissaires carry out their duties in parallel to pursuing careers in other professions. The work of a Commissaire is not a paid professional activity. Despite this, everyone involved in cycling expects Commissaires to behave in a highly professional manner.

Commissaires are thus not only volunteers; they are experts, specifically appointed to events.

Commissaires referee and support the organisation of events, contribute to improving the quality of events and are participating in the development of the cycling regulations.

The time they dedicate to their work as a Commissaire depends on several factors:

- availability,
- specialisation (president of the Commissaires' panel, motorbike Commissaire, finish judge, etc.),
- the discipline or category of event in which they officiate.

A Commissaire's role is often challenging because he or she has to work with a wide range of people (organisers, riders, sports directors, journalists, service providers). All of these individuals have different, sometimes diverging, interests.

THE PREREQUISITES: TECHNICAL COMPETENCE



The first important technical competence is a comprehensive knowledge of the UCI Regulations.

A Commissaire must be aware of what the Regulations, as well as the good practice guides (cf. [Organiser's Guide to Road Events](#), [Timekeeper's Guide](#) and [TV Production Guide](#)), impose and recommend for organisers. This allows checks to be conducted and feedback to be given through the evaluation report.

The [UCI Regulations](#) allow the Commissaire to react to the behaviour of the competitors and their team staff in order to guarantee that an event is conducted properly in ethical and sporting terms.

Other technical knowledge, dealt with in the following chapters, is gained by observing a wide range of events, engaging in checks and taking advantage of teamwork among Commissaires.

THE PREREQUISITES: A SENSE OF RESPONSIBILITY

A sense of responsibility is a prerequisite even before an individual becomes involved in officiating: whether a Commissaire acts or does not act can change the sporting result of an event, affect the participants' perceptions and change the equilibrium between the various stakeholders.

The Commissaire must, among other things:

- check that the organiser has put in place all measures required to ensure the safety of everyone involved,
- intervene, if necessary, in order to maximise the safety of all parties involved in the race convoy,
- guarantee the smooth running of the event in sporting terms,
- ensure fair play,
- cooperate with other Commissaires in an optimum manner.

THE PREREQUISITES: DIPLOMACY AND COMMUNICATION



Commissaires are often called upon to act as mediators between the various parties in cycling and, using their personal skills, must make decisions firmly and tactfully.

Even though these decisions are often final, a Commissaire still has a duty of communication to the parties involved in order to explain and support a decision to the individuals concerned who sometimes lack knowledge of the regulations or are unaware of the latest amendments.

Encouraging the acceptance of a decision or sanction is not the objective, but it is essential to make sure that at least the minimum information has been communicated.

THE COMMISSAIRES' PANEL



The Commissaires' panel for a road event is made up of all the Commissaires appointed by the UCI and the national federation of the country in which the event is taking place.

The Commissaires' panel comprises the following members:

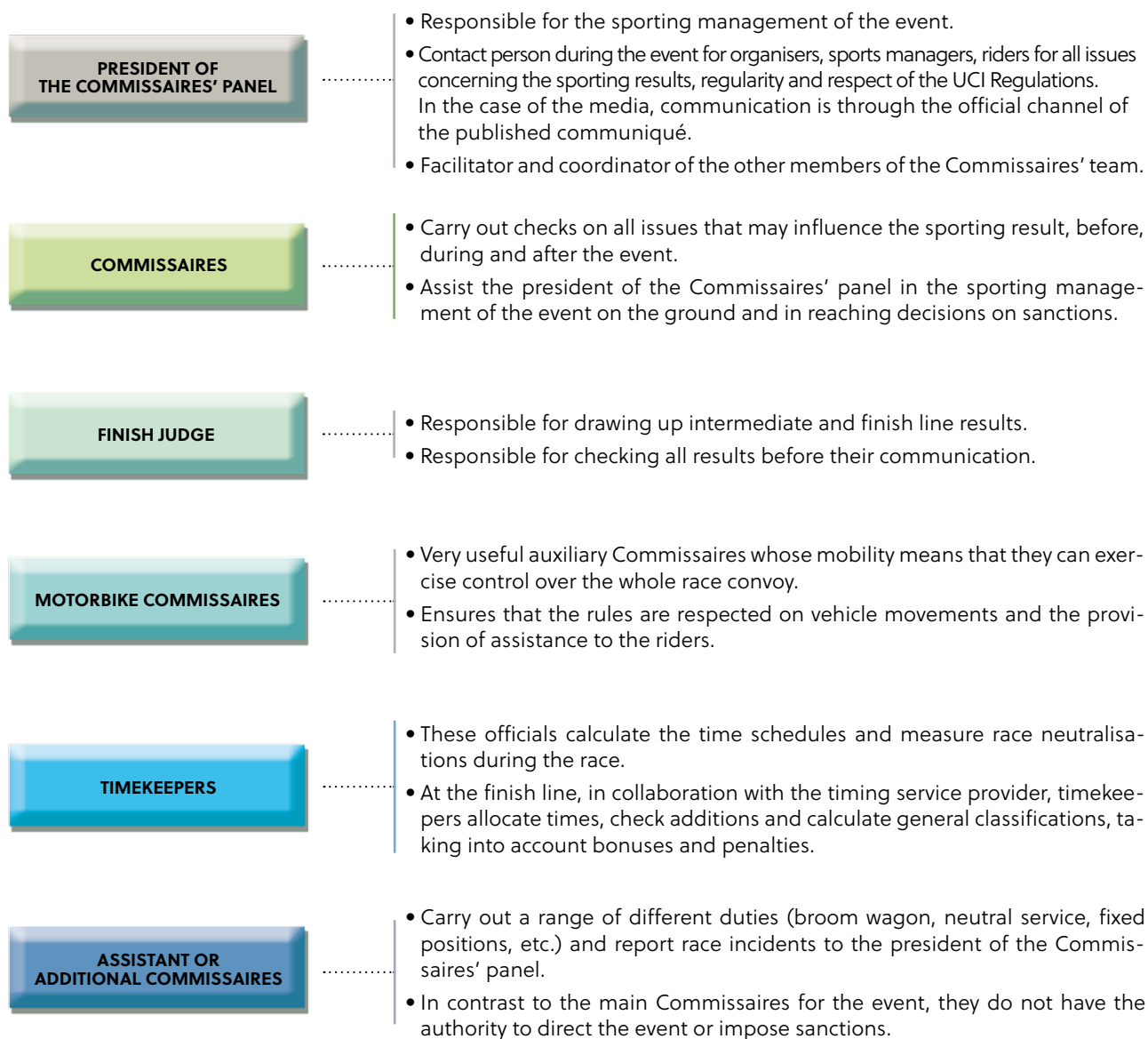


Diagram. Members of the Commissaires' panel

TEAM SPIRIT AND MANAGEMENT



The president of the Commissaires' panel (PCP), appointed by the UCI, cannot carry out his or her mission alone. The PCP relies on the work of the other members of the panel and must take decisions in a collegial manner.

Given these circumstances, the PCP acts as a manager. In this respect he or she must:

- check that the resources available to the members of the Commissaires' panel are appropriate to their missions,
- check, if necessary, that the work conducted by the Commissaires is of good quality,
- ensure that there is good co-operation within the Panel.

In the event of any problems, the PCP ensures that these three principles are applied.

The PCP makes use of professional management techniques (*chapter 11*). The PCP is the team leader and must demonstrate a strong sense of **team spirit**. The Panel must have a sense of solidarity, even if internal discussions are not only possible but necessary in the event of a divergence of opinions among members.

REPRESENTING THE UCI

The main Commissaires of an event are appointed by the UCI and are the official representatives of the UCI during the race. A Commissaire must interpret and apply the regulations firmly and with common sense.

Commissaires represent the connection between the UCI and the sport on the ground.

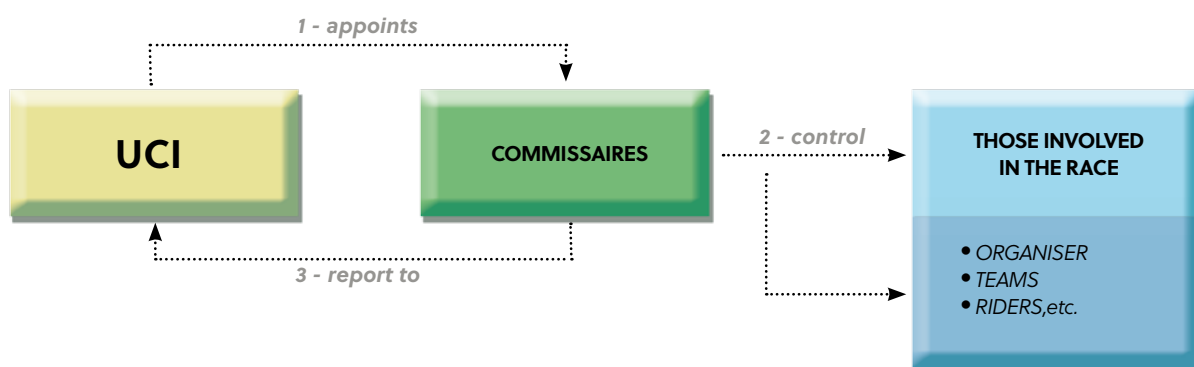


Diagram. The pivotal role of Commissaires between the UCI and those involved in the race

The above arrangement must apply in all circumstances, even if there are political conflicts between the stakeholders of cycling or different geographical entities.

A UCI Commissaire must remain impartial to allow the UCI Regulations to be properly applied. A Commissaire must not advocate one party or another and must not deviate from the application of the UCI Regulations and standards



REQUIRED KNOWLEDGE

- The ability to explain the importance of the role of a Commissaire to a third party.
- Knowledge of what those involved in cycling expect from a UCI Commissaire.
- The president of the Commissaires' panel role as a manager.
- Representing the UCI.

2.2. THE TRAINING OF COMMISSAIRES

The UCI wishes to improve the quality of officiating at events all around the world. To this end the UCI emphasises the education and support of all Commissaires.

The training of UCI Commissaires progresses regularly and observes the following principles:

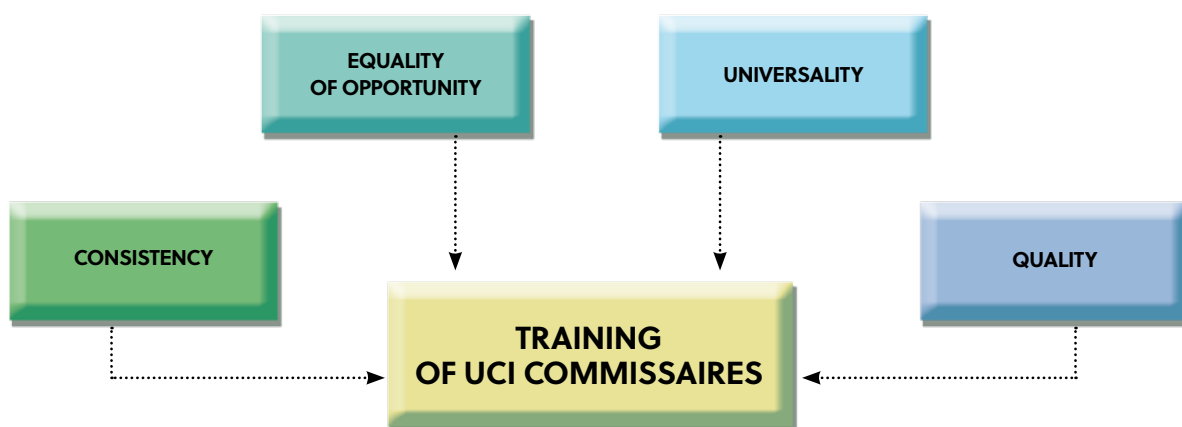
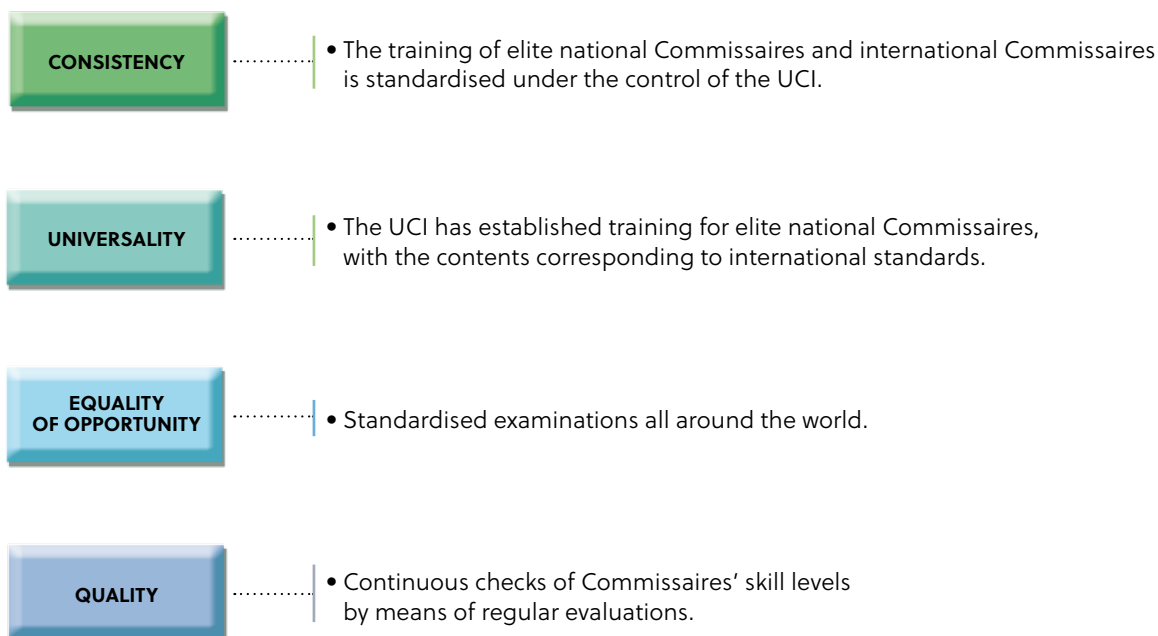



Diagram. The principles of training Commissaires



UCI INTERNATIONAL COMMISSAIRE

 The training of UCI international Commissaires is of such importance that it is specified in the UCI Regulations (**ARTICLES 1.1.053 TO 1.1.061**).

These articles concern:

- conditions of access,
- the training programme,
- oral and written theory examination,
- practical examination,
- eligibility,
- continuing training and seminars.

ELITE NATIONAL COMMISSAIRES

Training courses for this status were introduced on 1 January 2012. The following specifications are currently in place:

- Elite National Commissaire qualification is established for road, track, mountain bike and BMX Racing disciplines.
- The qualification of elite national Commissaire is only awarded by the UCI.
- The relevant courses are run by UCI instructors.
- Elite national Commissaires are appointed by their national federation (NF) to officiate in their own country.
- An elite national Commissaire can be a member of the Commissaires' panel in national and international events in his or her country. An elite national Commissaire may also carry out the role of president of the Commissaires' panel at national events.
- Elite national Commissaires represent the elite within their country without necessarily aspiring to become international Commissaires.
- National Elite training forms part of the prerequisites for access to international Commissaire courses.
- If an elite national Commissaire so desires, and after having officiated for at least two years in this position, together with meeting the other qualification requirements, the NF may propose him or her as a candidate for an international Commissaire course. This proposal may also come from the UCI if it considers that a Commissaire's skills are particularly suited to becoming an international Commissaire.



Diagram. The training of Commissaires at regional, national and international levels

2.3. THE SPECIALISATION OF COMMISSAIRES

The specialisations of Commissaires entered into effect in 2014. It firstly involved separating the functions of International Commissaire (IC) from those of Doping Control Officer (DCO).

At **national level**, federations can organise the management of Commissaires and Doping Control Officers in the manner that best suits them. No separation or specialisation is required. Furthermore, with regards to elite national Commissaire status, national Commissaires can obtain this qualification in the disciplines of their choice. At national level, the UCI encourages a diversity of knowledge and wide range of skills among Commissaires.

Conversely, **at international level**, the UCI needs genuine specialists in order to support the development of cycling.

Commissaires are becoming ever more professional and need an increasingly specialised framework as well as dedicated monitoring and supervision.

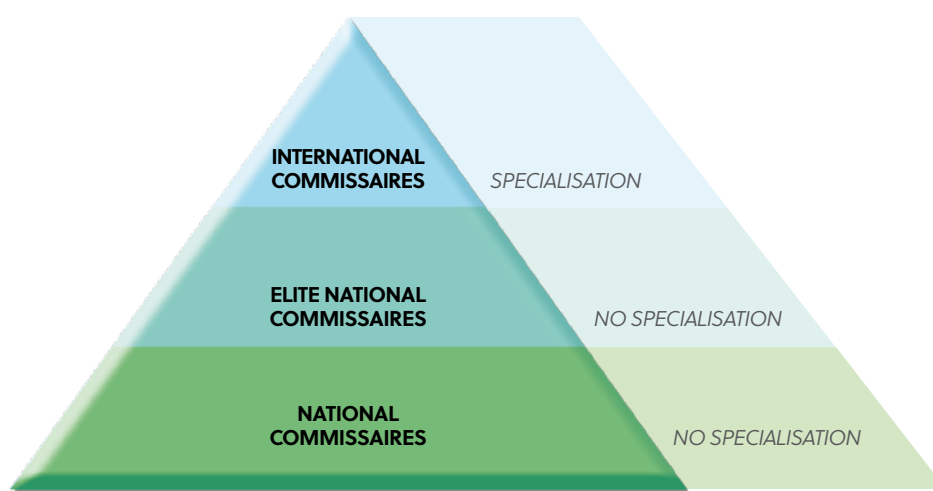


Diagram. Commissaires and specialisation

CHOICE OF SPECIALISATION

In order to become an international Commissaire, individuals must select one of the base disciplines shown in the "Choice" column of the diagram below. A Commissaire can then also choose an "Option". With the exception of Trials and Indoor Cycling, International Commissaires must specialise in one of the base disciplines in all cases – **Road, Track, Mountain Bike, or BMX Racing**, the only disciplines for which elite national Commissaire courses are organised.

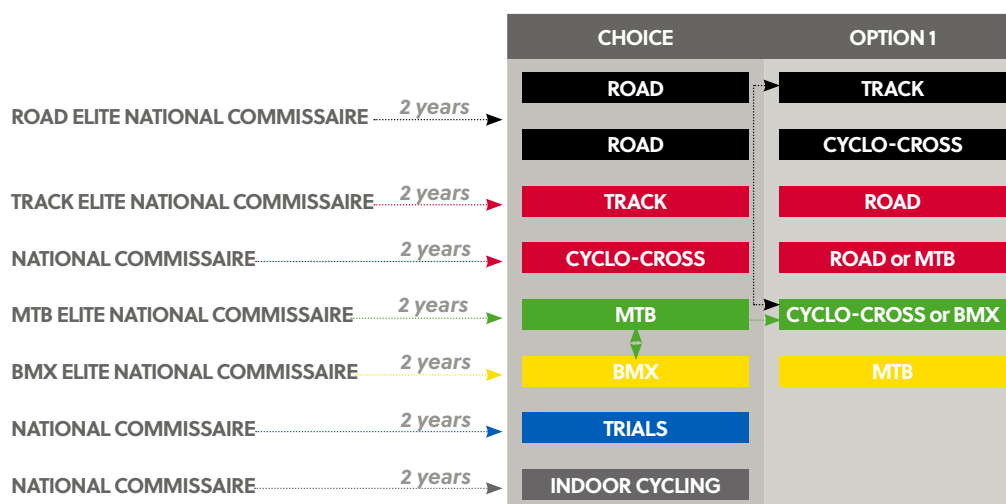


DIAGRAM. Specialisation choices available to international Commissaires

In line with the requirements of the various disciplines, and also in order to ease the transition from the previous arrangements, certain additional provisions apply to this diagram:

- **Trials and Indoor Cycling IC:** there are no National Elite courses for these two disciplines. Consequently, after two years, a national federation may propose a National Commissaire for an international Commissaire course.
- The **choice between the IC and DCO** roles and the choice of IC discipline made in 2012 is not binding. Commissaires can put themselves forward for a re-evaluation examination if they wish to change direction.

For reference, an individual could previously officiate in up to six different disciplines: MTB, Road, Cyclo-cross, Track, Para-cycling and Anti-doping.



REQUIRED KNOWLEDGE

- The definition of an elite national Commissaire: training, responsibilities, appointment.
- Conditions of access to international Commissaire training.
- Specialisations and options for international Commissaires.

2.4. THE CAREER OF AN INTERNATIONAL COMMISSAIRE



A Commissaire's career does not stop progressing once he or she has achieved UCI international Commissaire status. An international Commissaire in fact has a wide range of opportunities:

- officiating at the Olympic Games, UCI WorldTour events, UCI World Championships,
- becoming a Commissaires Instructor within the UCI,
- becoming a technical delegate
- taking part in working groups that oversee the development of cycling.

The experience of an international Commissaire can be utilised by a national federation (NF) with the IC participating in:

- drawing up training plans for national and regional Commissaires,
- disciplinary bodies.



However, some activities are not compatible with the role of Commissaire, including (**ARTICLE 1.1.62** and **1.1.063**):

- competing as a rider in a UCI-registered team,
- carrying out a technical function (team assistant, mechanic, paramedical assistant, sports manager, etc.) for a NF or UCI-registered team,
- holding the post of President or Vice-President of a NF or Continental Confederation,
- being a member of the UCI Management Committee,
- being a member of the UCI staff.



The age limit for officiating as a UCI international Commissaire is 70 (**ARTICLE 1.1.064**).

2.5. UCI TOOLS FOR COMMISSAIRES

International Commissaires must familiarise themselves with the following UCI tools:

- the distribution of instructions by e-mail,
- the UCI website at www.uci.org,
- the Commissaires extranet,
- the UCI DataRide system.

INFORMATION BY E-MAIL

The UCI Commissaires Coordinator, as well as the Coordinators of the various disciplines and activities, send information, travel instructions and other arrangements to international Commissaires by e-mail. If appropriate, this information can also be sent to elite national Commissaires for training purposes and to ensure consistent application.

Generally speaking, this information should not be sent to third parties such as the media, teams and athletes. These groups are informed by other UCI departments if necessary.

International Commissaires must inform the UCI of any change of address and in particular any amendment of their e-mail address (a form is available on the Commissaires extranet for this purpose).

UCI WEBSITE

The UCI website at www.uci.org, is published in French and English and represents a source of information for all. In addition to keeping up to date with international news and UCI press releases, Commissaires use the website for the following purposes:

- **Calendar:** checking the date and class of an event, clicking on the link to the event's website.
- **Teams:** referring to the list of officially-registered riders and team members authorised to participate in events; contact details.
- **UCI Regulations:** the latest version is always available on the [UCI website](http://www.uci.org).
- Checking event **results** and UCI **rankings**.
- Referring to the webpages dedicated to riders' **equipment:** explanatory documents and training materials.
- **Publications:** training guides, organiser's guides and documents, financial obligations.
- Access to the **extranet** from the Web services page.

COMMISSAIRES' EXTRANET

An extranet is an extension of an enterprise's communications network that allows authorised external individuals to access specific information. An extranet platform has been set up for International Commissaires. The UCI provides Commissaires with a username and password upon request.

Among other things, the Commissaires' extranet comprises:

- race report forms,
- entry forms,
- report form for penalties,
- the minutes of seminars,
- sample technical documents,
- contact details of Commissaires listed by specialisation,
- expenses form,
- details of compensation and reimbursement of travel expenses.

THE UCI DATARIDE SYSTEM

The UCI is in the process of rolling out its own internal data management system for the sport, known as UCI DataRide. Increasing functionality will be added to the system over time through various modules.

All International Commissaires have been provided with a unique user ID and password for UCI DataRide.

The following modules are currently available to International Commissaires:

RESULTS

- When International Commissaires log in to UCI DataRide, they see the events they have been assigned to as PCP (they will also be able to see past events at which they acted as PCP – going back to 2016 only).
- By clicking on the name of the event they will be able to see the classifications that are part of the event, including all the stages for stage races.
- By agreement with the PCP, the Timing Company can upload the results at the competition. The PCP will probably need to provide his user ID and password to the Timing Company.
- If there is no Timing Company, or no agreement with it, or if the Timing Company does not have access to UCI DataRide, the PCP uploads the results at the event. This must be done without delay.
- Specific training guides have been provided on the Commissaires' Extranet

| Discipline | Season | Class | Competition | Class | Category | Venue | Country |
|------------|--------|----------------------|--|-------|---------------------|---|---------|
| MTB | 2017 | 04 Mar 2017 | 1st International d'Italie Series 2017 | 2 | ME - ME - M - M - M | Vercosa - World Vercosa | ITA |
| MD | 2017 | 26 Mar 2017 | 1st Senior Masters | CLB | ME - ME - M - M - M | Frankfurt am Main | GER |
| BOA | 2017 | 19 Mar 2017 | 100th Populisme | 1.2 | ME | | ITA |
| PS | 2017 | 19 Mar - 24 Mar 2017 | 10th Berlin & Tage Herren 2017 | CLB | ME - ME - M - M - M | Berlin | GER |
| MTB | 2017 | 12 Mar 2017 | 2nd International d'Italie Series 2017 | 1 | ME - ME - M - M - M | Alghero | ITA |
| PS | 2017 | 20 Mar - 24 Mar 2017 | 2017 African Track Championships | CC | ME - ME - M - M - M | Cecil George (Johannesburg, 3 Series Newsworlds Reg (Chadron), 1000 | RSA |

- After the results of each event have been uploaded, the ranking is calculated by the UCI DataRide system and displayed on the UCI website according to the timelines established in the UCI Regulations.
- The results of all international competitions are displayed on the UCI website.

LICENSEES

- The International Commissaire, after logging in to UCI DataRide can also search for individual license holders.
- This search can be performed using various filters:
 - Country
 - First Name
 - Family Name
 - Birth Date
 - UCI ID
- This is a valuable tool for verifying if someone is currently licensed, the UCI ID or the spelling of a name.

Commissaires can download the various rankings and lists of world and national champions, as well as world records, from the UCI website. These lists can be exported in a spreadsheet, allowing for sorting, filtering and carrying out research.



Example: Drawing up the order of team vehicles for a WorldTour event using the most recently published UCI WorldTour ranking.

Using an export of the database of the most recent UCI WorldTour ranking, the president of the Commissaires' panel can easily sort the data and identify each team's top-ranking rider in accordance with the list of starters.

UCI WorldTour calendar men elite events

1. the cars of the teams represented at the sports directors' meeting referred to in article 1.2.087 in the order of ranking of starting riders on the last UCI World men individual ranking (for UCI World Tour events)
2. the cars of the other teams represented at the meeting whose starting riders haven't yet earned points in the UCI World men;

Extract from the UCI Regulations, Article 2.3.018



REQUIRED KNOWLEDGE


- The means of access, contents, and use of the UCI's four tools:
 - E-mail for distributing instructions.
 - The UCI website at www.uci.org.
 - The International Commissaires extranet.
 - The UCI DataRide system

2.6. CODE OF CONDUCT


The [code of conduct](#) for international Commissaires is a public document that can be consulted on the UCI website as well as the Commissaires' Extranet. It states what is expected by the UCI and offers a certain amount of advice on behaviour.



Diagram. Human qualities and relationship skills required by international Commissaires

 Significant deviations from the Code of Conduct may lead the UCI to take measures against the Commissaire concerned, up to suspension of the right to act as a Commissaire. **(ARTICLE 1.1.066)**

OBLIGATION OF IMPARTIALITY

 The UCI Regulations refer to ethics by requiring Commissaires to maintain impartiality **(ARTICLE 1.1.050)**. This article is particularly important because it is sometimes difficult to apply in certain circumstances: Commissaires are often deeply involved with their federation, organisers or local clubs. They may be appointed to officiate at events where there is a conflict of interests with these bodies.

The UCI Regulations impart a duty on a Commissaire to withdraw as soon as he or she perceives a risk of an infringement of impartiality. This withdrawal is a protective measure for the Commissaire: in the event of a conflict, even if the Commissaire acted impartially, he or she may be suspected of not having done so and any decision made may be challenged.

IMAGE AND LANGUAGE

Other important points of the Code of Conduct concern dress, appearance, language used, use of social media, and communicating with the media in general. Clearly an international Commissaire may be excused if he or she has not mastered all the subtleties of the official jargon used in exchanges with the stakeholders in cycling. However, to the contrary, it is not acceptable to use colloquialisms or irony or to jump to conclusions.

2.7 CODE OF ETHICS

The Code of Ethics is applicable to most parties engaged in the sport of Cycling, including all Commissaires. It is a public document that can be consulted on the UCI website. It states what is expected in terms of ethics by the UCI. It also outlines procedures to be followed when the code has alleged to have been violated.

RULES OF CONDUCT

The Code of Ethics places the responsibility of abiding by it on all parties that are bound by it. As such, all Commissaires are expected to act in an ethical manner, and not abuse their position in any way.

Central to the Code of Ethics is the requirement to act with integrity in all manners related to cycling.

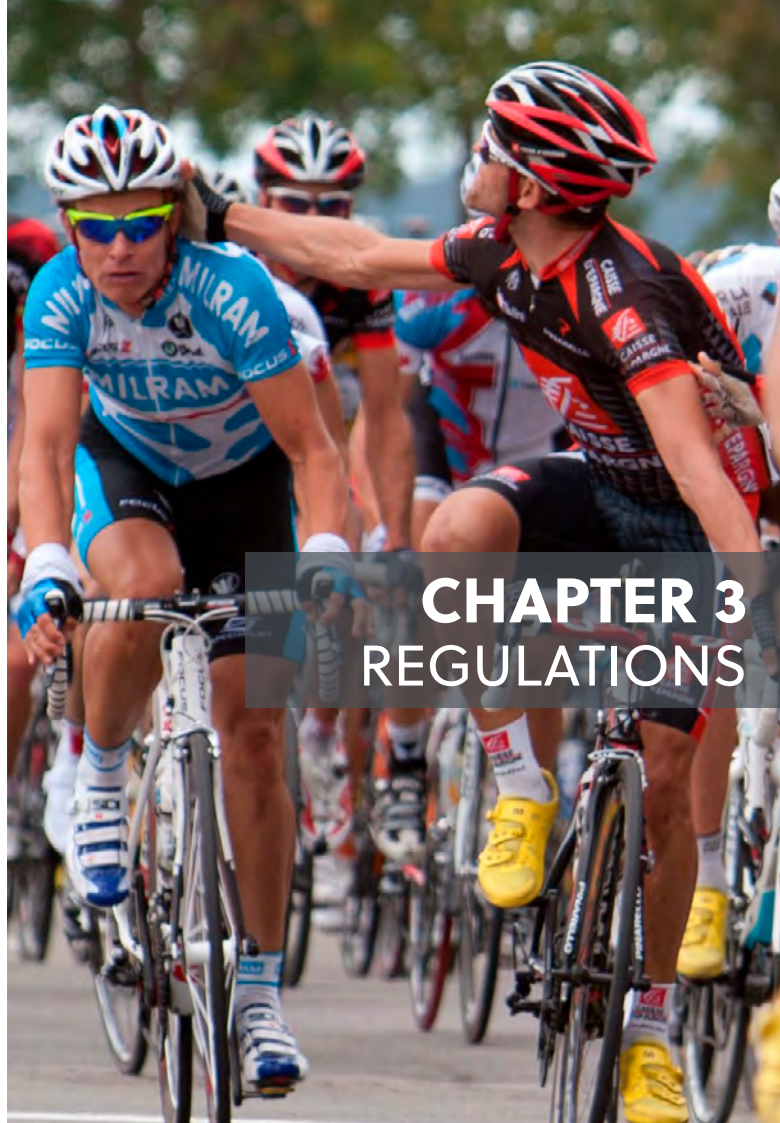


The Code of Ethics requires that all persons bound by it obey the rules laid out therein. Commissaires are bound to all the rules, with specific attention given to the following:

- **ARTICLE 6.1. Non-discrimination:** Not undertake any action that offends the human dignity of any person.
- **ARTICLE 6.2. Neutrality:** Always remain politically neutral when representing cycling.
- **ARTICLE 6.3. Confidentiality:** Do not release information provided in confidence to the public.
- **ARTICLE 6.4. Physical and mental integrity:** The personal rights of individuals must be respected.
- **ARTICLE 7.1. Gifts:** Gifts accepted should be appropriate, and not influence or bind one person to another.
- **ARTICLE 7.2. Bribery and corruption:** Decision making must not be conditional on any offer.
- **ARTICLE 7.4. Conflicts of interest:** Conflicts of interest are to be avoided.
- **ARTICLE 8.1. Manipulation of events:** Decisions may not be taken to deliberately influence a result contrary to sport ethics. Participating in any form of gambling in any way in an event in which the person is involved is forbidden.
- **ARTICLE 8.2. Anti-doping:** Facilitating doping in any way is forbidden.

CODE OF ETHICS AND CODE OF CONDUCT

There are many overlapping components between the Code of Ethics and the Code of Conduct. However, both can be considered complementary, and Commissaires are required to abide by them.



CHAPTER 3 REGULATIONS



3.1. UCI REGULATIONS

Cycling, like all sports, is subject to regulations. All of the rules are gathered together in a written document – the UCI Regulations – that govern the sport of cycling and its administration. As previously mentioned, this document represents an essential working tool for Commissaires while also being the universal reference material for all parties involved in cycling (organisers, teams, riders, the media, fans, etc.).

A REGULATORY FRAMEWORK FOR THE PRACTICE OF THE SPORT

Cycling is an international sport and as such the rules must be interpreted and applied uniformly. A regulatory framework is necessary to ensure that events run properly. When rigorously applied, this framework guarantees:

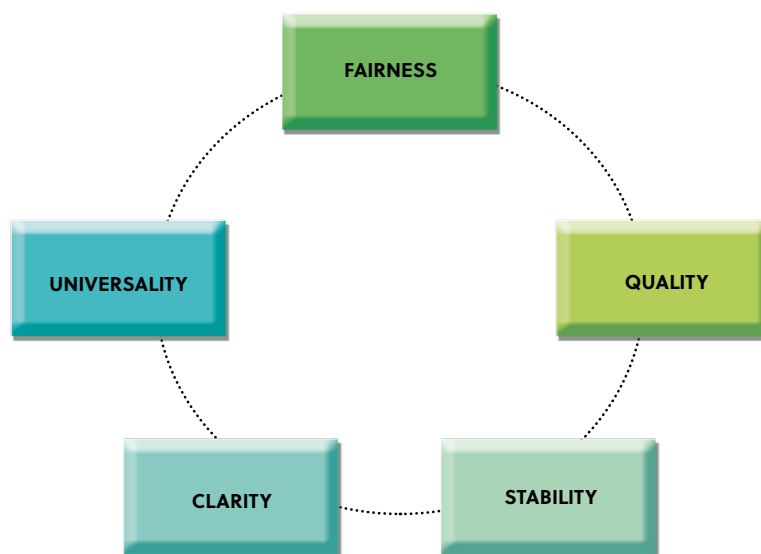


Diagram. The advantages of a regulatory framework

The UCI defines and oversees the implementation of the regulatory framework. The regulations govern the practices of cycling and the functioning of institutions, in both administrative and technical terms.

The regulatory framework encompasses the UCI's technical decisions as well as sporting values. The regulations contribute to preserving the equilibrium between the members of the family of cycling.

SCOPE OF APPLICATION

- The UCI Regulations apply in all countries affiliated to the UCI.
- They serve as the basis for the regulations of national federations (NF) affiliated to the UCI.
- The UCI Regulations apply to male and female riders aged 17 and above. The rules for riders aged 16 and under are defined by NFs.

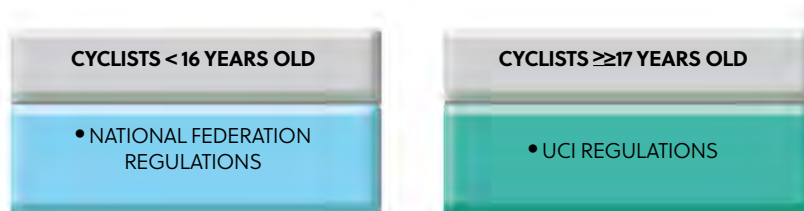


Diagram. Scope of application of the UCI Regulations

SUMMARY AND NOMENCLATURE

The UCI Regulations address the following subjects, organised into "Parts":

- Preliminary provisions
- Constitution
- Part I: General organisation of cycling as a sport
- Part II: Road Races
- Part III: Track Races
- Part IV: Mountain Bike Races
- Part V: Cyclo-cross Races
- Part VI: BMX Rule Book
- Part VI bis: BMX Freestyle
- Part VII: Trials Regulations
- Part VIII: Indoor cycling:
- Part IX: World Championships
- Part X: Continental Championships
- Part XI: Olympic Games
- Part XII: Discipline and Procedures
- Part XIII: Medical Rules
- Part XIV: Antidoping Rules
- Part XV: Cycling For All
- Part XVI: Para-cycling
- Cycling Esport
- UCI Code of Ethics

| | |
|---|---|
| <div> <div>Part 2</div> <div>Chapter 2</div> <div>7th article</div> </div> | <div> <div>2.2.007</div> <div>If, three days before the race, the number of riders entered is less than 100, the organiser may authorise entered teams to increase the number of riders per team to a maximum of 10.</div> <div>(text modified on 1.01.05)</div> </div> |
|---|---|

The Regulations are further divided into Articles, numbered as shown by the example opposite.

This nomenclature allows a logical organisation of the rules. The reader is assisted in identifying the subject in question by chapter subtitles and article titles.

| | |
|--------------------|--|
| <div>2.2.005</div> | <div>(N) Teams must confirm in writing to the organiser the names of titular riders and two substitutes no later than 72 hours before the start of the race. Only the riders mentioned in that confirmation will be permitted to take the start.</div> <div>(text modified on 1.01.05)</div> |
|--------------------|--|

Finally, those points of the UCI Regulations that may be subject to an amendment by legislation or the cycling regulations of a national federation are preceded by "(N)" as shown in the example opposite.

CONTENT

For each theme and discipline, the regulations list the various conceivable cases, as illustrated by the table below.

Table. Example provisions of the UCI Regulations

| Extracts from the UCI Regulations | | | | | | | | |
|-----------------------------------|--|-----------|---|--|--------------|----|-----------|---|
| AUTHORISATIONS | 2.5.077 Megaphone or loud-hailers may be used. | | | | | | | |
| PROHIBITIONS | 2.5.036 Followers may not jettison anything at all on the course. | | | | | | | |
| MEASUREMENTS | 2.3.007 If the race is run on a circuit, it shall be at least 10 km long. | | | | | | | |
| EXHAUSTIVE LISTS | <table><tr><td>Women Junior</td><td>WJ</td><td>1.1 + 2.1</td><td><ul style="list-style-type: none">- National teams- Regional and club teams- Mixed teams WJ 1</td></tr></table> | | | | Women Junior | WJ | 1.1 + 2.1 | <ul style="list-style-type: none">- National teams- Regional and club teams- Mixed teams WJ 1 |
| Women Junior | WJ | 1.1 + 2.1 | <ul style="list-style-type: none">- National teams- Regional and club teams- Mixed teams WJ 1 | | | | | |
| NON-EXHAUSTIVE LISTS | 2.2.077 The organisers shall provide a sufficiently large and well-equipped place for accredited press personnel to work (with tables, chairs, electric outlets and telephone points, etc.). | | | | | | | |

Sometimes regulation interpretation difficulties may occur, for example:

Table. Examples of possible regulation interpretation

| | Extracts from the UCI Regulations | Clarification |
|--|--|---|
| Authorisation vs. Prohibition | ARTICLE 2.3.025BIS In events or stages over a distance not exceeding 150 km, it is recommended that riders be supplied with refreshments only from the team car. | Feeding from the side of the road will still be allowed. |
| Minimum vs. Maximum | ARTICLE 2.4.011 (Individual Time Trial) If the start time is recorded using an electronic strip, the distance between the point of contact of the front tyre with the ground and the electronic strip must be 10 cm. | It is not against the regulations for a rider to take up a position more than 10 cm behind the strip. In this case, the 10 cm measurement is the minimum distance. |
| | ARTICLE 2.2.032 Except in time trials, all the vehicles accompanying the race are restricted to a maximum height of 1.66m (not including roof bars). | The objective here is to ensure that no vehicles in the race convoy impair visibility. If the vehicle is too high, visibility may be affected. The measurement here is thus the MAXIMUM authorised. This measurement also corresponds to a construction standard observed by motor manufacturers. |
| Exhaustive list vs. Non-exhaustive list | ARTICLE 2.3.004 In races ending on a circuit, only the last 3, 2 and 1 km points and the laps remaining to be covered are to be displayed. | This list is exhaustive, other signs are not authorised. |

In the majority of cases, difficulties of interpretation can be resolved by applying logic and considering the facts. Nevertheless, at the time of learning a regulation, during the first reading or training session, Commissaires must, above all, ask themselves whether they have understood the sense and logic of each point of the regulations.

Understanding the spirit, objective and intention of a point of the regulations will assist in both avoiding confusion and memorising the point in question.

AMENDMENTS OF THE UCI REGULATIONS

The UCI makes a major commitment to ensure that the regulations are adapted to comply with new situations, in particular with reference to reforms of the various disciplines and the requirements of the World Anti-Doping Code.

Amendments are made to the regulations every year by means of a process that involves:

- specific UCI Commissions (disciplines, Commissaires, athletes, etc.),
- the UCI's sport department,
- the UCI's legal department.

Commissaires are able to propose amendments or corrections of the regulations (e.g. to address inconsistencies between different articles, vague wording, etc.) in response to specific situations encountered during events.

The amendment is then presented to the UCI Management Committee which decides whether to accept or reject it.



Diagram. The process of amending a UCI regulation

Information to ensure the traceability of the document appears in two locations:

- at the foot of each page of the document, opposite the page number.
For example: E0113 indicates the January 2013 version.

| | | |
|----|------------|-------|
| 20 | ROAD RACES | F0113 |
|----|------------|-------|

- the date of an amendment or removal of an article is given below the article in question.

| | |
|---------|--|
| 2.4.022 | Following vehicles [abrogated on 1.01.03] |
|---------|--|

USE BY COMMISSAIRES

It is not enough for a Commissaire to simply read through all the regulations while preparing for the Commissaire examinations. It is rather a matter of regularly reading the regulations to dispense with any preconceptions and provide context for new features.

Furthermore, reading a specific chapter to prepare for an event is recommended (e.g. team time trial, summit finishes, etc.).

Commissaires must always have the latest version of the regulations in their possession. Although a hard copy of the regulations can be easily carried around and is particularly useful when Commissaires are engaged in their duties, it is recommended that work be conducted using an electronic version (on computer, tablet or mobile phone) as this is more economical and respects the environment.

Whatever the medium used, previous versions of the regulations should be clearly archived to avoid working from a version that is not up to date.



REQUIRED KNOWLEDGE

- How to access the UCI Regulations.
- Knowledge of the numbering of articles.
- The process of amending the UCI Regulations.
- Awareness of new versions and amendments of the UCI Regulations.



WHAT TO DO

- Regularly read the UCI Regulations, understand and memorise them.
- Implement a personal strategy depending on the medium used to access the regulations (paper or electronic version, archiving techniques).
- Identify pertinent articles and know how to access them quickly.
- Know how to interpret the regulations in specific situations.



WHAT NOT TO DO

- Learn the regulations by heart without understanding the logic behind them.
 - Interpret the regulations in different ways at different times if they do not specifically refer to an issue.
 - Treat the regulations as a "scientific", exhaustive list.
 - Conclude that what is not prohibited by the regulations is automatically authorised.
- And conversely**
- Conclude that what is not authorised by the regulations is automatically prohibited.

3.2. NATIONAL FEDERATION REGULATIONS

COMPATIBILITY OF REGULATIONS

A national federation (NF) operates on the basis of its constitution and internal regulations, which specify that, in accordance with the delegation of powers, it draws up the **administrative and technical regulations** for national cycling for the various disciplines of cycle sport, while respecting the international regulations. These national regulations must always comply with the UCI Regulations.

CALENDAR

When publishing their national calendars of events, federations must include international calendar events taking place in their countries.

UCI Regulations prevail for international events (for example with regards to categories) rather than NF Regulations.

DRAFTING AND ADAPTATION

Federations must put in place procedures for drafting, publishing and updating their regulations. National regulations must incorporate amendments of the UCI Regulations without delay.




WHAT TO DO

- Examine and familiarise yourself with national federation regulations.

3.3. SPECIAL REGULATIONS FOR AN EVENT

The organiser draws up the special regulations for the event. Example regulations are available on the UCI Website in the Road Organisers' Guide.

The special regulations must be included in the programme and/or organiser's technical guide such that all participants become aware of them.

 For road events, the special regulations for the event must include, as a minimum, the information listed in **ARTICLE 2.2.012** and detailed in the checklist of *point 4.2.2.1* of this guide.

For each technical point for which the UCI Regulations establishes a minimum, maximum or range of options, the organiser must clearly set out, in the special regulations, the situation that will apply to the event.



Examples of decisions to be made by the event organiser

- number of riders per team (maximum and minimum),
- additional classifications (points, method of separating riders when level in classifications, etc.),
- prizes for all classifications,
- any time bonuses,
- time limits,
- stages with summit finishes,
- podium ceremonies,
- the method of incorporating the times recorded during team time trials,
- the method for determining the order of start for a time trial or prologue.

The special regulations of an event complement the UCI Regulations. The organiser's margin for manoeuvre generally offers influence over the way in which the event unfolds (e.g.: time bonuses, the complexity of additional classifications, number of riders per team, etc.). The specific features of the special regulations must be checked by the Commissaires to ensure they comply with the limits established by the UCI Regulations.



Check-list – Special regulations for an event

- Check the compliance of the special regulations with the UCI Regulations.
- If necessary, suggest changes to the organiser, concerning the following points in particular:
 - participation,
 - order of start for prologue and time trials,
 - summit finishes,
 - arrangements for feeding during time trials,
 - time bonuses,
 - time limits,
 - classifications,
 - prizes,
 - podium ceremonies.

**REQUIRED KNOWLEDGE**

- Ability to compare the special regulations of an event with the UCI Regulations.
- Ability to assess the limits of the special features that an organiser or federation wants to include, beyond which they would contradict UCI Regulations.
- Making reference to the sample special regulations in the Organiser's Guide to check the special regulations of an event.
- Ability to quickly identify a specific point in the regulations.

**WHAT TO DO**

- Comprehensively study the special regulations of an event and check their compliance.
- Check that any disputes or specific situations arising from previous editions are covered and/or mentioned in the special regulations of the event.
- Direct organisers towards using the example special regulations made available by the UCI.

**WHAT NOT TO DO**

- Allow an organiser insufficient time to correct the special regulations.
- Accept differences between the special regulations of an event and the UCI Regulations, or additions to the special regulations, that do not comply with the UCI Regulations.
- Criticise an organiser for numbering the special regulations in a different way from the UCI example.



CHAPTER 4

ROAD CYCLING EVENTS

4.1. THE VARIOUS PLAYERS: ROLES AND INTERACTIONS

If the way in which a race itself unfolds depends on the behaviour of the riders and teams, then the framework of the event is a result of the interaction between two of the main parties involved.

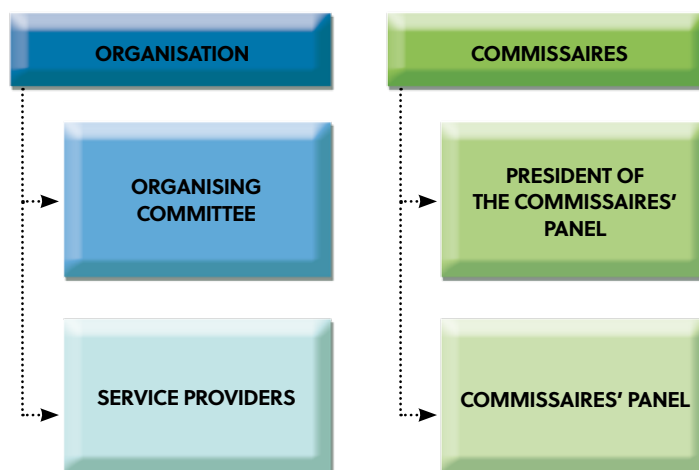


Diagram. The various players

4.1.1. THE COMMISSAIRES' PANEL

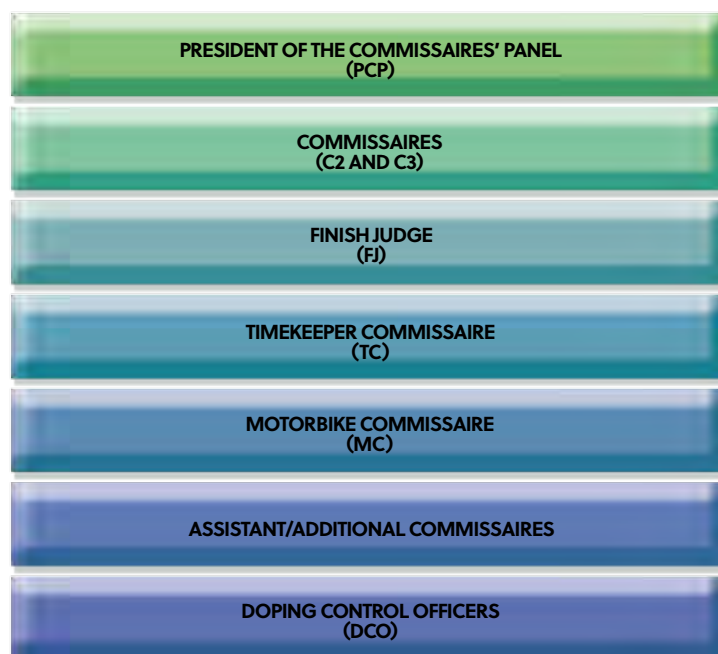



Diagram. The Commissaires' panel (CP)

 The Commissaires' panel comprises all the officials appointed by the UCI and the national federation (NF) of the event's host country. The UCI Regulations (**ARTICLE 1.2.116**) establish the number and status of Commissaires for different events.

All members of the Commissaires' panel are Commissaires, irrespective of the level at which they operate. As refereeing officials, they are empowered to:

- intervene and act,
- check and verify,
- report and provide evidence,
- apply or request a sanction, etc.

The tasks and responsibilities of Commissaires are summarised below. These tasks and responsibilities are described in the following chapters by explanations of how the Commissaires carry out their missions (president of the Commissaires' panel, event Commissaire, finish judge, timekeeper Commissaire, motorbike Commissaire).

4.1.1.1. The president of the Commissaires' panel (PCP)



UCI REGULATIONS – 1.2.118

The president of the Commissaires' panel or a Commissaire appointed by him shall act as competition director.



The PCP is appointed by the UCI and ensures the sporting management of the event in coordination with the organiser.

The PCP is the main point of contact of the national federations and the UCI with the various stakeholders in cycling: organisers, sport directors, riders. The PCP should not be interacting with the media.

The PCP acts as the facilitator of the Commissaires' panel and liaises with the organisers.

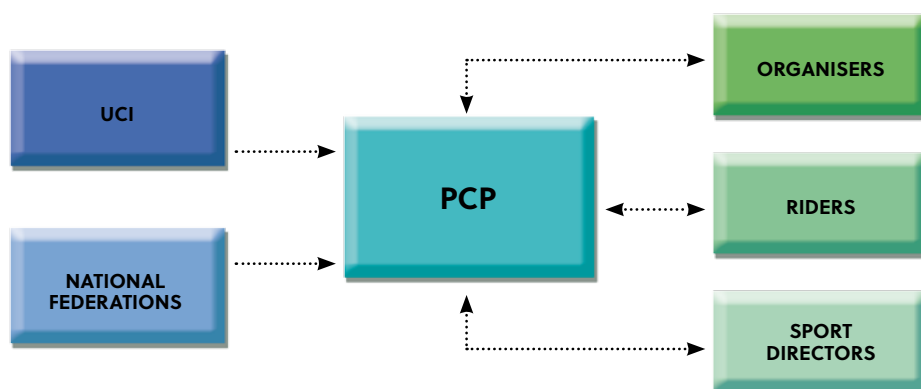


Diagram. The president of the Commissaires' panel (PCP) acts as a liaison

4.1.1.2. Commissaires (C2, C3)

The number of Commissaires appointed to an event varies. Commissaires are appointed by the UCI or the national federation and act under the direction of the president of the Commissaires' panel (PCP). The Commissaires are responsible for the sporting management of the race. During a road race, the Commissaires are positioned at the head of the race (**Commissaire 2**) and the back of the race (**Commissaire 3**). In some cases, a 4th Commissaire is appointed and is also positioned at the back of the race.



The Commissaires have various tasks before and after the event (**ARTICLE 1.1.048**):

- assisting the PCP in preparing the sport directors' meeting, in particular by using the local language,
- confirming starters and checking licences,
- checking equipment,
- taking decisions and imposing sanctions.



4.1.1.3. The Finish Judge (FJ)

The finish judge is responsible for the following tasks:



Diagram. The Finish Judge's tasks

4.1.1.4. Timekeeper Commissaire (TC)



UCI REGULATIONS – ARTICLE 1.2.104

For each race, the national federation of the organiser shall designate a sufficient number of timekeeper-Commissaires duly licensed by it. Timekeeper-Commissaires may be helped in matters other than time-keeping operations proper by other persons licensed by the national federation of the organiser.

The timekeeper Commissaire is responsible for recording the race times and using these for various calculations. This Commissaire must be fully conversant in the timing rules that are specific to road cycling as well as the appropriate action to take in particular cases.

The timekeeper Commissaire has the following tasks:

- Completes the finishing orders recorded by the finish judge before forwarding to the computing service.
- Checks the times calculated by the computing system while retaining the data and tools that would allow a manual compilation of the classifications in the event of a failure of the technical resources.
- During time trials, plays the crucial role of checking start times and finish times and subtracts one from the other to allow each rider's or team's time to be calculated.

4.1.1.5. Motorbike Commissaire (MC)



The motorbike Commissaire acts under the direction of the president of the Commissaires' panel (PCP) and event Commissaires and takes advantage of the increased mobility of a motorbike compared with a car to intervene in the race convoy where necessary.

- The MC is a very useful additional resource to ensure the sporting control of an event.
- An MC can implement a "block" on race vehicles, allowing them to pass only when appropriate.
- An MC may disqualify competitors because of race incidents, after informing the Commissaires' panel as quickly as possible.

4.1.1.6. Assistant or additional Commissaires

The use of these officials is neither automatic nor obligatory.

Assistant Commissaires may be appointed by the national federation if appropriate and allocated to various posts:

- broom wagon,
- technical areas (feed zones),
- fixed points (time trials, mountain stages).

These officials must submit a written report of any incidents during the race to the PCP. In contrast to the main Commissaires, they do not have authority to direct the event.

4.1.1.7. Doping Control Officer (DCO)



The doping control officers (DCO) are appointed by the CADF or the NF. These officials fulfil their mission in compliance with the CADF Anti-Doping Rules which apply in their entirety at all times. Furthermore, the anti-doping legislation of the host nation of the event may apply if they complement the UCI Regulations.

The DCO works in collaboration with the doctor appointed to conduct anti-doping controls as well as with the president of the Commissaires' panel (PCP), updating the latter on the operation of the anti-doping controls.

It is also possible that National Anti-Doping Organisations are present performing controls, and they may, or may not, inform you of their presence.

4.1.1.8. Tasks and powers of the president of the Commissaires' panel (PCP)

The Commissaires' panel corrects any irregularities noted with regards to the organisation of the event or the behaviour of the participants.

Commissaires make a note of any infractions and impose sanctions in line with their fields of knowledge and areas of competence. The reports of Commissaires are considered conclusive with regard to the issues they record, unless proven otherwise. Penalties are imposed by the PCP and event Commissaires, by a majority of votes.

Every Commissaire also has the individual power to implement the following measures:

- prevent riders in breach of the regulations from starting,
- issue warnings,
- immediately disqualify a rider who commits a serious infringement, who is not in a condition to continue in the event, who has been distanced by an irretrievable time gap or who represents a danger to other people.

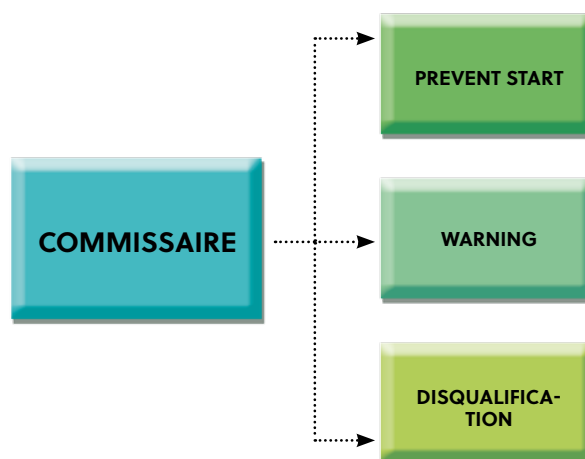


Diagram. A Commissaire's individual powers

The Commissaires' panel or, if necessary, individual Commissaires, take all decisions required to ensure the event proceeds in a proper manner. These decisions are taken in compliance with the applicable regulations and, as far as possible, after consultation with the organisation management.



With respect to disciplinary matters, appeals are not allowed against observations of fact, assessments of the situation in races and applications of competition regulations by the Commissaires' panel or, where appropriate, an individual Commissaire, or against any other decision taken by them (**ARTICLE 1.2.132**).

4.1.2. ORGANISATION

The event organisation is a legal entity such as a company or association.

On some occasions, the organising committee comprises several entities. However, from the point of view of the UCI and national federations, a single organiser is recognised. For this reason the organiser must be clearly identified in the technical guide, providing the following information:



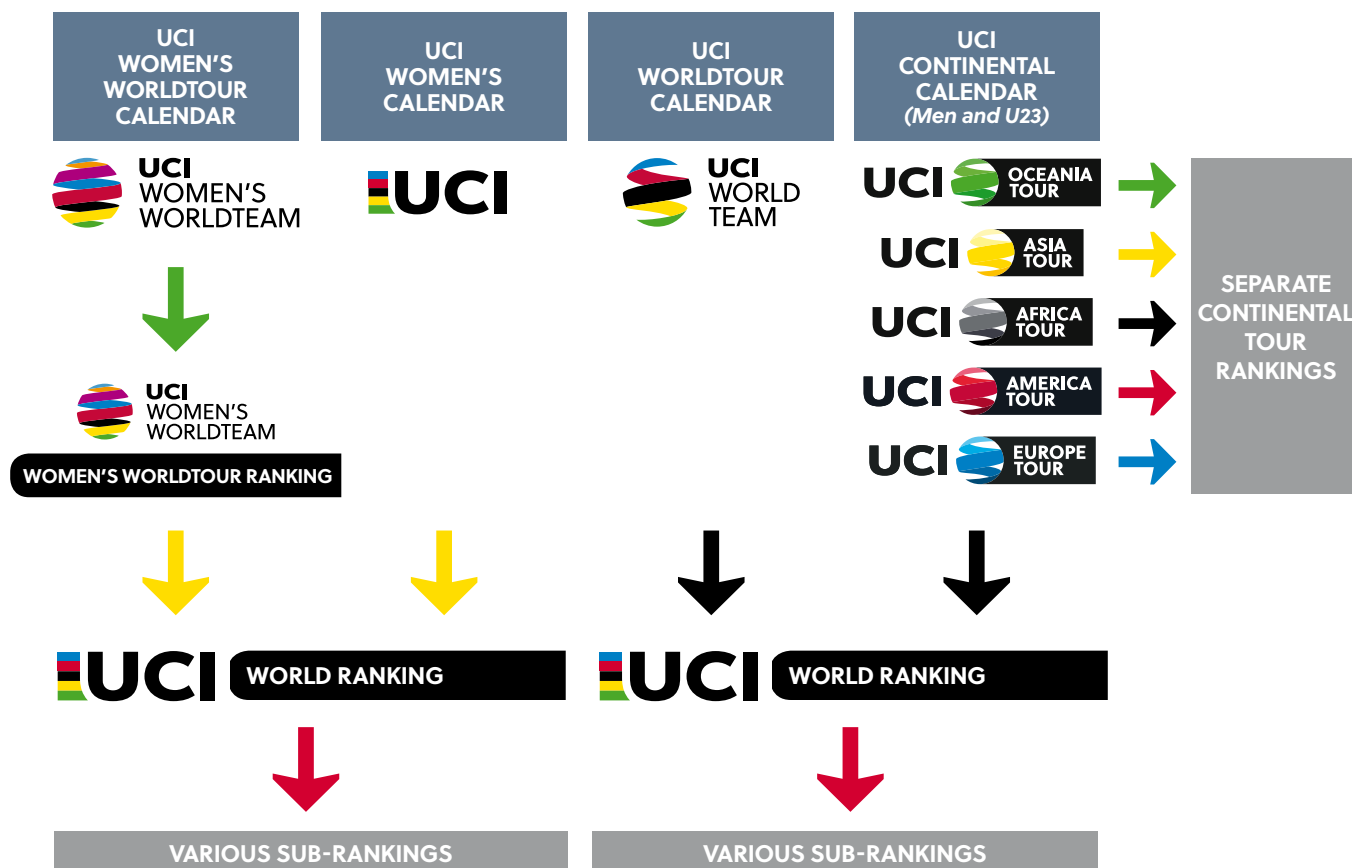
The organiser may register one or more events on the UCI calendar.

CALENDAR

The UCI Calendar lists all international events in chronological order. In road cycling, these events are distributed among the following calendars:

Table. Road calendars

For Men and Women Elite:



Each of these calendars covers a specific season lasting 12 months. The start and finish dates of a calendar may vary from one continent to another.

In addition to the above, there are also calendars for U23 Men, Junior Men and Junior Women. There are also various rankings for Under 23 Men and Women, and Junior Men and Women.

Type of event

All events on the various calendars count towards their different rankings.

Organisers may also apply for their event to be considered as a round of a UCI Nations Cup. These events belong to the specific calendar for their category but also make up a series with its own classification.



Diagram. UCI Cup Events

Class of event

As there are a great many events, UCI Continental Calendars are divided into different levels:

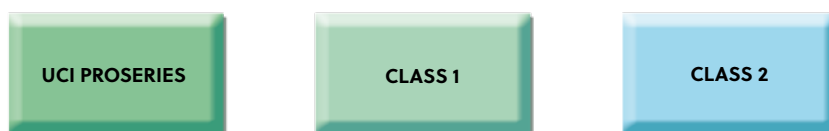


Diagram. Classes of UCI Continental Calendar



The breakdown of the teams participating in an event depends on the continent and the event's class (**ARTICLE 2.1.005**).

The standards applicable, in line with the UCI Regulations or recommendations of the Organiser's Guide to Road Events, may also differ depending on whether the event is on the UCI WorldTour or UCI Women's WorldTour calendar or not.

Registration of event and allocation of class

The organiser must apply to the national federation (NF) to register the event on the international calendar. The NF then forwards the request to the UCI. The application includes a proposed class for the event. After the dossier has been evaluated (in terms of the financial and organisational resources available as well as the level of cycling in the host country of the event), the UCI allocates the appropriate class to the event. If an organiser wants to change an event's class, it must satisfy appropriate criteria (number events organised, PCP reports, general image, opinion of the NF or Continental Confederation, financial situation, etc.). The UCI Management Committee finalises the international calendar for the following season.

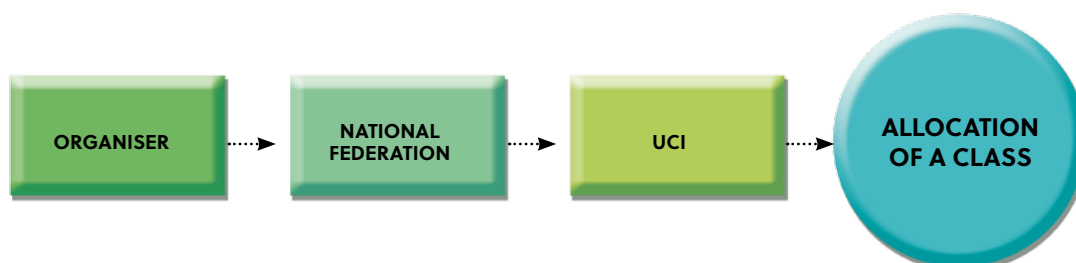


Diagram. Event application procedure

THE ORGANISER'S RESPONSIBILITIES AND SAFETY



UCI REGULATIONS

- The organiser is the sole body responsible for its event with regards to all other parties (the authorities, participants, officials, spectators, other people in attendance, etc.) and in all respects (administrative, financial and legal). The organiser shall be responsible for the quality and safety of the organisation, all installations and for the compliance of the event with UCI Regulations (**ARTICLE 1.2.032**).
- The organiser shall take whatever safety measures caution demands (**ARTICLE 1.2.035**).

The organiser must consider that it may be necessary to change or cancel the event, for example in cases of force majeure (adverse weather conditions, political reasons, etc.).

Furthermore, he must put in place insurance cover for all risks relating to the organisation of the event. The UCI can in no case be held liable for problems with the course, any accidents or cancellation of the event.

The Commissaire is responsible for carefully checking the event's special regulations.

THE ORGANISATION'S FUNCTIONS

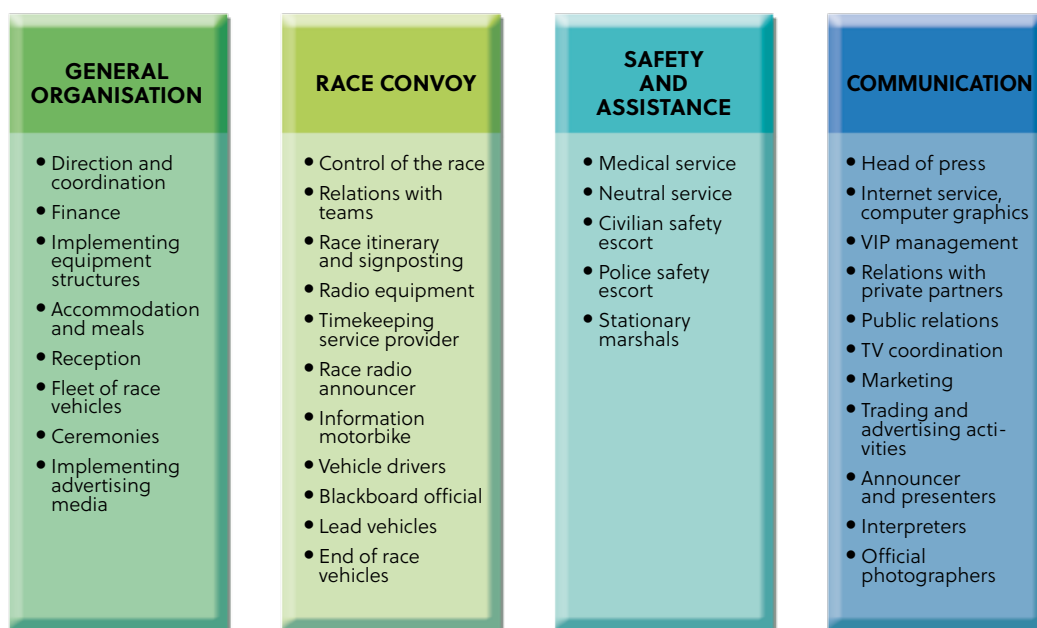


Diagram. The organisation's functions

The [Organiser's Guide](#) defines most of the functions and sets out the quality standards. It is important that Commissaires identify those organisational functions that concern them.

4.1.3.**INTERACTIONS BETWEEN THE ORGANISATION
AND THE COMMISSAIRES' PANEL**

The interactions between these two entities are numerous. Thus, the fields of activity and responsibility need to be clear and mutually respected.

The diagram below summarises the situations where interactions between the organisation and Commissaires are most frequent.

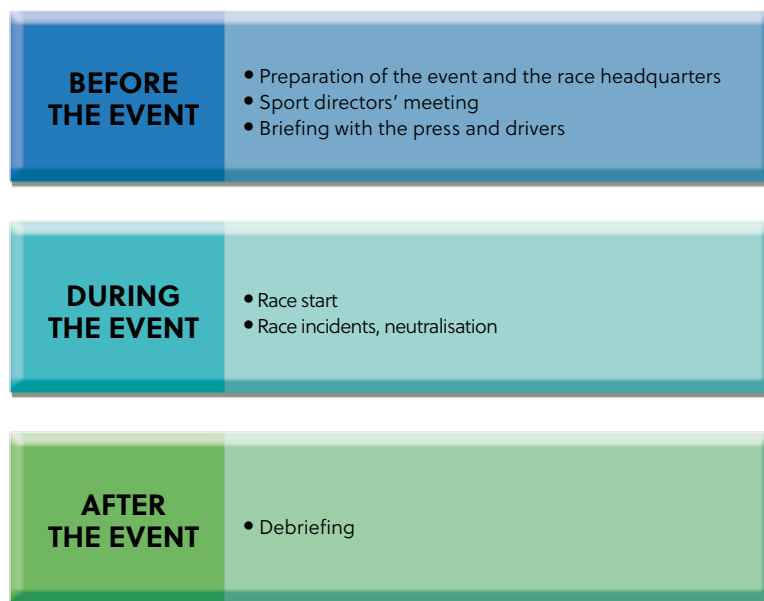


Diagram. Interactions between the organisation and the Commissaires' panel

SCOPE OF LIABILITY

The organiser is solely responsible for the quality of the functions carried out by the organisation as described in 4.1.2.

Commissaires will not intervene in the functions carried out by the organiser unless **safety**, the **image of cycling** or the **sporting considerations of the event** are affected. A Commissaire does not have the authority to demand that certain instructions are observed, but can offer certain advice if remaining **UNASSERTIVE** and acting in a spirit of **PROVIDING INFORMATION**.

Conversely, the organiser may not influence how the race unfolds or influence the system for the movement of vehicles around the riders implemented by the Commissaires in accordance with the race situation.

Race situations are quite normal most of the time, allowing a balance of responsibilities to prevail. This balance may quickly deteriorate however if there are race incidents or difficult situations. In this event, Commissaires must quickly allocate responsibilities and ensure that these are observed.

THE RELATIONSHIP BETWEEN THE ORGANISER AND COMMISSAIRES

Commissaires are requested by the UCI to evaluate the quality of some of the functions carried out by the organiser by means of an evaluation report. The UCI regularly updates its example reports to make evaluations as objective as possible. While remaining factual and bearing in mind the UCI's standards and regulations, a UCI Commissaire is required to provide an evaluation as the UCI's main reporter of an event.

NOTE

The UCI may also receive riders' reports and be contacted by teams in the event of a complaint.

This evaluation influences the relationship between the UCI-appointed Commissaire and the organiser who sometimes resents the organisation being judged and interprets the assessment as a sanction.

For this reason, during the evaluation, but also throughout the race, a Commissaire must ensure that his or her interactions have maximum credibility:

- A collaborative attitude must be adopted if the organiser is receptive.
- A more authoritarian attitude should be used if there are significant risks or if progress is slow.

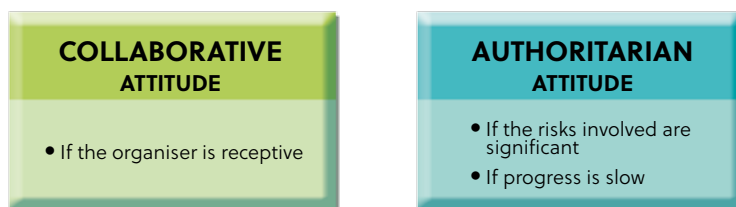


Diagram. Attitudes to be adopted by a Commissaire depending on the situation



REQUIRED KNOWLEDGE

- How to distinguish which functions are the responsibility of the organisation and which are the responsibility of the Commissaires' panel.
- How to encourage and maintain the balance of responsibilities, always keeping this issue in mind.



WHAT TO DO

- Prepare for the event by communicating with the organiser and members of the Commissaires' panel.
- Prepare the content and guidelines of the pre-race meetings with the organiser.
- Present an objective case regarding requests and the evaluation of the event.
- Take advantage of all opportunities to enhance credibility.



WHAT NOT TO DO

- Interfere with the organisation.
- Transfer some of the Commissaires' tasks to the organisation or its service providers.
- Blur the lines between the functions of the members of the Commissaires' panel or seek to exercise the functions of other members.

4.2. THE COMMISSAIRE'S DUTIES BEFORE THE RACE



The management and sporting control of an event requires methodical organisation by officials before, during and after the race.

Several stages in the preparation and management of the race can be identified:

4.2.1. PREPARATION AT HOME BEFORE THE EVENT



Diagram. Event preparation and management

TRAVEL ARRANGEMENTS

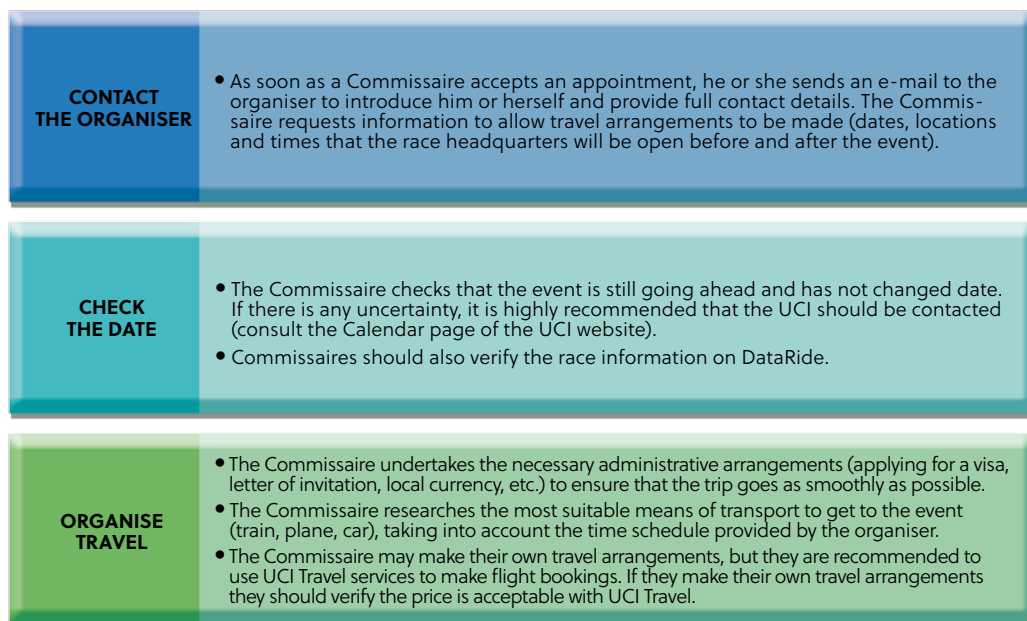


Diagram. Travel arrangements

RECEIPT AND VERIFICATION OF EVENT DOSSIER

- When received, the Commissaire carefully studies the event dossier (technical guide and special regulations sent by the organiser as well as the previous year's evaluation sent by the UCI):
 - for familiarisation with the race,
 - to become aware of any problems encountered the previous year,
 - to gain information, if necessary, on measures undertaken to correct the said problems.
- The Commissaire contacts the organiser if the event dossier (or part of it) is not received promptly.
- The Commissaire checks that the documents are properly drawn up in one of the UCI's two official languages (French or English) and that they do not contradict UCI Regulations.
- The Commissaire informs the organisation director of any changes required (whether technical, regulatory or administrative).



Check list – Preparation at home before the event

- Contact the organiser to ascertain the exact location of pre-race operations and time at which responsibility is handed over.
- Remind the organiser to send the special regulations and technical guide if these are not received within the regulatory period of 30 days (**ARTICLE 1.2.045**).
- Check that you have received the evaluation report from the previous year; issue a request to the UCI if not received.
- Ask the organiser for a list of registered teams and riders (as soon as possible) and check their compliance on the UCI website.
- Plan the flight and/or means of transport to be used, and then inform the organiser.

4.2.2.

CHECKS AND VERIFICATION BEFORE THE RACE

4.2.2.1. Technical guide and special regulations

TECHNICAL GUIDE

The technical guide is an important document for the Commissaires, teams, riders and all other people involved in the event. Drafted in French or English to ensure it is widely understood, it contains all the important information about the event and must conform with the UCI Regulations.



The list of mandatory information is specified by the UCI Regulations, **PART 2 - §2 – ARTICLES 2.2.012 AND 1.2.042**



Check list – Technical guide

■ 1. The event special regulations

- event to be held in accordance with UCI Regulations.
- solely the UCI scale of penalties to apply.
- local anti-doping legislation to apply in addition to the UCI anti-doping rules.
- the class of event and the UCI points scale.
- the categories of participants.
- the number of riders per team (maximum and minimum).
- the opening times of race headquarters.
- the location and time of the confirmation of starters and issue of race numbers.
- the location and time of the sport directors' meeting.
- precise location of race headquarters and the anti-doping control station.
- frequency used by race radio.
- supplementary classifications, providing all necessary information (points, method of separating riders when level in classifications, order of priority of jerseys, etc.).
- prizes for all classifications.
- any time bonuses.
- time limits.
- stages with summit finishes for application of Article 2.6.027
- podium ceremonies.
- the method of incorporating the times recorded during team time trials.
- neutral service arrangements.
- the presence of a feed zone during time trials and methods of operation.
- the method for determining the order of start of a time trial or prologue. This method determines the order of teams; each team will decide the order in which its riders start.

■ 2. A description of the route of the event or race stages, including profiles, distances, feed zones and finishing circuits.

■ 3. Obstacles on the course (tunnels, level crossings, danger points, etc.).

■ 4. Route details and corresponding time schedule.

■ 5. Intermediate sprints, king of the mountains competition, special primes.

■ 6. Map and profile of the last 3 km.

■ 7. Locations and maps of start and finish areas.

■ 8. List of hospitals contacted by the organiser ready to receive individuals requiring treatment.

■ 9. Composition of the Commissaires' panel.

■ 10. Name, address and telephone number of the organisation director and names of officials.

■ 11. The absence of any provisions that are contrary to UCI Regulations and sporting fairness.

■ 12. Check any if any information on environmental considerations has been included. This should also include the location of waste zones.

SPECIAL REGULATIONS

The president of the Commissaires' panel (PCP) must inform the organiser if there is any non-compliance of the special regulations with the UCI Regulations and must endeavour to find a solution as quickly as possible in consultation with the organiser. The organiser must be informed in advance in order to avoid any problems on the ground and to ensure that lasting solutions can be implemented.

If agreement cannot be reached, the PCP contacts the UCI.

There are two sample sets of special regulations available on the UCI website – for one-day races and stage races. These samples offer organisers a very useful model to follow when drawing up their [special regulations \(p. 255-257\)](#).



Check list – Technical guide and special regulations

- Check that all the elements of **ARTICLE 2.2.012** are properly indicated in the guide and conform to UCI Regulations.
- Check that the distances conform to **ARTICLES 2.3.002 to 2.4.001** and **2.5.002 to 2.6.008** of the UCI Regulations for one-day races and/or stage races.
- Check that circuits comply with the rules regarding distance and number of laps.
- Check the compliance of the special regulations with the UCI Regulations.
- If necessary, suggest changes to the organiser, concerning the following points in particular:
 - organisation,
 - type of event,
 - participation,
 - order of start for prologue and time trials,
 - race radio,
 - neutral service,
 - summit finishes,
 - arrangements for feeding during time trials,
 - time bonuses,
 - time limits,
 - classifications,
 - prizes,
 - anti-doping (application of UCI and local anti-doping rules),
 - podium ceremonies,
 - penalties (solely the UCI scale applies).

THE PARCOURS

Sporting considerations and the riders' safety are paramount in selecting the course. The organiser is responsible for meticulous preparation in terms of the course. The course should allow the riders to express themselves without restriction and represent a good compromise between sporting and presentational requirements.

A reconnaissance of the course, taking technical notes, is mandatory in order to establish a highly accurate time schedule for the race. The route is presented on a map and a profile produced: these are essential to the technical guide. The organiser must identify:

- distances and altitudes,
- the total climbing for the event or stage,
- level crossings,
- the locations of intermediate sprints,
- hills and climbs with percentage gradients,
- feed zone,
- traffic islands, roundabouts, tunnels, speed bumps, narrowings and cobbles,
- any road improvements or amendments planned for the last 3 kilometres.

FEED ZONE

Organisers must provide a feed zone on the course for one-day races and the road stages of a stage race. The feed zone is essential if the event is over 150 km (**ARTICLE 2.3.026**). In events under 150 km, food can be passed directly from the sport directors' cars (**ARTICLE 2.3.025**).

**UCI REGULATIONS - ARTICLE 2.3.027**

All feeding (from a car and on foot outside of the feeding zones signposted by the organiser) is strictly forbidden:

- during the 30 first and last 20 kilometres;
- in the last 500 meters before a sprint counting for a secondary classification (points classification, king of mountain classification or others), bonus sprint, feeding zone;
- in the first 50 meters after a sprint counting for a secondary classification (points classification, king of mountain classification or others), bonus sprint, feeding zone;
- on descents of mountains listed on the mountain classification;
- in any other area specified by the organiser or the commissaires panel.

The commissaires panel may adapt the distances mentioned above, depending on atmospheric conditions and the category, type and length of the race. Such a decision must be communicated to the followers through radio-tour.



- Feeding may also be provided in long time trials, although solely by means of team helpers on foot in a zone defined by the organiser.
- A feed zone can be a dangerous place; accidents often occur here. The zone is generally 300-500 m long. It must be located away from built-up areas on a straight and flat, or preferably slightly uphill, road, in this way making it easier for the team assistants and allowing the riders to catch hold of food bags.
- A feed zone on a downhill or sharp uphill is not allowed under any circumstances. The riders travel too fast on downhill sections, and are exerting themselves too much on uphill sections. In both cases, the riders find it difficult to take their food bags on board.
- It is preferable for the feed zone to be on a straight section of road so that the riders can look ahead to identify where their team assistants are standing. There must be enough space (parking, etc.) to allow team cars to stop without hampering the flow of traffic before the race arrives and to avoid any risk to the riders.
- Feeding from team cars should be avoided in the approach to the fixed feed zones. A reminder of this requirement should be made during the sport directors' meeting and by the race radio announcer upon approaching the feed zones.
- A motorbike providing the riders with drinks may be a useful addition for major events as it allows riders to replenish their drinks supplies without having to drop back to their team vehicles. These motorbikes have bottles of water that riders can take from a carrier.
- A waste zone both before and after the feed zone must be provided so that riders can discard their waste in a controlled manner.

CIRCUITS

If not organising an event based on a point-to-point course (town to town, town to mountain summit, etc.), the organiser has the following options:

- organising the whole event or stage on a circuit,
- using a finishing circuit for the event/stage preceded by a standard road race.

In order to guarantee sporting fairness and safety, circuits should adhere to certain rules, in particular concerning their length. A minimum length of circuit must be respected to ensure the riders' safety, allow them to access technical assistance and avoid riders who have not covered the same distance helping or hindering each other (i.e. lapped riders).

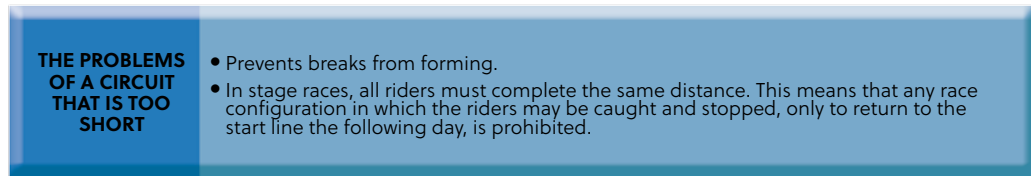




Diagram. The problems of circuits that are too short

 **Event or stage held entirely on a circuit:** if an event or stage is to be run entirely on a circuit, the circuit must be at least 10 km long (**ARTICLE 2.3.007**). If the organiser considers it not possible to observe this rule, a request may be made to the UCI. This will be studied and may be approved depending on the reasons given and the circumstances. Circuits under 7 km long are not allowed under any circumstances.

 **Road race or stage with a finishing circuit:** in this configuration, circuits can be less than 10 km in some circumstances. However, the circuit must be at least 3 km long. The number of laps of the circuit is governed by its length in kilometres, in order to avoid the situations described above. The maximum number of laps of the circuit shall be as follows (**ARTICLE 2.3.008**):

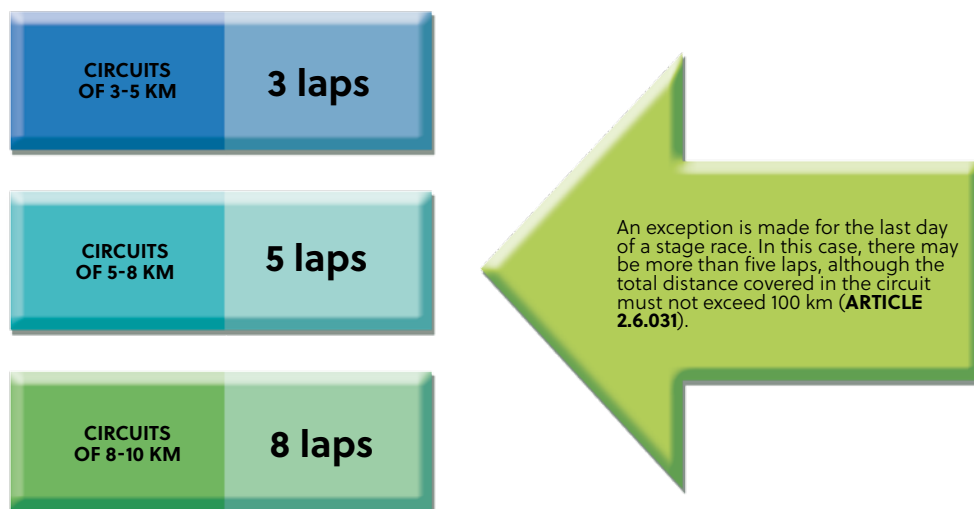


Diagram. Maximum number of laps of a circuit depending on its length

The president of the Commissaires' panel must check with the organiser that the circuit complies with the regulations, that the entry to the circuit is properly indicated and that all necessary arrangements have been made such that all riders can complete the entire race route.

It must be ensured that race convoy vehicles (lead, official and team vehicles, broom wagon, etc.) do not hinder the sporting outcome of the race.

Critical situations must always be anticipated such that they can be controlled. The objective is to adapt solutions in order to guarantee sporting fairness.

HALF-STAGES

The riders' well-being is the priority when organising half-stages. There must be sufficient recovery time between the two half-stages. The riders must have time to shower, eat and rest.

Half-stages are not allowed in one-day events.



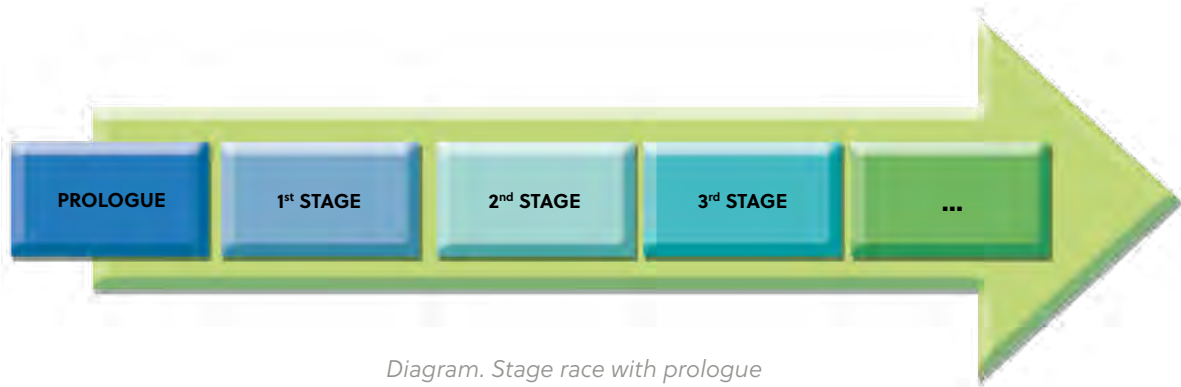
UCI REGULATIONS - ARTICLE 2.6.010

The organiser may decide to organise half-stages, i.e. a stage in the morning and another stage in the afternoon. The organisation and number of half-stages are governed by the class, category and duration of the event.

| | Number of half-stages allowed | |
|---------------|-------------------------------------|-------------------------------------|
| | Events of less than six days racing | Events of more than six days racing |
| UCI WorldTour | 0 | 0 |
| Men Elite | 2 | 4 |
| Under-23 | 2 | 4 |
| Women Elite | 2 | 0 |
| Junior | 2 | 0 |

PROLOGUE

Stage races may start with a prologue. A prologue is a very short time trial. It can only be held on the first day of the event. A prologue counts as a day of the race, but not as a stage. The following day's stage is considered to be the first stage.



A prologue must respect certain conditions (**ARTICLE 2.6.006**):

- The distance must be: - less than 8 km for Elite and Under-23 Men,
- less than 4 km for Elite and Junior Women and Junior Men.
- The prologue takes the form of an individual time trial. If more than 60 riders are competing, the start interval between each rider must not exceed one minute.
- The prologue counts towards the individual general classification.
- The prologue should be the only event of the day (no half-stages, etc.).

TIME TRIALS

| | |
|------------|--|
| INDIVIDUAL | CHAPTER IV OF PART 2 AND ARTICLE 2.6.023 |
| TEAM | CHAPTER V OF PART 2 AND ARTICLE 2.6.024 |

The organiser should design a time trial course on the basis of the length of the riders' effort rather than the distance. An individual time trial should represent 20-60 minutes of effort. In this way, an uphill time trial of 20 km is equivalent to a flat time trial of 50 km.



The authorised distances for the different classes of participant are defined in **ARTICLES 2.4.001** (individual time trials) and **2.5.002** (team time trials).

Establishing the starting order for time trials



UCI REGULATIONS

- If deciding to have a prologue or time trial on the first day of the event, the organiser is free to decide the starting order of riders on the basis of objective criteria (**ARTICLES 2.4.006 and 2.5.006**).
- The riders or teams start at identical time intervals. However, this interval may be increased for the later starting riders (**ARTICLES 2.4.007 and 2.5.008**).
- The starting order for time trials in stage races is the reverse order of the individual general classification on time or the team classification (**ARTICLES 2.6.023 and 2.6.024**).
- The Commissaires' panel may modify this order to avoid two riders of the same team riding consecutively (**ARTICLE 2.6.023**).

If the **first stage** of a stage race is **an individual time trial or prologue**, then each team shall determine the order in which its riders start.

When the **first stage of an event is a team time trial**, the organiser can choose the order of the teams, or draw them at random. If the previous year's winner is competing, his/her team shall be the last to start.

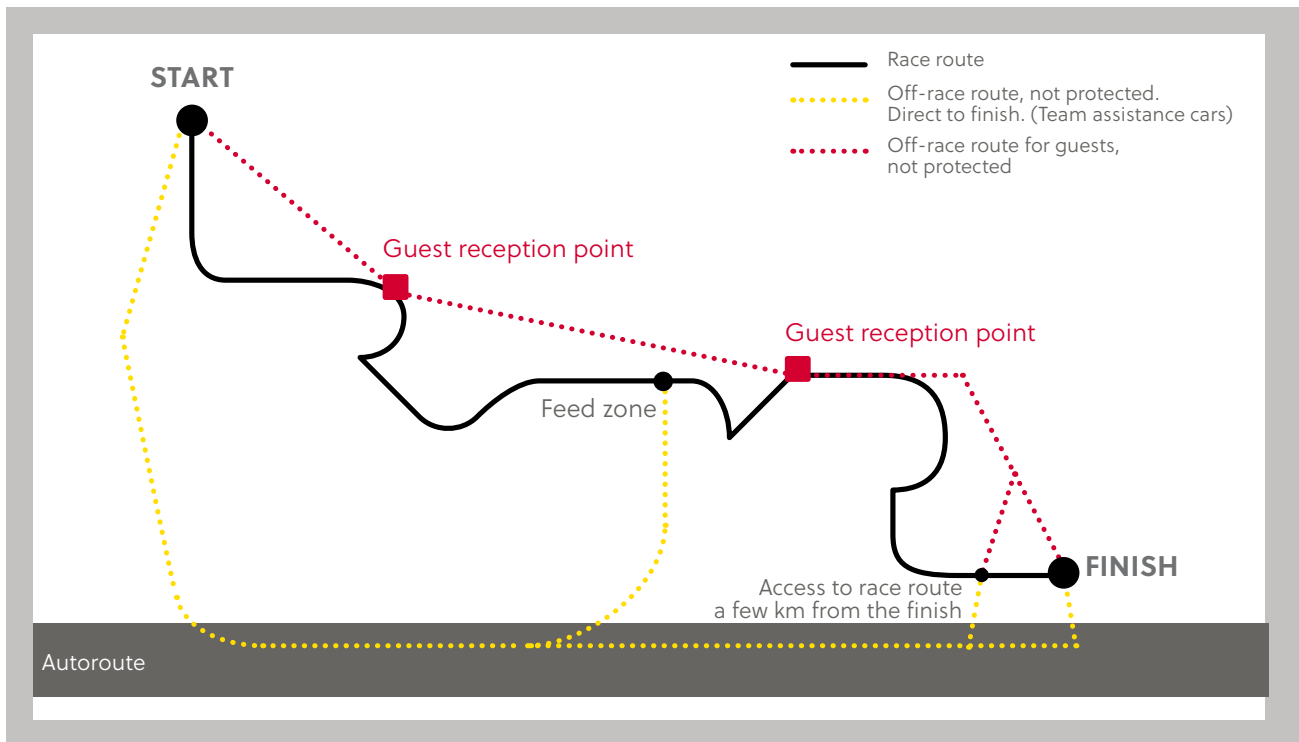


- If a team time trial takes place in the middle of a stage race, the starting order is determined by the standings of the team classification. An exception is the team of the leader of the individual general classification which starts last (**ARTICLE 2.6.024**).
- The starting intervals between teams in a team time trial should be longer than for an individual time trial as the average speed is higher and the performances more heterogeneous.

A Commissaire must check all of these points. This check, to ensure correct implementation and rectify any faults or imperfections, concerns the following in particular:

- the length of circuits and number of laps,
- the number and distance of half-stages,
- the length of the prologue,
- distances, etc.

THE OFF-RACE ROUTE



The off-race route is used to connect certain strategic points such as the feed zone, major climbs and, in particular, the finish. This route avoids the roads actually used for the race. The off-race route is used by team and press vehicles, as well as cars carrying special guests, etc. The route is provided for logistical and safety purposes.

If an off-race route is specified, details must be given in the technical guide.

4.2.2.2. Participants, invitations and entry of starters

PARTICIPATION



Teams authorised to participate: the participation of teams is defined by the tables in **ARTICLE 2.1.005** and depends on the class of event.


- UCI teams that have the same financial partner may not participate in the same event. This rule does not apply to club teams.
- The **number of riders per team** is an important consideration in terms of the organiser's responsibilities (accommodation expenses for riders and team staff, etc.). This point must be mentioned in the special regulations. Minimum limits apply with regards to the number of starters that a team must present in order to allow that team to start (**ARTICLES 2.2.003 AND 2.2.003BIS**).



Foreign teams: the organiser of an event registered on the international calendar must guarantee the presence of a minimum of five foreign teams (**ARTICLE 2.1.003**).


- Foreign teams that are not recognised by the UCI in one of the following categories: UCI WorldTeam, UCI ProTeam, UCI Continental Team, UCI Women's WorldTeam, UCI Women's Continental Team, must have **an authorisation to participate from their respective national federation**. This requirement includes national teams competing outside their home country (**ARTICLE 1.2.052**).

 **Mixed teams:** mixed teams are defined in **ARTICLE 2.1.004** and their manner of participation is described by **ARTICLE 2.1.005**.

 **Participation of a rider outside his or her team:** a rider whose team is entered in an event may not participate independently of his or her team, subject to disqualification and a fine of CHF 300 to 2,000 (**ARTICLE 1.1.043**).

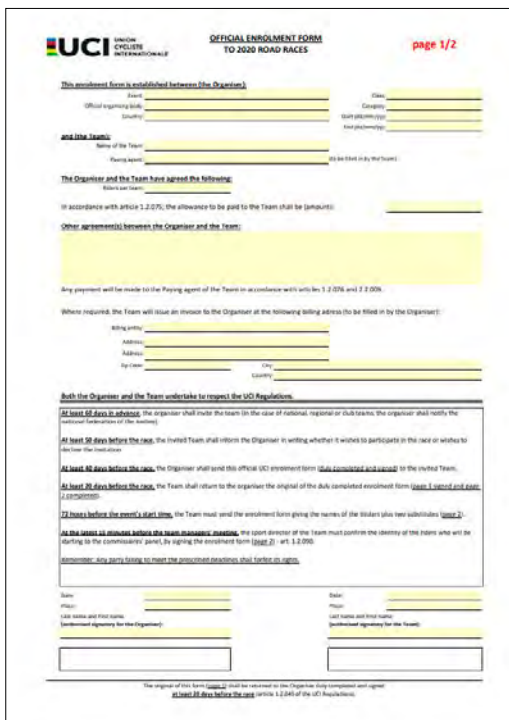
 **Under-23 riders:** the methods of participation in Under-23 Men (MU) events are defined by **ARTICLE 2.1.006**.

INVITATIONS

 It is essential to carry out a check of the invitation obligations, taking into account the class of event (**ARTICLE 2.1.007 BIS**).

The Commissaire checks the methods and the compliance (by teams and riders) with the invitation deadlines (**ARTICLE 1.2.049**).

ENTRY



UCI UNION CYCLOTECHNIQUE OFFICIAL ENROLMENT FORM TO 2020 ROAD RACES page 1/2

This enrolment form is established between the Organiser(s):

Event: _____ Date: _____
Official organizing body: _____ Country: _____
and the Team(s):

Name of the Team: _____
Please specify: _____ (to be filled in by the Team)

The Organiser and the Team have agreed the following:

in accordance with article 1.2.075, the allowance to be paid to the Team shall be (amount): _____
Other agreement(s) between the Organiser and the Team: _____

Any payment will be made to the Paying agent of the Team in accordance with articles 1.2.076 and 2.2.006.

Where required, the Team will issue an invoice to the Organiser at the following billing address to be filled in by the Organiser:

Billing entity: _____
Address: _____
City: _____
Country: _____

Both the Organiser and the Team undertake to respect the UCI Regulations.

At least 30 days before the race: the organiser shall notify the team (in the case of national, regional or club events) the organiser shall notify the national federation of the country.

At least 30 days before the race: the invited Team shall inform the Organiser in writing whether it wishes to participate in the race or wishes to decline the invitation.

At least 30 days before the race: the Organiser shall send this official UCI enrolment form (page 1 and page 2) to the invited Team.

At least 30 days before the race: the Team shall return to the organiser the original of the duly completed enrolment form (page 1 and page 2).

30 days before the event's start time: the Team must send the enrolment form giving the names of the riders plus two substitutes (page 2).

At the latest 10 minutes before the team manager's meeting: the sport director of the Team must control the identity of the riders who will be starting to the commissaire present, by signing the enrolment form (page 2) - art. 1.2.050.


Remember: Any party failing to meet the appropriate deadlines shall forfeit its rights.

Team: _____ Date: _____
Official: _____
Last name and first name: _____
(signed and stamped by the Organiser) (signed and stamped by the Team)


The original of this form (page 1) shall be returned to the Organiser (sport manager and agent) at least 30 days before the race (article 1.2.049 of the UCI Regulations).

Entry: riders wanting to start an event must be listed on the entry form, either as a first-choice rider or reserve.

Only the **official UCI entry form** for the current year is valid. Organisers must send this form to the teams that they wish to invite.

 **Travel and subsistence expenses (ARTICLE 1.2.075):** the Commissaire checks that the fees payable to each team correspond to the requirements (minimum compensation is established by the UCI for certain classes, while for others the team and organiser negotiate the fee). In all cases, the expenses must be mentioned on the entry form, duly signed by the team manager and organiser.

Entry fees: The organiser of an international event is not authorised to charge entry fees even if the organiser's national federation (NF) imposes such fees.

 **National calendar:** The methods of entry for national calendar events are established by the organiser's NF (**ARTICLE 1.2.008**).



Check list – Participants, invitations and entry of starters

- Check that the invitation obligations and deadlines have been respected.
- Check the validity of the registered teams (NF authorisations, mixed teams, number of riders per team, etc.).
- Check the compliance of team compositions (rider affiliations, age restrictions if applicable to the event, recognition of team staff, etc.).
- Check the fees paid to the teams.
- Check the starting order for the prologue or time trial held as the first stage.
- Check the methods of awarding leaders' jerseys if there is a prologue or time trial as the first stage.
- Documents to be checked before going to the event:
 - List of invited teams who declined participation (e-mail, fax, letter, etc.).
 - Entry forms (UCI form for the current year) with first-choice riders and two reserves (or more if allowed by the event).



REQUIRED KNOWLEDGE

- How to prepare for an event.
- The information to be requested from the organiser and the checks to be carried out.
- Information to be included on the entry form.
- The requirements for an event to be recognised as an international event.
- The teams authorised to take part in different classes of event.
- The definition of a mixed team.
- Important points to be included in the technical guide.
- Items that an organiser must include in the special regulations.
- Knowledge of the teams and riders who are authorised to start races of various categories and where to find this information.
- The conditions for organising a prologue.
- The rules governing finishing circuits.
- The information that an organiser must provide in the technical guide for time trials that are the first stage of a stage race.
- The obligations that an organiser must respect in order to include half-stages in an event.

4.3. DURING THE RACE

The Commissaire introduces him or herself to the organiser upon arriving at the venue. The Commissaire should agree a time and place to meet the organiser in advance and arrive punctually. This first contact is important as it sets out the bases of the relationship with the organiser and illustrates the Commissaire's professionalism. The meeting with the organiser should be cordial and constructive and discuss each party's responsibilities (those of the Commissaires' panel and those of the organisation). It is essential to establish the bases of the cooperation from the start.

The Commissaire should also:

- be in possession of the organiser's contact details and those of the members of the Commissaires' panel (telephone numbers). These will be useful in the event of any unexpected circumstances regarding travel to the event (by train, plane, car, etc.).
- be able to recognise the person responsible for meeting you upon your arrival (at the airport, station, etc.). You should know this person's name and telephone number and the agreed method of identifying each other.

4.3.1.

CHECKS AT THE VENUE BEFORE THE START OF THE RACE

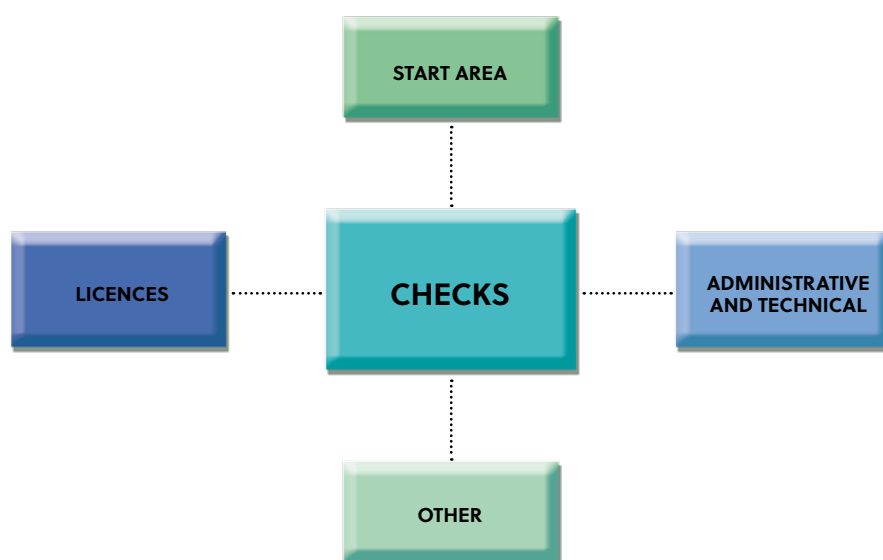
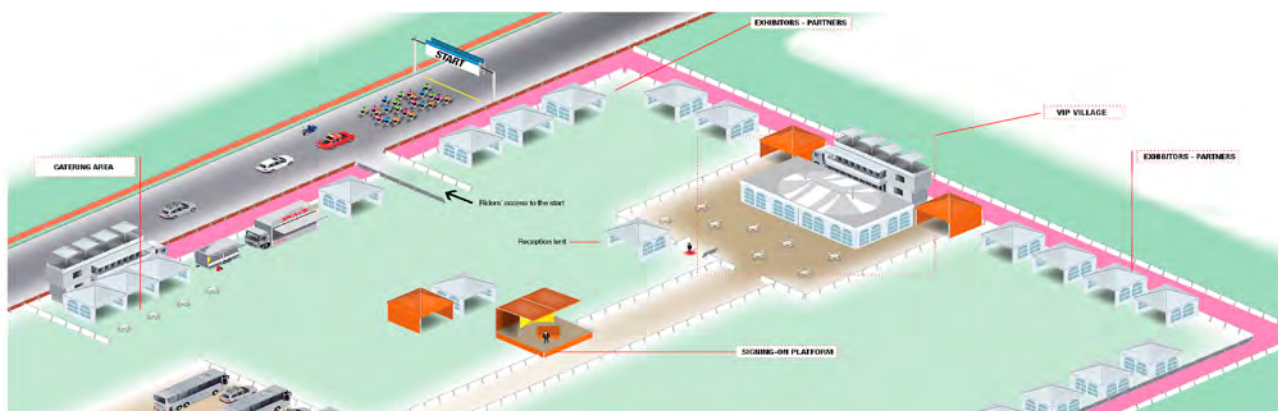


Diagram. The various checks to be conducted by the Commissaire at the venue before the start of the race

4.3.1.1. Check of the start area



START AREAS AND FACILITIES

The **organiser** should ensure that the following areas and facilities are prepared:

- the sporting venue, i.e. the course,
- the areas for setting up the organisation's structures,
- parking areas,
- facilities for the reception of the teams, officials and press, i.e. race headquarters,
- accommodation. The distance between the start and finish towns and the accommodation is a very important factor for the riders. Transfers to and from hotels should not be too long. There must be fairness between the teams on this issue.

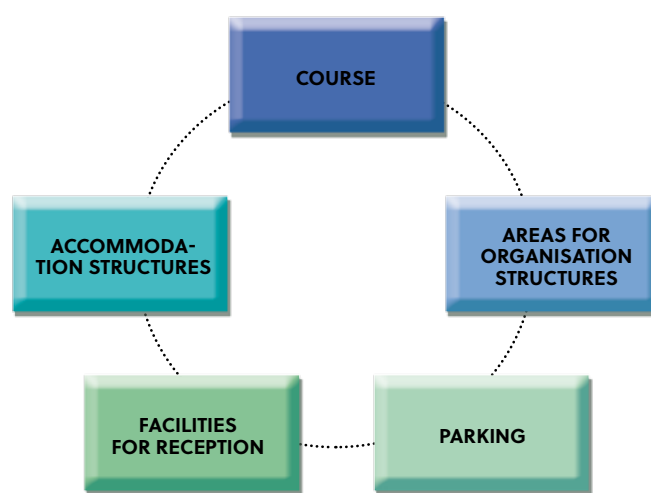


Diagram. Start areas and facilities to be checked



If a town does not have any suitable **facilities**, **temporary** facilities can be set up in marquees, tents or cabins. A large building such as a gymnasium or exhibition hall can also be used and divided up using moveable partitions.



The organiser must also provide enough **personnel** at the start area. In particular, the staff should assist accredited vehicles to gain access and find their desired destinations.



Access to the start area must be indicated by signs showing the different routes, starting several kilometres away from the town. The signs generally take the form of an arrow with the word **"Start"** and the name of the race.



Entry into the start area is via an **Obligatory Passage Point (PPO)**. All race vehicles must pass through this point.



A number of facilities and areas are required for the start of an event. These facilities should be made available by the host local authority from the day before the start and must be indicated by clear, prominent signs.

These facilities are:

Race headquarters



- The opening times (before and after the race) must be given in the technical guide (**ARTICLE 1.2.056**).
- The personnel and equipment at race headquarters must allow all parties to work under good conditions:

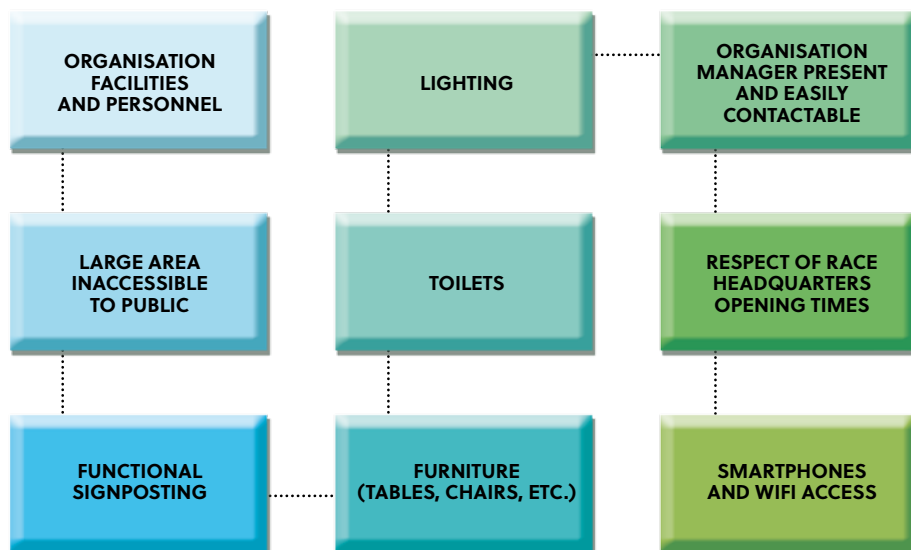


Diagram. Race headquarters equipment and personnel

- The following items are distributed at race headquarters:
 - accreditation for race followers and members of the press,
 - adhesive sunstrips to identify accredited vehicles,
 - riders' body numbers and frame numbers. The organiser should prepare envelopes containing the materials for each team in advance and also provide a sufficient number of technical guides.

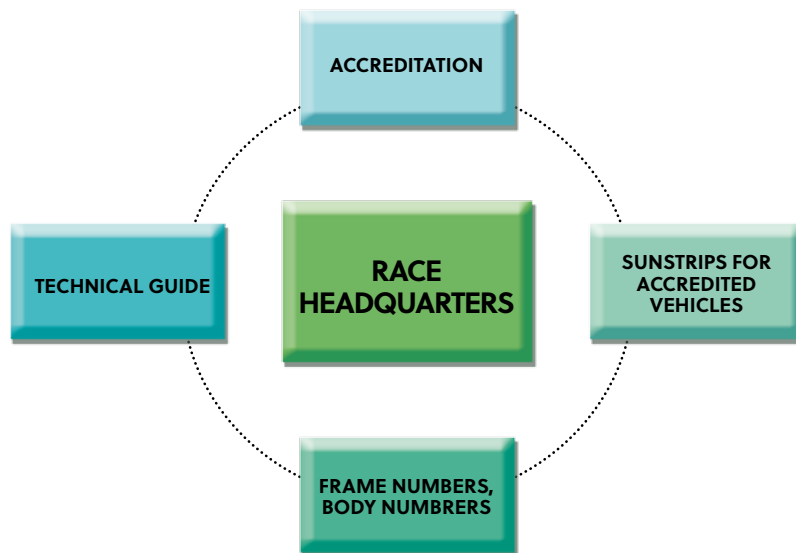


Diagram. Functions of race headquarters

Commissaires' room



Before the start: team managers come to this room for the confirmation of starters. They are then issued with their riders' race numbers (**ARTICLE 1.3.073**).

After the finish: this is where the Commissaires' panel meets to draw up classifications and communiqués. It must be possible to close the doors to this room to allow deliberations in private, if necessary.

Room for the sport directors' meeting

The Commissaire checks that the layout of the room for the meeting of the sport directors and individuals involved in the race convoy is satisfactory (tables, chairs, microphone, etc.).

Press room

A press room must be available at the start area from the day before the event:

- This room is used for the accreditation of journalists.
- It should offer work spaces with electricity sockets and Internet connections.
- A press room should also be provided at the finish if the start and finish are at different locations.
- The press room may vary depending on the importance of the event and the number of journalists attending.

Photocopying area



- The organisation must provide photocopying equipment, in good working order, to allow race documents and communiqués to be copied.
- These documents are distributed by organisation personnel.
- Photocopying facilities should be available at the start and finish.
- In stage races, the most practical solution is a mobile unit.

Parking

Parking is a crucial issue in the proper organisation of a start area. All of the event vehicles gather together at the same place at the same time. The parking area must be sufficiently large to allow all vehicles to **park, move and manoeuvre** in safety.



- Parking areas must not have impediments in terms of height restrictions (hampering buses, lorries, etc.), width restrictions (barriers) or obstacles at ground level (kerbs, street furniture).
- The organiser must put up signs to allow the different groups of race followers to find their parking areas with ease.
- The arrangement of the parking areas must take into account the position of the vehicles during the race.

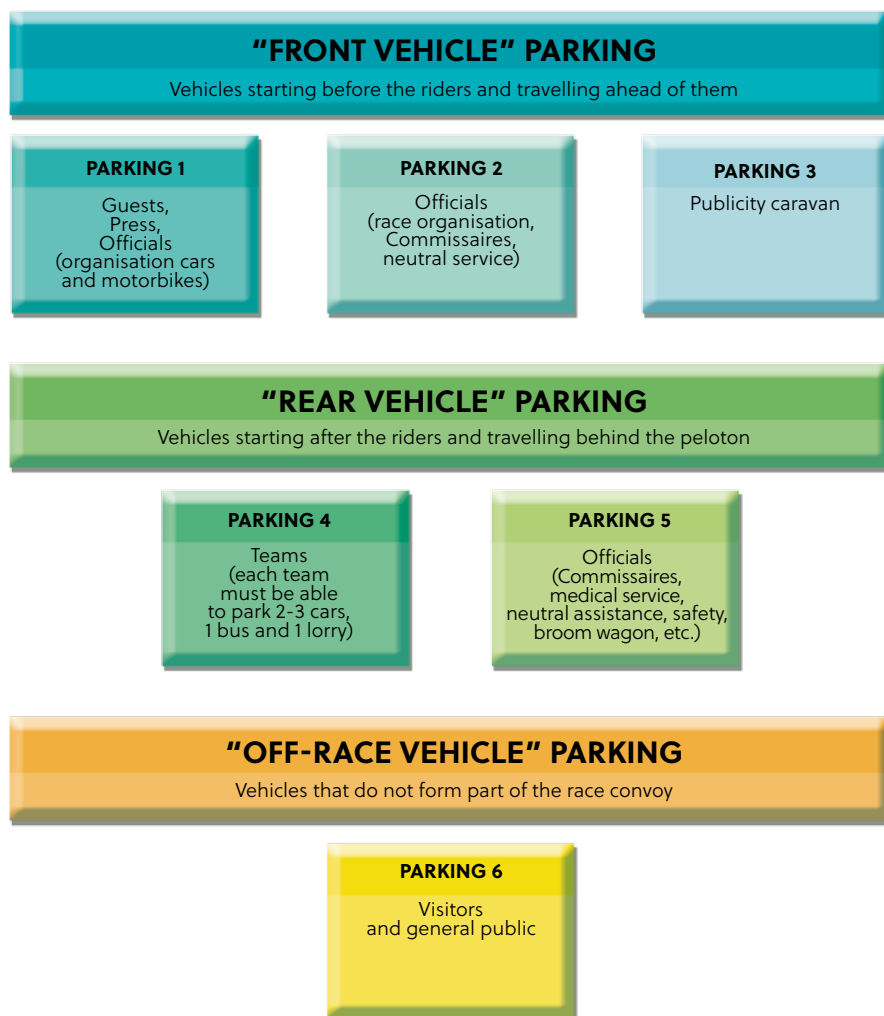


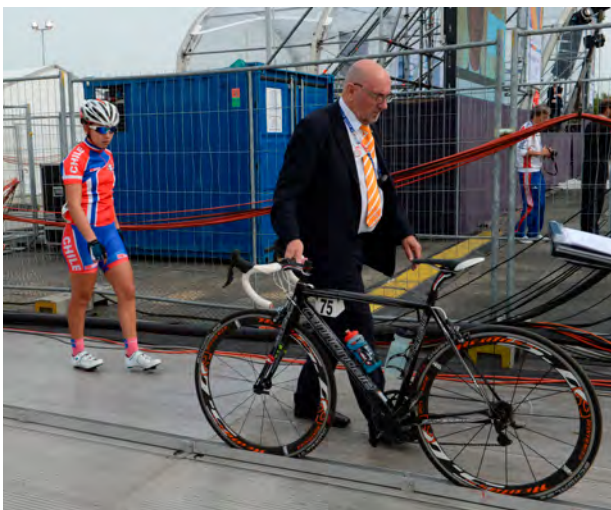
Diagram. Front vehicle, rear vehicle and off-race vehicle parking

Signing-on area



- The organiser must provide a covered platform or stage with a PA system. The riders file through (preferably as a complete team) to sign on. They are presented to the spectators by the event announcer. This procedure takes place from one hour and 10 minutes before the riders set off, finishing 10 minutes before the start.
- The organiser is free to present the signing-on sheet in any format considered appropriate. The Commissaire checks that all the riders have signed the sheet and, if necessary, keeps a copy (photo, photocopy, etc.) to allow any appropriate sanctions to be applied.

Start of a road race



- The start area features barriers on both sides of the road where the start will take place. Safety barriers are installed approximately 100 m before the line and 50 m after. The organiser may increase or decrease the length of barriers depending on the expected spectator numbers.
- The ideal width of the start line should allow 8-10 riders to stand side by side.
- The start line is drawn across the road and should also be indicated by a banner or gantry (inflatable arch, etc.) over the road bearing the word **"Start"**.
- For Men and Women Junior events, an area should be set up some 50-80 m before the start line, protected by barriers, to allow gear ratios to be checked. Lines can be drawn on the ground, or rails of the appropriate length provided, to measure gear ratios. The Commissaire is completely responsible for this check.
- In the case of a neutralised start, the organiser must indicate the location of the start proper using a special sign clearly indicating **km 0** of the race. The distance between the neutralised start and the start proper must **not exceed 10 km**. The length of the neutralised section must be mentioned in the technical guide. An agreement must be reached with the organiser on which car to use to regulate the speed of the peloton between the neutralised start and the start proper. There must be a radio link between the head of the race and the PCP's car. Timing starts at km 0.
- The start may be a **rolling** or **standing start**; this must be defined in advance with the organiser and announced at the sport directors' meeting.
- **In the case of a neutralised section** followed by a rolling start, the start may be deferred if there are accidents so that riders can return to the peloton. The additional distance before the start proper is deducted from the average speed calculation.

Start of a time trial

Additional structures are required for the start of a time trial compared with the start of a road race. Only the specific aspects of time trials are described here. The part on road races above and the Organiser's Guide to Road Events should be used for reference for other points. Other special features of time trials are dealt with in detail in points 4.3.10.1. and 4.3.10.2. of this Guide.



- A warm-up circuit or area must be provided. A covered area for home trainers may alternatively be installed.
- The organisation must provide an area for bike checks to which the public cannot gain access. Bike measuring jigs that conform to UCI regulations are set up in this area and used by the Commissaires to check the compliance of bikes before the start.
- All necessary arrangements must be put in place (security personnel, signposting, barriers, etc.) to ensure the riders have direct, safe access to the start ramp (steps not too high, guard rail, etc.).
- Following vehicles must be able to access the start area with ease. Vehicles must be positioned in the order of the riders' start so that they do not get in each other's way. The organiser sometimes uses name plates on the following vehicles bearing the riders' names. If this is the case, sufficient time must be allowed, and personnel provided, to affix the plates.

• Parking:

- A larger team parking area is required than for a road race start. Each team must have sufficient space for the mechanics to prepare the bikes and to allow the riders to warm up on their home trainers.
- The movement of sport directors' vehicles around the parking area should be unhindered as they take turns to follow their riders.
- The surface of the parking area must be asphalted to allow riders to warm up on a stable, dust-free surface.
- The organisation and Commissaires' vehicles should also have a parking area, as should neutral service vehicles.
- The motorised escort (lead vehicle for each rider) must have a specific parking area down the course from the start ramp, with a view of the ramp.

• **Start line:**

- The start line of a time trial also has barriers on each side of the road for approximately 100 m before and 100 m after the line. The road at the start line must be wide enough to allow the start ramp and a car to be located side-by-side.



- The start ramp should be approximately 80 cm to 1 m above the ground, covered and of a sufficient size to accommodate the starting rider and bike, the bike holder and two Commissaires. The ramp extends as an inclined plane down which the rider commences the time trial. The ramp is of sufficient length and has a gentle slope to make sure the rider can safely proceed onto the road. The whole of the start ramp should have an anti-skid coating to avoid any risk of falling in the event of rain.

- The rider accesses the start ramp by steps or a gentle slope.

- A waiting area is provided at the back of the start ramp. A space is reserved for Commissaires in this area, or close by, to carry out bike checks.



- A start ramp is not obligatory for team time trials, but is recommended to give spectators a better view.

- In team time trials, it is preferable for the first rider to be held by a Commissaire.

- The bike holders must be the same from the beginning to the end of the start procedure.

- The Commissaire is responsible for issuing clear, accurate instructions to bike holders.



4.3.1.2. Licence check and confirmation of starters

Any individual participating in an event controlled or organised by the UCI, the UCI's Continental Confederations, UCI member federations or their affiliates must be in possession of a licence. Several different categories of licence are available.



UCI REGULATIONS

No-one who does not hold the requisite licence may participate in a cycling event organised or supervised by the UCI, the UCI continental confederations, the UCI member federations or their affiliates. **(ARTICLE 1.1.002)**



A licence is an identity document signed by the licence holder to confirm his or her commitment to respect the regulations and statutes that authorises the individual to participate in cycling competitions **(ART. 1.1.001)**.

Commissaires are responsible for checking that riders and team managers have valid licences. The licence must be presented to the Commissaires at the time of confirmation by a team representative (a copy is acceptable).

A suspended rider must not be allowed to participate in an event under any circumstances.

The Commissaire is authorised to check any license of any person participating in a cycling event in any capacity that requires a license.



NOTE



Journalists and members of the press who are duly accredited by the organiser do not have the regulatory obligation to be in possession of a licence issued by a national federation **(ARTICLE 2.2.035)**.

However, the drivers of the journalists or members of the press are required to have a Vehicle Driver in a Road Event license if they have no other UCI license, and intend to drive at race level or in the convoy.

ISSUE OF LICENCES




Licences are issued by national federations in accordance with criteria set down by these federations. The federation is responsible for checking that these criteria are respected. Before a licence can be issued, the licence holder and federation must verify that the licence holder is covered by civil liability insurance for accidents in all countries in which he or she engages in competitive cycling or training. This insurance must be valid for the entire year for which the licence is issued **(ARTICLE 1.1.006)**.




UCI REGULATIONS

- The licence shall be issued by the federation of the country where, according to the legislation of that country, the applicant has his main residence at the time of application. He shall remain affiliated to that federation until the expiry of the licence, even if he changes country of residence **(ARTICLE 1.1.011)**.
- In the case of a country where there is no UCI member federation, the licence shall be issued by the UCI **(ARTICLE 1.1.013)**.

PERIOD OF VALIDITY

 The licence shall be valid for one year, from 1 January to 31 December. It shall be valid in all countries where there is a UCI member national federation (**ARTICLE 1.1.008**). A licence holder may hold the licence of only one national federation (**ARTICLE 1.1.009**).

CATEGORIES OF LICENCE HOLDER (ARTICLE 1.1.010).

 The following individuals require a licence:

| |
|--|
| 1.1. RIDER Man or woman, all disciplines, all categories |
| 1.2. PARTICIPANT IN CYCLING FOR ALL |
| 1.3. PACER ON MOTORISED VEHICLE (motorbike, moped, demy) |
| 1.4. RIDER'S AGENT |
| 1.5. STAFF 1. general manager 2. team manager 3. coach 4. doctor 5. paramedical assistant 6. mechanic 7. driver 8. other function, to be specified on the licence |
| 1.6. OFFICIAL (status described on licence) 1. federation administrator 2. Commissaire, judge (status specified on license) 3. para-cycling classifier 4. other function (e.g timing/photo-finish operator, announcer, race radio operator, etc.) to be specified on the licence. |
| 1.7. ORGANISER 1. organisational administrator 2. other function to be specified on the licence. |
| 1.8. OTHER Vehicle driver (car, motorbike, etc) in a road event |

Diagrams. Licences

If a licence holder exercises several functions in the world of cycling, he or she must apply for, and be issued with, a licence for each different function. The national federation is responsible for issuing the licence corresponding to the main function according to the order described above.

A rider belonging to a team registered with the UCI may not carry out another role.

SAMPLE

Front

UCI UNION CYCLISTE INTERNATIONALE **2019** National federation's logo here

UCI ID 111 222 333 44

Last name(s) **Doe**
 First name(s) **John**
 Nationality **USA**
 Date of birth **29 September 1979**
 Gender **Male**

Role **Team Staff**
 Function **Sports Director**
 UCI Category **-**
 Team **Team A**

Valid until **31.12.2019**

Back

National Federation's logo here **UCI** UNION CYCLISTE INTERNATIONALE

Federation ID **12345**
 National Category **Elite**
 Club **Club A**

COUNTRY A CYCLING
 Federation Road
 www.website.org
 email@email.com
 +12 234 567 89 10

Optional fields

EMERGENCY CONTACT Jack Jones, +11 22 33 44 55

"I agree to abide and be bound by the UCI Constitution and Regulations, in particular the UCI Anti-Doping Rules. I also recognise the exclusive jurisdiction of the Court of Arbitration for Sport (CAS) in Lausanne, Switzerland, as provided for under the relevant provisions of the UCI Regulations."

If a licence has been issued by a national federation but does not bear a photo of the holder, Commissaires must ascertain the exact identity of the rider by checking an official identity document (passport, national identity card, etc.).

In respect of riders who have not reached majority age (Men and Women Junior categories), the age of the participant should be checked by means of an official document (passport or other).

LANGUAGE

The licence shall be written in French or English. Other language versions of its text may also appear (**ARTICLE 1.1.025**).

RIDER CATEGORIES

The UCI defines several rider categories. The category in which a rider participates is determined by his or her age, in other words the difference between the year in which the event is held and the athlete's year of birth. The minimum age to participate in events on the international calendar is 17. There is no maximum age.

Men

Table. Categories for Men

| | |
|----------------------|--|
| Youth | This category denotes riders aged 16 years or under. It is controlled by the national federations, except for the provisions in place for BMX (ARTICLE 1.1.036). |
| Junior (MJ) | This category comprises riders aged 17 and 18. |
| Under-23 (MU) | This category comprises riders aged 19-22. |
| Elite (ME) | This category comprises riders aged 23 and over. |
| Master (MM) | This category comprises riders aged 30 and over who choose this status. The choice of Master status is not open to a rider who is a member of a UCI-registered team. |
| Para-cyclist | This category designates riders with disabilities in accordance with the functional classification system for cycling described in Part 16, Chapter 5. A para-cyclist may or may not, depending on reasons of health and safety, be issued with another licence from this list. This depends on the nature and degree of the athlete's disability. A rider may be asked to provide proof of his functional classification. |

Women

Table. Categories for Women

| | |
|---------------------|--|
| Youth | This category denotes riders aged 16 years or under. It is controlled by the national federations, except for the provisions in place for BMX (ARTICLE 1.1.036). |
| Junior (WJ) | This category comprises riders aged 17 and 18. |
| Elite (WE) | This category comprises riders aged 23 and over. |
| Masters (WM) | This category comprises riders aged 30 and over who choose this status. The choice of Master status is not open to a rider who is a member of a UCI-registered team. |
| Para-cyclist | This category designates riders with disabilities in accordance with the functional classification system for cycling described in Part 16, Chapter 5. A para-cyclist may or may not, depending on reasons of health and safety, be issued with another licence from this list. This depends on the nature and degree of the athlete's disability. A rider may be asked to provide proof of her functional classification. |

Under-23 (WU) - This category comprises riders aged 19-22.

LICENCE CHECKING PROCEDURE

The sport director presents his or her licence to the Commissaires and hands over the sheet confirming his or her riders.

The Commissaire checks that the sport director is registered on the UCI list for the team (if the sport director of a UCI-registered team is not listed, he or she will not be allowed to follow the race).

In the case where there are 2 team cars permitted to follow the race, each car must be under the control of a sport director registered with that team, and both the licenses must be confirmed at the license control.

NOTE

The sport directors registered on the UCI list have completed training courses organised by the UCI.

The Commissaire takes note of the sport director's details (UCI ID and telephone number) and ascertains the team's accommodation. Vehicle registration numbers are requested in some countries.

The Commissaire checks the riders' licences, verifies that these riders are on the list of competitors (first-choice or reserve) and are members of the team.

Commissaires must check the following:

- that the licence presented is valid and signed by the holder.
- that no rider attempts to participate in a race or cycling event without being a holder of the necessary licence. In this case, the rider should be prevented from starting and a waiting period of one year imposed before a licence can be obtained. This information should be forwarded to the relevant bodies to allow an official decision to be made.
- that no rider attempts to participate in a race or cycling event without carrying his or her licence. The rider should be prevented from starting or disqualified from the event and fined CHF 50 - 100. Note that cases of carelessness should be treated with more understanding (forgotten or recently lost licence, etc.) (**ARTICLE 1.1.029**).

It is acceptable for sport directors to present electronic copies of the license.

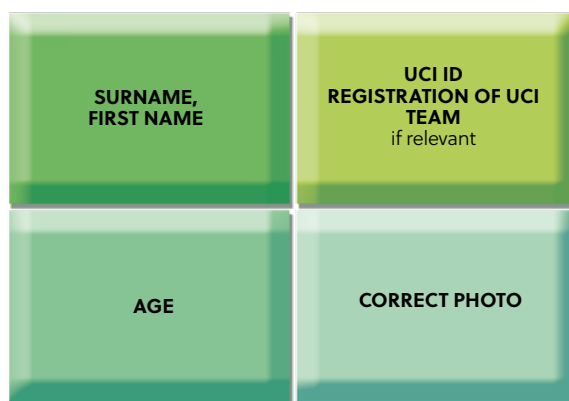


Diagram. Licence check

**Check list – Licences**

- Check that all individuals involved in the race convoy are holders of an appropriate licence.
- Check licence validities.
- Check the riders' categories and their identities, taking into consideration the race class.
- Obtain from the organiser a list of the drivers of vehicles provided by the organisation and driving at race level, together with their license numbers.

4.3.1.3. Confirmation of starters

After licences have been checked by members of the Commissaires' panel delegated by the president of the Commissaires' panel, the list of starters is drawn up by the event's computing service following confirmation by the teams (sport director or his or her representative) of the riders who will start. The finish judge (FJ) is responsible for checking this list before distribution. The organiser is responsible for the distribution of the list, without delay, to the teams, officials and media.

A digital version of the list of starters should also be sent to the relevant UCI entities depending on the class event (UCI DataRide, anti-doping, etc.) as soon as possible.



The list of starters must correspond to the sample given in **ARTICLE 2.2.087**.

It must comprise:

- the words "list of starters" or "start list",
- name of the race,
- the date and time of the event,
- the organiser's name,
- the names of the teams and for each:
 - the UCI or national code and nationality,
 - the riders' surnames, first names and UCI ID,
 - the sport director's name.

| Sample start list | | |
|------------------------------------|------------------------|----------------|
| 2.2.087 Communiqué No... | | |
| Name of event - Date Start list | | |
| Organiser: | | |
| Number | Surname, First name | UCI ID |
| VCM | VELO CLUB MEDITERRANÉE | FRA |
| 1 | GRANDGIRARD Stéphane | 100 008 415 57 |
| 2 | DUPONT Laurent | 100 191 497 03 |
| 3 | DURANT Claude | 100 283 114 52 |
| 4 | MAURAS Edouard | 100 541 820 59 |
| 5 | PONS Fabrice | 100 694 242 94 |
| 6 | FAZAN Jonathan | 100 023 382 86 |
| Sports Director: | ROSSONE Jean | 100 525 577 15 |
| CAP | CLUB AZZURE PIEMONTE | ITA |
| 11 | BRINES Pablo | 100 780 196 09 |
| 12 | POGGI Alessandro | 100 648 886 37 |
| 13 | RICCI Filippo | 100 619 281 17 |
| 14 | PIZZO Dario | 100 034 052 86 |
| 15 | LEROY Christian | 100 061 405 85 |
| 16 | GUSTOVAS Ignas | 100 456 900 14 |
| Sports Director: | CASARO Paolo | 100 025 943 28 |
| MUN | MUNCHEN TEAM | GER |
| 21 | SCHNIDER Hans | 100 263 332 58 |
| 22 | MULLER Uwe | 100 019 572 59 |
| 23 | KELLER Tobias | 100 574 914 76 |
| 24 | SCHÖLL Mathias | 100 394 057 27 |
| 25 | ESPOSITO Filippo | 100 582 136 23 |
| 26 | BAUMANN Andreas | 100 522 204 37 |
| Sports Director: | BECKER Karl | 100 010 402 07 |
| HCT | HOOGVEEN CLUB TEAM | NED |
| 31 | VAN ISSUM Peter | 100 616 422 68 |
| 32 | POELMAN Erick | 100 765 487 44 |
| 33 | VAN GLIEST Thomas | 100 160 979 40 |
| 34 | BERGER Jorg | 100 514 735 37 |
| 35 | SUMIAN Christophe | 100 694 238 90 |
| 36 | BAUMANN Andreas | 100 244 193 28 |
| Sports Director: | KOOIMAN Joop | 100 741 260 67 |

(text modified on 1.01.98; 1.01.07; 1.01.08).

Once a team has confirmed its starters, a sheet is sent to the event's computing service to allow the list of starters to be updated. This list is checked by the FJ before being distributed.

It is standard procedure for the organiser to draw up two lists of starters: the first corresponds to the UCI sample and is handed out to the Commissaires and sent to the UCI. The second, distributed to race followers and the media, is a summary of the first list and usually does not include the riders' UCI codes.

The Commissaire ensures that the organisation distributes the appropriate riders' numbers to confirmed starters.

A check of the lists should be carried out upon the confirmation of starters in order to verify the composition of the teams.

Several different types of team are authorised to participate competitively, depending on the level and class of the event, namely:

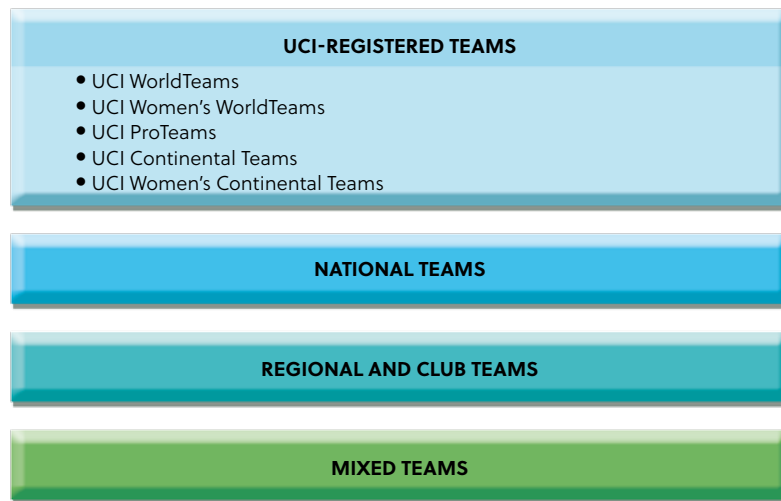




Diagram. Team categories

 A team is represented by a sport director or manager who is duly recognised and a member of the said team (**ARTICLES 1.2.084 À 1.2.086**).

 During the PCP's preparations for the event, he or she ensures that the registered teams meet the criteria set out in **ARTICLE 2.1.005**.

The lists of teams recognised by the UCI are available on the UCI [web site](#). These lists provide information on the registered riders, their UCI codes and the team staff authorised to be part of the race convoy.

4.3.1.4. Check of technical resources



Check-list – The Commissaire checks the following technical resources:

- the suitability of Commissaires' vehicles and motorbikes,
- the experience of drivers and motorbike riders, and that they have the appropriate license,
- the announcer and race radio equipment: transmitter/receiver and the reserved channel for Commissaires in cars and on motorbikes,
- neutral service: quantity and positioning of vehicles, drivers, equipment, mechanic, use of motorbike neutral service,
- medical service vehicles: doctor's vehicle and ambulance, number and positioning, independent radio link,
- safety personnel vehicles: quantity, positioning and function, yellow flags,
- stationary safety personnel (police, volunteers): quantity, functions,
- special vehicles: lead vehicle, regulator's motorbike, information motorbike, blackboard motorbike, broom wagon – number and functions,
- the correct position of each vehicle in the convoy,
- a list of all the drivers provided by the organisation, together with their license numbers.



Check-list – The Commissaire liaises with the organiser on the following administrative points:

- preparation of the convoy and the methods of departure of vehicles travelling in front of the race (press, guests, etc.),
- the call of the riders to the line by the announcer, possibly with the classification leaders at the front of the peloton,
- the arrangements for the various classifications (sprints, king of the mountains, etc.),
- the course and its special features (obstacles, danger points, feed zones, climbs, descents, deviation point, etc.),
- the technical computing resources available at the finish (photo-finish, video, etc.),
- the anti-doping post and its compliance with the regulations (in cooperation with the DCO).

4.3.1.5. Check of riders' clothing

Contrary to the checks described above, the riders' clothing can only be checked at the last moment, i.e. just before the start, on the start line in fact. The Commissaire may even note certain infringements concerning riders' clothing during the race. Some riders may be obscured by others on the start line, making it difficult to check all riders' clothing.

MOST FREQUENT INFRINGEMENTS

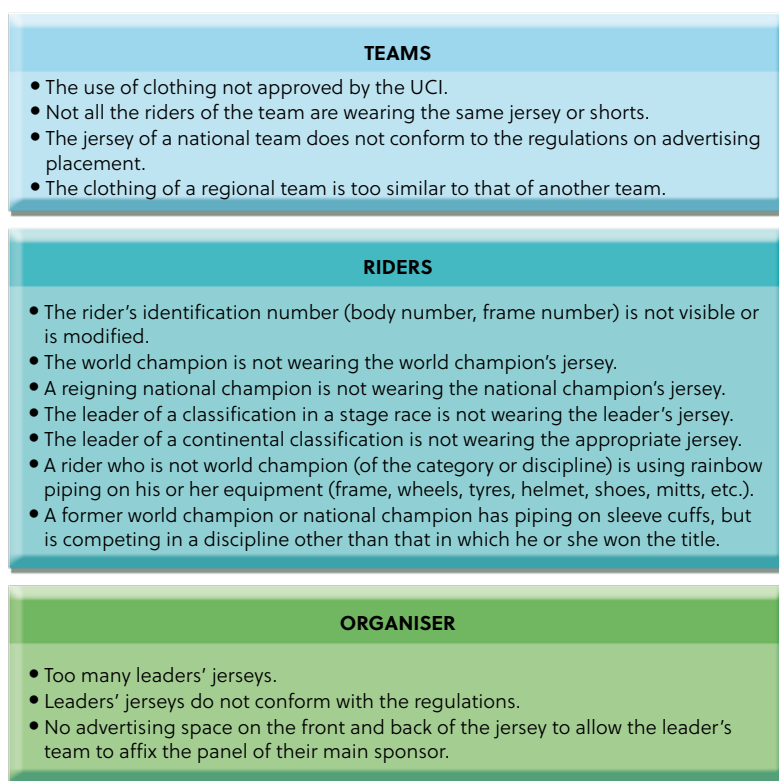


Diagram. Most frequent infringements



Click here for detailed description: "Riders' clothing", point 8.3.

4.3.1.7 Signposting

The Commissaire should identify any failings concerning route signposting as this needs to be taken into consideration when completing the race report. In contrast to other checks described above, checks of the route signposting cannot be conducted before the start of the race but only as the Commissaires' vehicles pass by.

The route must be signposted from the start to the finish in a clear and legible manner in order to avoid any riders or vehicles going off course.

Distance indicators can take the form of signs, banners or arches. Distance information takes the following form:



- **Km 0** (start proper indicated by Km 0 sign). The distance between the neutralised start and the start proper should be less than 10 km.
- **30 km sign:** this indicates that the first 30km of the race have been completed. The riders have the right to receive food after this point.
- **Signs for 25 km, 20 km, 10 km, 5 km, 4 km, 3 km, 2 km, 1 km:** these signs are mandatory to indicate the number of kilometres remaining until the finish (**ARTICLE 2.3.004**).



- **Red kite:** the final kilometre is indicated by a red kite flag. No banners may be suspended across the road after the red kite apart from at the finish line (**ARTICLE 2.3.005**).

From 1 January 2022 inflatable arches will no longer be permitted to cross the road, except at the start line.



- **Distance signs at 500 m, 300 m, 200 m, 150 m, 100 m, 50 m:** these signs are mandatory to indicate the number of metres remaining to the finish line (**ARTICLE 2.3.004**).
- **Finishing circuits:** The number of laps remaining should be indicated by a lap counter under the finish arch. The last lap is indicated by ringing a bell. The entrance to the circuit should be indicated by a **"start of circuit"** sign to ensure proper sporting control and avoid riders mixing when they have different numbers of laps to complete.
- **In time trials,** the distances should be indicated at least every 5 km, every kilometre for uphill time trials and every 10 km for team time trials.



- **Feed zone start and finish signs:** Feeding (taking food bags and/or bottles) is authorised in a specific zone indicated by the feed zone start and finish signs. Team assistants take up positions between these two signs. The organiser may also indicate the distance to the feed zone (e.g. Feed Zone in 10 km, 5 km, etc.) This allows the officials (Commissaires, regulators, etc.) to manage requests from team cars and control overtaking before entering the feed zone.
- **Signs for intermediate competitions:** the various competitions (king of the mountains, intermediate sprints, primes, etc.) taking place during the event should be marked by a banner and signs providing information on the number of kilometres remaining (e.g. 5 km, 1 km, 500 m, etc.). If there is no banner indicating the line for the intermediate competition, a black-and-white chequered flag is waved at this point.
- **Waste zone start and finish signs:** Waste zones are normally placed before and after feed zones, and also approximately 20km from the finish. These are areas where riders are permitted to discard their waste to the side of the road. This allows the organisation to properly collect and dispose of this waste. The start and end of these zones must be properly signposted so riders are aware they are in the zone, and have time to discard their waste.



Check-list – Other checks

- Check the denomination and composition of mixed teams.
- Check the maximum and minimum number of riders per team, refusing a start to a team if necessary.
- Check jerseys (world champion, national champions, piping on sleeves, placement of advertising and UCI logo).
- Check the compliance of equipment and materials used by the riders.
- Technical innovations must have received prior approval from the UCI or shall otherwise be prohibited.
- Ensure distribution of the list of starters at the end of the sport directors' meeting.



WHAT TO DO

- Check the signposting to the race's administrative areas and facilities.
- Check that the facilities are suitable.
- Check the technical areas.
- Prepare the room for the confirmation of starters.
- Check that the envelopes to be handed out to teams are ready as well as the riders' race numbers.
- Check the list of registered riders and entry forms.
- Check licences and their validity.
- Carry out the confirmation of starters.
- Check that sport directors are recognised as such on the UCI lists for the teams in question.
- Verification of licences (riders and sports directors).
- Draw up the list of starters. Check and distribute the list.
- Draw up the signing-on sheet.
- Ensure that all drivers in the race convoy are licensed by their NF.
- Ensure that transfers allow the riders sufficient time to recover.
- Gather information on the teams' accommodation and catering arrangements.
- Check that expenses have been paid in accordance with the regulations.
- Ensure the orderly positioning of vehicles (front and rear of race convoy).
- Check the length of the neutralised section.
- Check the safety of the ramp for time trial starts.
- Reconnoitre the time trial course if possible, making any safety or regulatory adjustments necessary.
- Carry out checks of gear ratios for Junior categories.
- Ensure that all teams have the minimum number of starters.
- Check that all riders have signed the signing-on sheet.
- Check the riders' bikes and race clothing.
- Ensure that jerseys comply with the regulations.

4.3.2.**MEETINGS BEFORE THE RACE**

Meeting with the organiser
 Sport directors' meeting
 Commissaires' panel meeting
 Meeting with safety personnel
 Meeting with race followers on motorbikes and in press vehicles
 Meeting for a time trial

4.3.2.1. Meeting with the organiser and the president of the Commissaires' panel**The following individuals should attend:**

- the organiser or the organisation manager,
- the president of the Commissaires' panel.

The preliminary meeting between the organiser and the president of the Commissaires' panel (PCP) is an important step towards cementing a productive working relationship.

This collaboration has many **objectives** which must be accurately defined:

- **Distributing** tasks, competences and responsibilities to each party.
- **Organising and supervising** the conduct of the following meetings
 - sport directors' meeting,
 - the Commissaires' panel,
 - race safety and marshals,
 - briefing of motorbike race followers, press and vehicle drivers
- **Establishing and overseeing** the positioning of the race organisation vehicles in accordance with the regulations, confirming the positioning of Commissaires' vehicles and their compliance with the regulations, correcting any inconsistencies.
- **Providing information** on and defining the methods of operation of race radio, the roll call of teams, persons authorised to transmit on race radio, etc.
- **Modifying and communicating** any points of the event's special regulations that do not conform with the UCI regulations.



Check-list – Checks to be conducted upon meeting the organiser

- **Preparation of the room** for the meeting of the sport directors and individuals involved in the race convoy.
- **Check of the technical resources** to be provided to facilitate sporting control:
 - **Commissaires' cars and motorbikes** with **experienced** drivers.
 - **Race radio equipment – receivers** for all vehicles in the race convoy and **transmitter/receivers** and a **reserved** channel for Commissaires' vehicles (cars and motorbikes).
 - **Neutral service**
 - sufficient number of vehicles (at least three) equipped with: wheels, spare bikes, water bottles,
 - experienced drivers and mechanics,
 - define starting positions (front and rear of peloton).
- **Check of medical facilities:** vehicle with doctor and fully-equipped ambulances, race radio link and a reserved frequency.
- **Details of the police escort:**
 - number of motorbikes and vehicles allocated,
 - methods of deployment of resources and tasks entrusted (escort, yellow flag protection, etc.),
 - positioning in the race echelon, means of liaison with competent authority.
- **Details of the civilian motorbike escort and stationary personnel:**
 - number of motorbikes with yellow flags, other tasks and missions,
 - marshals in fixed positions who move independently of the race convoy.
- **Information about motorbikes with specific functions in the race:**
 - regulators, information, blackboard, subsidiary classifications, feeding, etc.
- **Checking** that the broom wagon carries, at least, a pair of spare wheels, a transmitter/receiver and, ideally, an assistant Commissaire.
- It should also carry water bottles.
- **Definition** of the method of **calling the riders to the start line** in collaboration with the organiser; showcasing the leaders' jerseys.
- **Ensuring** that all race convoy vehicles take up their regulatory positions.
- **Check** of the computing and video resources (photo finish) at the finish line.
- **Discussing the position of vehicles during the race** and the role of each (organisation and Commissaires' panel) as well as the essential coordination of Commissaires, organisation director, security personnel, medical assistance, guest vehicles, media cars and motorbikes, etc.
- **Check** of the arrangements in place for the intermediate classifications, other than arrangements already made by the Commissaires' panel (personnel and resources).
- **Exchange of information** on the course and its special features:
 - danger points, level crossings,
 - the condition of the roads and any potential road works,
 - strategic points in the race,
 - difficult climbs and special arrangements for these,
 - dangerous descents,
 - narrow roads,
 - cobbled or other rough sections,
 - feed zone,
 - the deviation point for vehicles and a reminder of vehicles authorised to cross the finish line,
 - arrangements at the finish and podium ceremonies.
- **Check** of the anti-doping facilities in coordination with the Doping Control Officer (DCO).
- **Clarification** of the input and coordination of the organisation manager and the PCP at the meeting of sport directors. A list of those individuals required to attend the meeting.
- **Verifying who from the organisation will be in the car** with the PCP during the race, and that they are able to make decisions on behalf of the organisation.

Verifying who from the organisation will be in the car with the PCP during the race, and that they are able to make decisions on behalf of the organisation.

4.3.2.2. Sport directors' meeting



The following individuals must attend:

- the organiser or organisation manager,
- all members of the Commissaires' panel and the Doping Control Officer,
- sport directors and assistant sport directors,
- neutral service vehicle supervisor,
- law enforcement agencies (police, etc.).

NOTE

Representatives of the press are not allowed at this meeting. Photographers may however be allowed to take some shots of the meeting before it starts.

The sport directors' meeting allows the Commissaires' panel to explain its role to all stakeholders in the event.



This meeting has the following **objectives**:

- **explaining** the distribution of tasks,
- **presentation** of the specific characteristics of the event, with each party referring to its own special expertise,
- **describing** any specific measures taken, in particular concerning safety,
- **issuing reminders** of the measures required to guarantee sporting regularity.

The Commissaires offer reminders of the applicable regulations, in particular with regard to the specific characteristics of the event.

The organiser must ensure that **the meeting is held in an appropriate venue** that is sufficiently large to accommodate all the participants. Furthermore, **the meeting must start on time**, not be scheduled to last more than 30 minutes and **French/English interpreting services should be provided**.

TIME OF MEETING



The meeting must be held in the 24 hours before the event and no later than two hours before the start. The time and place of the meeting must be stated in the technical guide. **ARTICLES 1.2.087 AND 2.2.093** sets out rules for the times of meetings.

For road events on the UCI ProSeries, Class 1, UCI Nations Cup, and UCI Womens' WorldTour, this meeting is held at the following times:

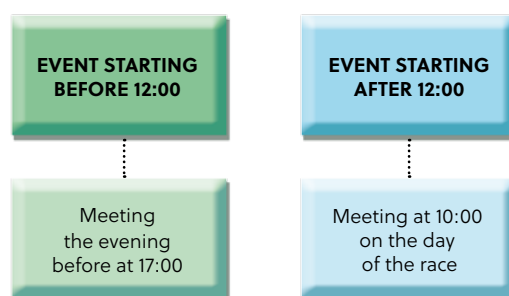


Diagram. Schedule for the sports directors' meeting

For road events on the UCI WorldTour, this meeting must take place the day before the race at 16:00. For Grand Tours, this meeting can be held at an earlier time.

PROCEDURE OF THE MEETING

The organiser opens the meeting and welcomes those attending.

The president of the Commissaires' panel (PCP) carries out the roll call of the teams (slips of paper bearing the names of the teams are prepared in advance by the organisation staff to allow a random draw).

The following chronology is recommended:

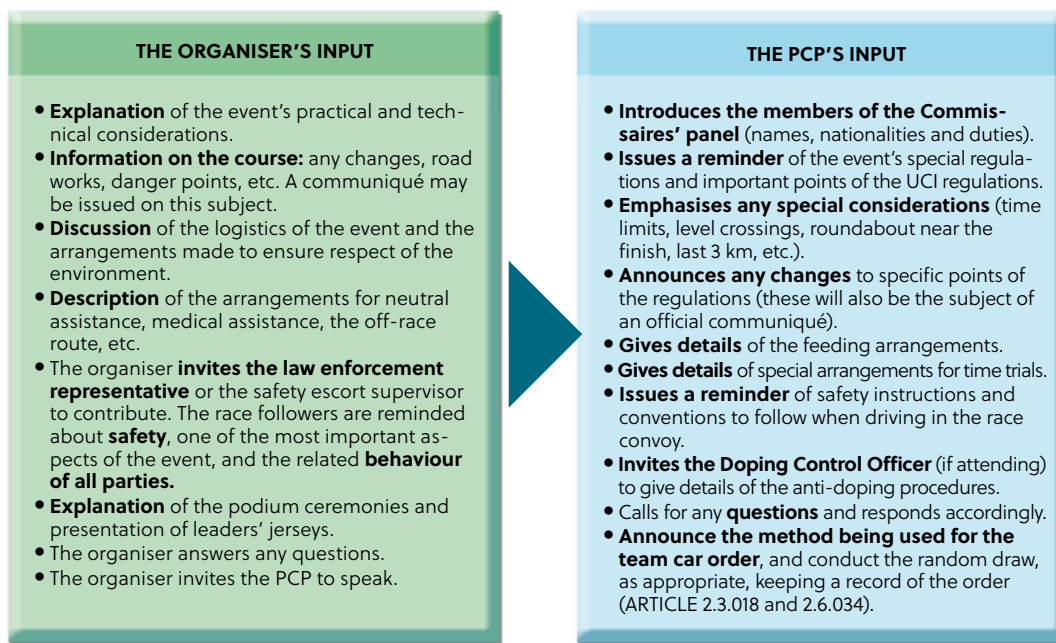


Diagram. Input by the organiser and PCP at the sport directors' meeting.

SPECIAL CASE

If there are any tensions between the teams, authorities, organisers or other parties, the sport directors' meeting could take an unexpected turn. This meeting is one of the few official gatherings of the different parties.

When the PCP asks if the teams have any questions, certain individuals may use the meeting as a platform to bring up subjects that are not directly related to the arrangements for the event.

It is not acceptable for the meeting to be sidetracked; the PCP should refocus the discussion:

- without interrupting the intervention and in a polite manner,
- the PCP should invite those involved to organise another meeting and to desist with the debate,
- other individuals who want to continue the argument should not be invited to speak,
- the PCP should not favour one side or the other,
- in all cases, the PCP should remain calm and diplomatic to retain control of the meeting.



Check-list – Sport directors' meeting

- ☐ Place and time of meeting.
- ☐ Persons obliged to attend.
- ☐ Roll call of teams, slips of paper for random draw.
- ☐ Agenda of the meeting.
- ☐ The PCP's input with regard to important points.
- ☐ Random draw of the order of vehicles.

4.3.2.3. Commissaires' panel meeting



The following individuals are required to attend the meeting:

- members of the Commissaires' panel, including the finish judge and timekeeper(s),
- assistant Commissaires (if present, sometimes they only arrive at the venue shortly before the start of the event),
- an organisation representative (if possible) who has the authority to make decisions on behalf of the organisation. This person can also act as the liaison between the Panel and the organisation.

The Commissaires' panel meeting is arranged by the president of the Commissaires' panel (PCP) who describes all the major issues of the race. The objective of the meeting is to allocate the tasks before and during the race to members of the Panel.

A good meeting will promote a healthy team spirit and foster solidarity among the Commissaires. The PCP ensures that the Panel operates on a collegial basis. The organiser may attend the meeting. The meeting is held the day before the race in a private room.

PROCEDURE OF THE MEETING

Ideally, the Commissaires' panel meets immediately after the sport directors' meeting.

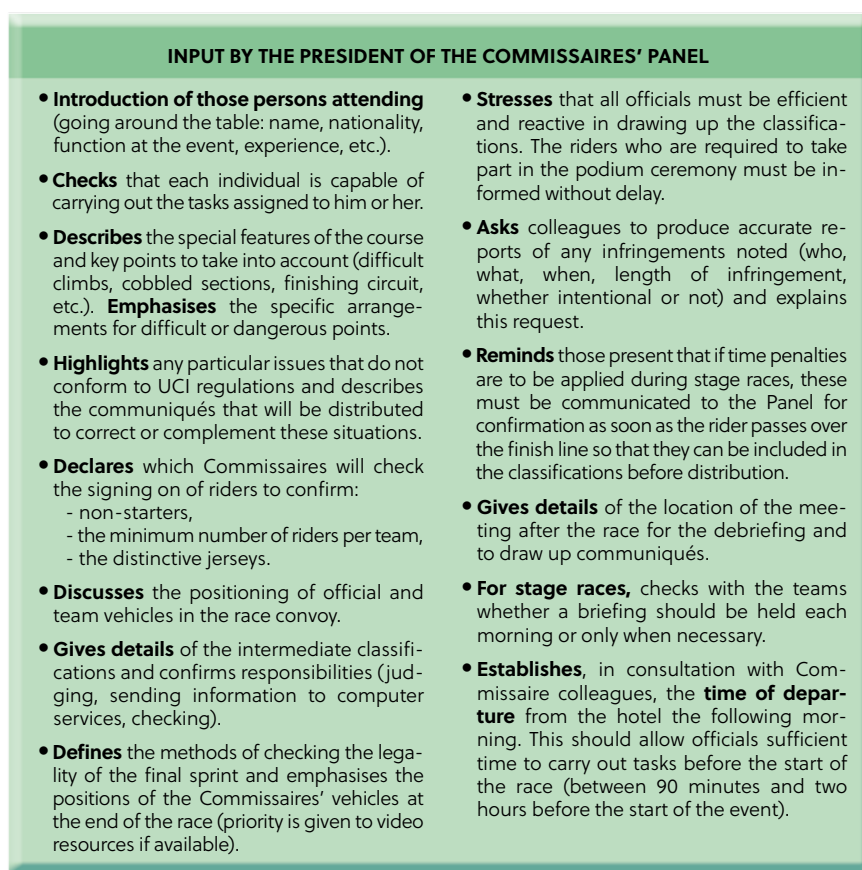


Diagram. Input by the PCP during the meeting of the Commissaires' panel

4.3.2.4. Meeting with safety personnel



Click here for detailed description: "Safety in races", point 4.3.6.2.



The following individuals must attend:

- the organisation director and/or organisation vehicle manager.
- regulator(s),
- members of the Commissaires' panel,
- the officer in charge of the law enforcement agencies,
- the civilian escort supervisor,
- the drivers of all vehicles in the race convoy.

The objectif of this meeting of the organisation director with the law enforcement agencies and mobile marshals is to facilitate effective coordination to ensure the safety of the riders, publicity caravan and spectators. The organisation director reiterates the event's special regulations and reminds all race followers that they must have a functional radio receiver tuned in to the race radio frequency.

The following points are discussed:



The race bubble: the moving zone between the race lead vehicles (police and/or organisation cars) and the end of the race after the broom wagon (specific arrangements vary depending on national laws).



Motorbike escort: the escort of the riders by police or civilian motorbikes and the protection of dropped riders.



Stationary marshals: ensuring stationary marshals are located at danger points (police officers or civilian personnel appointed and authorised by the organisation).



Warnings of danger points: securing crossroads and junctions, indicating dangerous obstacles with a yellow flag, reminder of mobile marshals' duties.

Caution and ability to react: making sure that no private vehicles infiltrate the race convoy each time that the peloton or riders are overtaken.

Fair play and respect of ethics: keeping a sufficient distance (40 m) ahead of the riders; not remaining between two groups of riders if the gap between them is less than 50 m; as a member of the escort, never tolerating or allowing riders to hold on to the motorbike or take shelter in the slipstream; not blocking the overtaking lane behind the peloton to avoid hindering the work of the sport directors; applying the recommendations of the regulators and/or Commissaires; remaining alert for information over race radio.

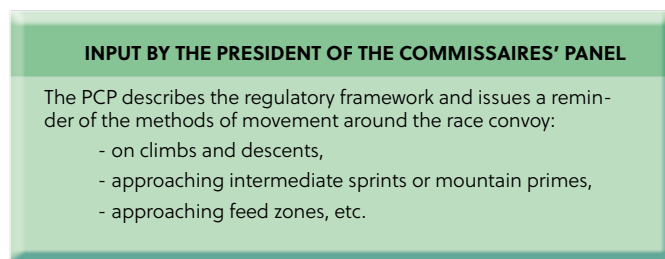


Diagram. Input by the PCP during the meeting with safety personnel

4.3.2.5. Meeting with race followers on motorbikes and in press vehicles



Click here for detailed description: "Press vehicles", point 4.3.4. and "Movement in races", point 4.3.6.1.



The following individuals must attend:

- the organiser or organisation manager,
- members of the Commissaires' panel,
- photographers,
- radio reporters,
- director of TV coverage,
- the riders of camera and sound motorbikes (if possible).



UCI REGULATIONS - ARTICLE 2.2.034 BIS

(N) The organiser shall organise a briefing which persons following the race on a motorcycle, a representative of the television broadcaster, a representative of the police, and the commissaires' panel shall attend. At UCI WorldTour races the briefing shall be held, in the presence of the technical advisor, the day before the race after the sports directors' meeting, or on the morning of the race.



The objective of this meeting is to ensure that the "Press Specifications" of the UCI Regulations are observed (**Part 2, Chapter II, §5**). The meeting is chaired by the organiser with significant input from the president of the Commissaires' panel. The meeting is held the day before, or on the actual day, of the event. If possible the time and place of the meeting is given in the technical guide.

The regulators should attend this briefing. These officials travel by motorbike and may direct any of the organisation's vehicles in order to facilitate the movement of the race convoy and reduce the risks of these vehicles affecting the progress of the race. Press motorbikes and cars may also be directed by the regulators. For this reason, it is desirable for the regulators to take part in the briefing.

A roll call based on the list of accreditations can be conducted to check the attendance and identity of the individuals present. The meeting of car drivers involved in the event may be separate from, or combined with, this meeting depending on the importance of the event and the time available.

PROCEDURE OF THE MEETING

General reminder



- All vehicles in the race convoy must be able to receive race radio.
- All motorbikes must turn off the course at the deviation point and not cross the finish line.

Reminder on the movement of vehicles during the race

- Drivers and motorbike riders are responsible for their vehicles and must immediately act upon the orders and instructions of the organisation director and/or Commissaires.
- No press vehicles are allowed in the race convoy in the last kilometre.
- If a vehicle driver or motorbike rider does not respect the orders or instructions of the organisation director, of Commissaires, the driver/rider may be removed from the race, and could be subject to additional penalties.
- If a driver allows a rider to hold on to a vehicle, the rider shall be disqualified and the driver will be excluded from the race, and could be subject to additional exclusions and penalties.

Reminder for cars

- During the race, press vehicles must follow the instructions of the organisation director and Commissaires.
- Filming or taking photographs from a moving car is prohibited.
- Press vehicles must respect the rules of the road for the country in which the event is taking place.
- Cars may only drive alongside each other in order to set off more rapidly.
- Press vehicles proceed in front of the race and react speedily to instructions issued by race radio.

Reminder for photographers' motorbikes



Click here for detailed description: "Photographers' motorbikes" point 4.3.4.4.

- At the **front of the race**, the motorbikes travel ahead of the car of Commissaire no. 2, in a mobile "buffer zone".
- At the **back of the race**, the motorbikes proceed in single file behind the President of the Commissaires' Panel's car.
- Motorbike riders should take great care not to hinder the riders or official vehicles when travelling on **mountain roads**.
- **At the finish**, photographers wearing a distinctive bib can take up a position in the area reserved for them (marked out by white lines on the road, **ARTICLE 2.2.086**).



Reminder for radio and TV journalists

Click here for detailed description: "Radio and TV journalists' motorbikes", point 4.3.4.3.

- At the **front of the race**, the motorbikes should stay in front of the buffer zone used by the photographers. They may only travel in between two groups of riders if authorised to do so by the organisation director or Commissaire.
- At the **back of the race**, they travel in single file with the sport directors' vehicles. They must not hinder vehicles moving up to the peloton or overtaking riders.
- Riders must not be interviewed during the race.
- Interviews with sport directors are tolerated, except in the last 10 km, providing that they are conducted from a motorbike.

Reminder to TV motorbikes

Click here for detailed description: "TV motorbikes", point 4.3.4.2.

- A maximum of five camera motorbikes and two sound motorbike are authorised for LIVE broadcasts.
- TV motorbikes must take care never to hinder or offer an advantage to the riders.
- They must not take up a position behind one or more riders who have just attacked, but rather wait until a sufficient gap appears.
- Pictures are shot from behind or in profile. TV motorbikes may only overtake the peloton while filming if the road is sufficiently wide.
- **Compact peloton:** When the peloton is travelling at a moderate speed, one TV motorbike is allowed in front of the peloton.
- **Group moving at high speed:** TV motorbikes must not travel in front of a group that is moving at high speed under any circumstances. The motorbike can take up a position alongside the first rider (3/4 behind) or at the back of the peloton.
- **Two groups merging:** When the gap between two groups is less than 15 seconds, the TV motorbike following the first group has three options:
 1. Draw alongside the first group.
 2. Wait for the second group and move behind it.
 3. Move ahead of both groups.
- On **mountain roads or climbs**, filming must be from behind the riders.
- **Riders in echelon:** the TV motorbike takes up a position alongside the peloton to film.
- **At the finish:** Filming from a motorbike is prohibited in the last 500 m.
- Motorbikes must not hinder vehicles moving up to the peloton or overtaking riders.

NOTE

The UCI has published a document called [Guidelines for vehicle circulation in the race convoy](#). This document has the same effect as regulations, and the guidelines must be adhered to.

4.3.2.6. The meeting for time trials events

The organiser should carry out a reconnaissance of the route as well as the start and finish areas, accompanied by the president of the Commissaires' panel (PCP), international Commissaires and, if possible, the motorbike Commissaires (MC) and the supervisors of the assistant Commissaires. This reconnaissance allows the PCP to:

- check dangerous sections and, if necessary, make additional safety arrangements,
- check the intermediate time check locations,
- check the locations for the assistant Commissaires,
- establish a circuit for MCs so they can check riders in the final kilometres of the time trial.



REQUIRED KNOWLEDGE

- What meetings should be prepared.
- Who will lead or chair each of the meetings.
- Who must be present at each of these meetings.
- The points that the PCP must check and approve during the meeting with the organiser.
- The points that the PCP must raise during the meeting with the sport directors.
- The purpose of the meeting of the Commissaires' panel.
- Important points that must be discussed during the briefing with motorbike riders.



WHAT TO DO

- Prepare input to the meetings.
- Find solutions to potential problems in a consensual manner.
- Be courteous and polite but remain firm.
- Anticipate any problems that could arise.
- Evaluate the resources made available for the event.
- Explain and put the case for the real needs of the event.
- Identify the tasks of those involved (organisation and Commissaires' panel).
- Immediately intervene in non-compliant situations.



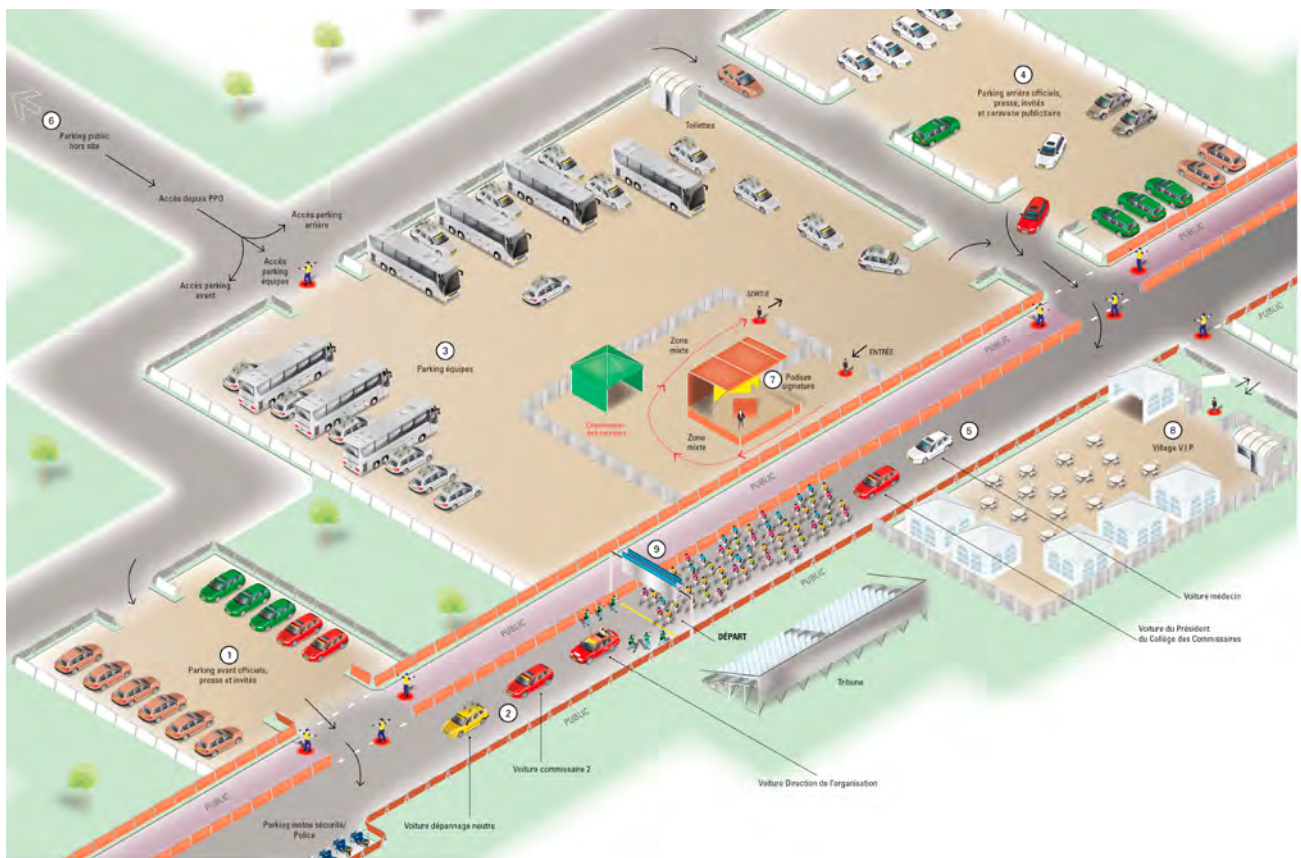
WHAT NOT TO DO

- Arrive at meetings without having prepared for them in advance.
- Refuse to enter into dialogue.
- Be lenient with the organiser if the material resources are insufficient or non-existent.
- Become uncommunicative and rely solely on the regulations.
- Allow meetings to be sidetracked by irrelevant interventions.
- Allow noted instances of non-compliance to continue without correction.

4.3.3.**SPORTING SUPERVISION DURING THE RACE**

Once the necessary tasks regarding race headquarters have been completed, the various checks conducted and meetings held, often on the day before the event, the subsequent phases of a road event come into play, from overseeing the assembly of the race convoy to operations carried out at the start.

These operations ensure that a race starts and proceeds properly. This smooth functioning is considered essential by the riders and race followers.

4.3.3.1. Assembly of the race convoy

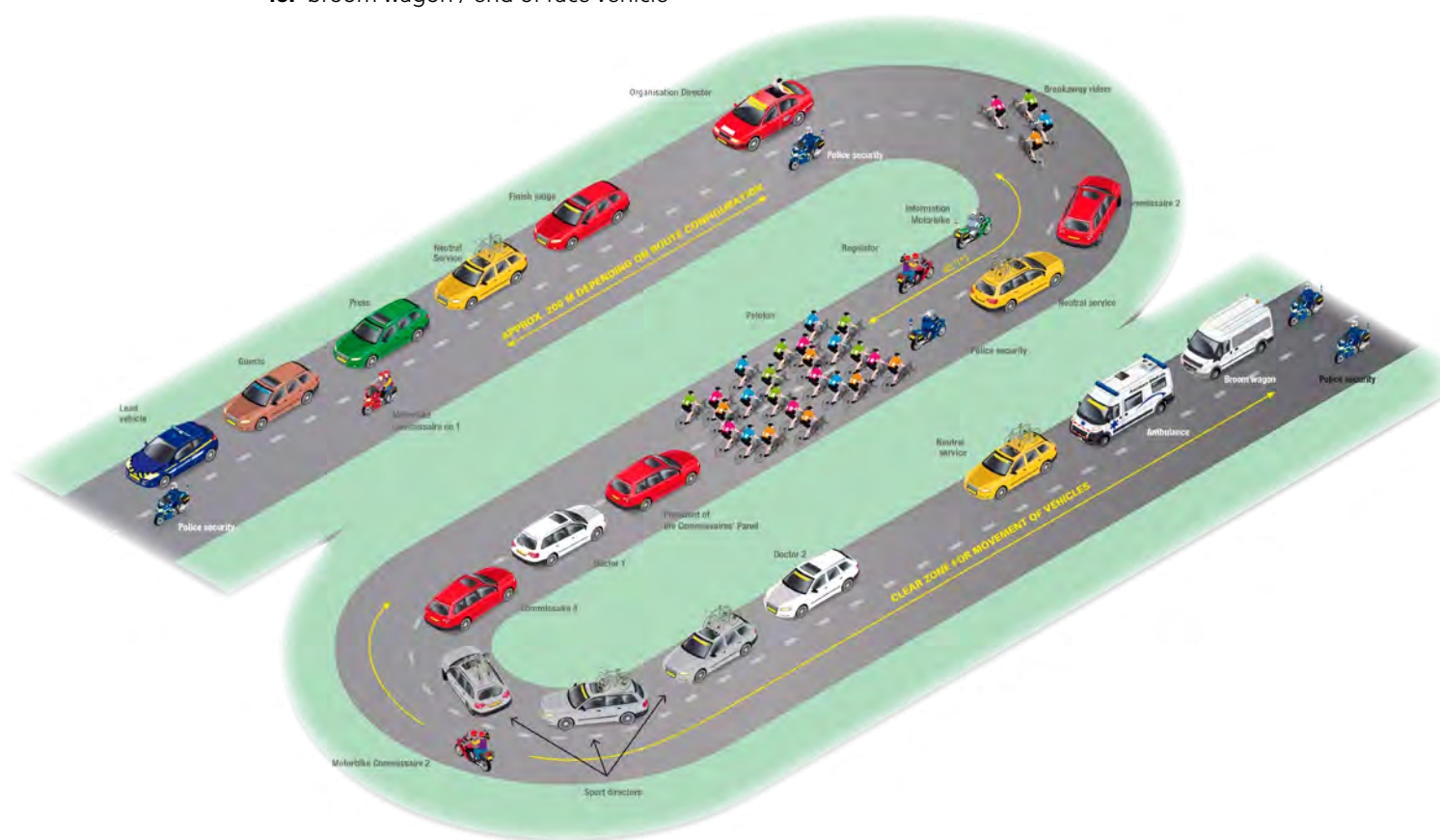
The assembly of the race convoy is conducted before the start by parking the various vehicles before or after the start line, depending on whether they travel ahead or behind the riders.

This assembly is carried out in accordance with the organisation's instructions – often under the authority of one or more regulators – and ideally in accordance with a plan shown in the technical guide. If a PPO (Obligatory Passage Point) is in place this allows the organisation to direct vehicles as they arrive and facilitate the assembly of the convoy.

- Commissaires should check the locations where their vehicles are available and make sure that no parked vehicles block the riders' access to the start area.
- All drivers and motorbike riders must be ready **10 minutes before the start**. They must be behind the wheel, or on their motorbikes, and listening to race radio.
- The vehicles that travel in front of the race (press, guests, etc.) leave the start area **several minutes before the riders**.

The vehicles leave the start area in the following chronological order:

1. publicity caravan (a minimum of 20 minutes before the riders)
2. race lead vehicle
3. security escort motorbikes (police and civilian)
4. radio assistance vehicle
5. guest vehicles
6. press vehicles
7. neutral service vehicles
8. vehicle of the finish judge / timekeeper
9. organisation director's car
10. no. 2 Commissaire's car (C2)
11. the riders
12. car of the president of the Commissaires' panel (PCP)
13. no. 1 doctor's car
14. no. 3 Commissaire's car (C3)
15. sport directors' vehicles, in the pre-arranged order
16. no. 2 doctor's car
17. ambulances
18. broom wagon / end of race vehicle



VARIANTS



- In the case of a men's stage races at WorldTour, ProSeries or Class 1 level (**ARTICLE 2.6.033**), as well as one-day UCI WorldTour races (**ARTICLE 2.3.017**) the teams are allowed a second race vehicle. However, only one vehicle is authorised for all other races. When a second team car is permitted, it will have the choice to either circulate ahead of the race, or behind the race in the second column of sport director cars. This second column of sport director cars travels behind the first ambulance and the no. 2 doctor's car and in front of the end of race vehicle. These team vehicles travel in the same order as the first column of sport director's vehicles. If the car chooses to circulate in front of the race, it travels at least 5 minutes ahead of the opening lead vehicle. It is not allowed to drop behind any riders in a break without first getting permission from the Commissaires.
- Motorbikes: motorbikes that are not part of the escort travel ahead of the race but may drop back to the various groups in accordance with instructions issued by a regulator and in line with the tasks to which they are assigned.
- Other Commissaire vehicles:
 - a no. 4 Commissaire (C4) may be present in WorldTour and stage races,
 - the vehicle of the Doping Control Officer (DCO) usually travels ahead of the race, but may leave the race convoy.
 - the finish judge may decide to travel behind the race in order to note the details of riders who abandon or who are dropped, providing that this position does not prevent the official getting to his or her post at the finish line in due time.
- The following organisation vehicles also travel in front of the race:
 - assistant organisation director,
 - radio relay vehicle,
 - public information vehicle.

4.3.3.2 Procedures at the start

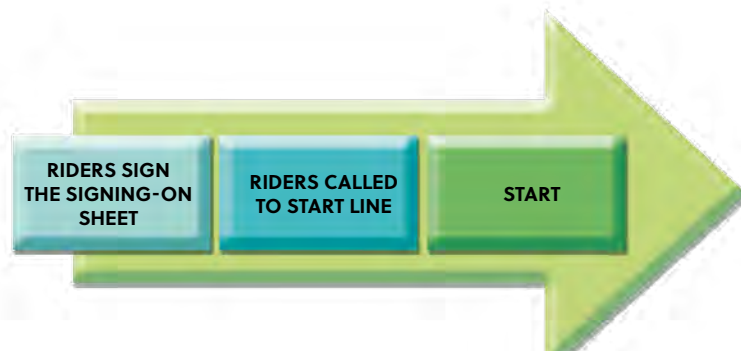


Diagram. Procedures at the start

SIGNING THE SIGNING-ON SHEET



Riders must sign the signing-on sheet before road races (**ARTICLE 1.2.094**). The organiser may also arrange for the riders to be presented to the spectators if so desired. These two operations are often combined.

- The signing on procedure is usually the responsibility of the finish judge, although it may be carried out by assistant Commissaires.
- If a rider starts the event without signing on, this is sanctioned by expulsion from the race.
- The signing-on procedure should end at least **10 minutes** before the start.
- It is not obligatory for riders to sign the signing-on sheet before time trials.



Once the signing-on procedure has been completed, the finish judge should inform the Commissaires' panel of any non-starters from those riders who had been confirmed by the sport director during the licence check or classified at the end of the previous day's stage.

NOTE

The signing on procedure is also an opportunity for Commissaires to check equipment (bike and clothing).

RIDERS CALLED TO THE START LINE

The riders are called to the start line some 5-10 minutes before the start by the Commissaires and the organisation sporting management team.



- In bad weather, this call is delayed as late as possible so that the riders do not have to stand around in the rain or cold.
- The majority of road races are started on the instruction of the race announcer. This is a symbolic act for the benefit of the spectators, although it is obligatory at the UCI World Championships.
- Contrary to all other cycling disciplines, riders in road races are not obliged to confirm their presence on the start line at the time of the call to the start. There are no mandatory positions when called to the line.
- The Commissaires may take advantage of this gathering to check riders' equipment: bike, clothing and race numbers.

- A different procedure is followed for Men and Women Junior events as the Commissaires establish an area to check maximum gears:

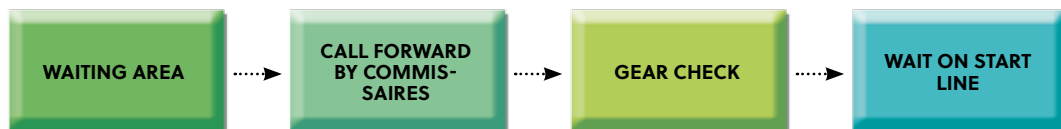


Diagram. Procedure for checking maximum gears



Image. Area to check maximum gears

START

A **neutralised start** is conducted from the start line. This allows the race convoy to start off in a calm manner without any pressure from riders who may want to attack in the first kilometres.

A celebrity or the organiser signals the neutralised start, preferably using a flag or starting gun.



After a few kilometres (a maximum of 10 km according to **ARTICLE 2.3.010**) the **"kilometre zéro"** sign indicates the **start proper**. The race convoy vehicles in front of the riders must be sufficiently far ahead at this time so they do not hamper the riders' initial acceleration.



This **"neutralised"** part of the course must also be subject to all safety precautions. One or more vehicles drive in front of the riders to ensure they keep a steady pace, before accelerating upon approaching km 0.

It is not important whether the riders are held in position by the organiser or Commissaire C2, what is important is for the Commissaires to check:

- that no riders are prevented from participating in the start proper as a result of a mechanical incident. In this case, C2 either stops the race at km 0 to wait for the delayed rider(s) to rejoin the peloton, or the race is kept neutralised until these delayed rider(s) rejoin the peloton. Note that the start should only be delayed for riders who have suffered genuine mechanical incidents or crashes. Removing clothing or stopping for a nature break is not considered a mechanical incident.
- that the timekeeper starts the clock at zero at km 0, or when the real start is announced if it has been delayed.
- that vehicle distance counters are set to zero at km 0 as this is the reference point for the race route descriptions. This is also applicable if the real start has been delayed. However, in this case, any additional neutralised distance must be subtracted from the race distance when calculating average speed.

The start proper at Km 0 can be achieved in three different ways:

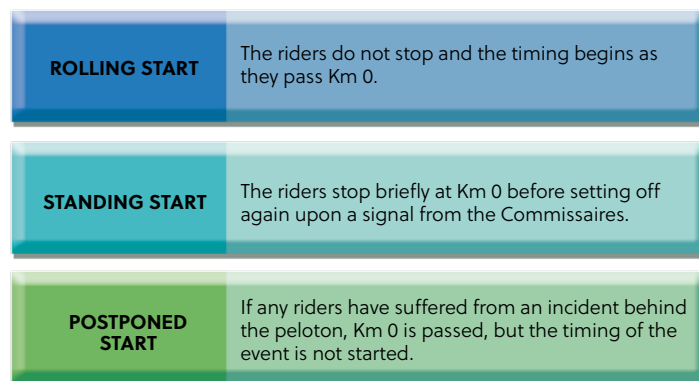


Diagram. Different types of starting



REQUIRED KNOWLEDGE

- Assembly of the race convoy.
- The procedure to check Junior category gears.
- Procedure for a neutralised start.



WHAT TO DO

- Check that the assembly of the convoy is compatible with the vehicle circulation plan.
- Find out if any riders have not signed the signing-on sheet and expel them from the race.
- Arrange an informal check of equipment during the wait for the start.



WHAT NOT TO DO

- Call the riders to the start line in a specific order, except in the World Championships.
- Allow the start proper to take place if riders have been delayed by an incident.

4.3.3.3 Functions of race convoy vehicles

This section describes the tasks allocated to race convoy vehicles. The positions of vehicles that travel close to the riders should be adapted depending on the race circumstances.



Diagram. Functions of race convoy vehicles

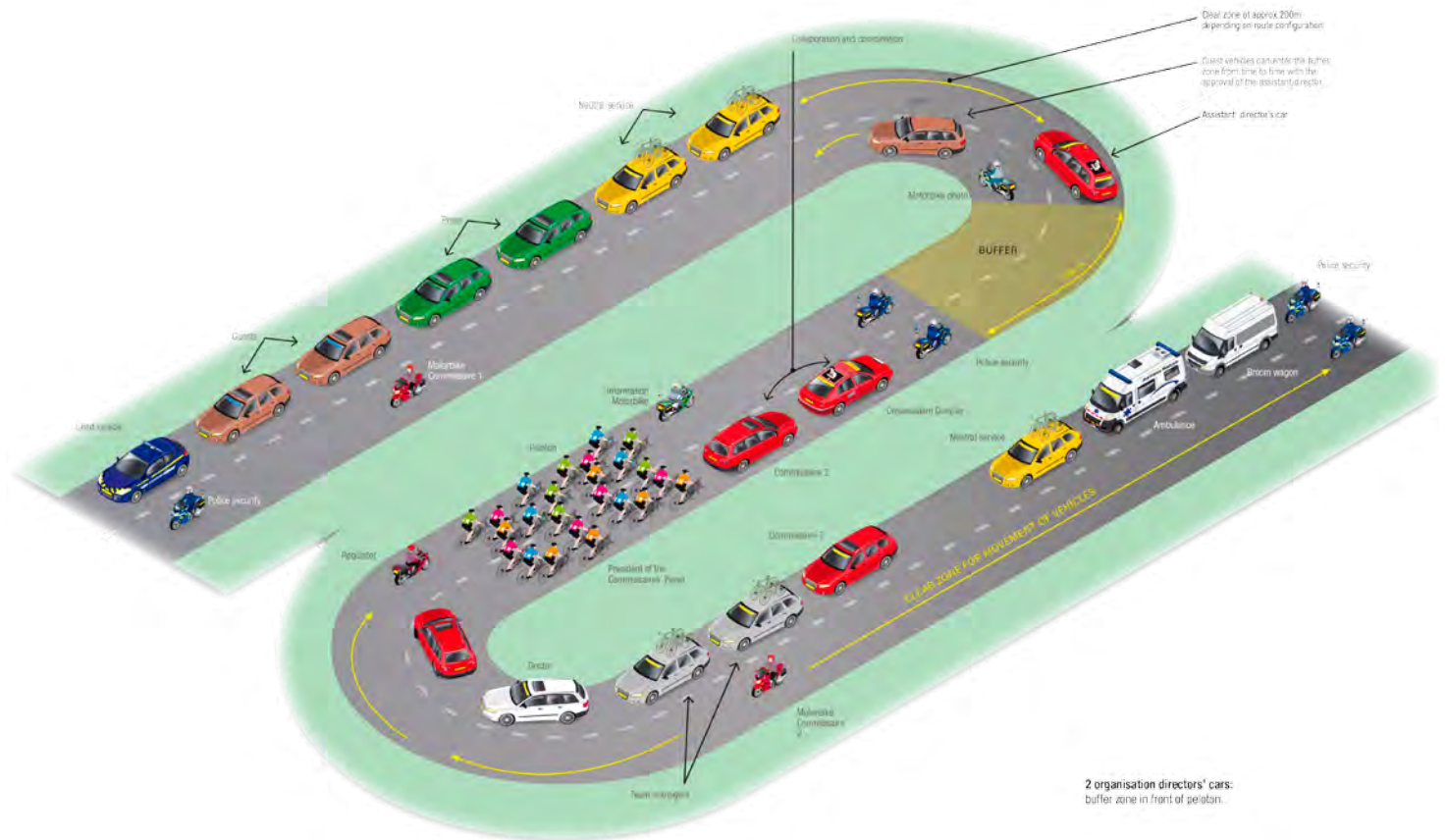
RACE LEAD VEHICLE



- The race lead vehicle indicates the imminent arrival of the race. This vehicle acts as a safety precaution (visual and sound warning of the approach of the race). It can also provide spectators with information (on the race situation).
- Depending on national legislation, this vehicle officially indicates the start of the moving section of road that is no longer considered the public highway but rather a sports venue (this concerns all actors/vehicles in the race convoy, i.e. from the race lead vehicle to the end of race vehicle).
- More than one vehicle may exercise this function, in particular when the gaps between the various groups become quite large (e.g. over 5 minutes between a break and the peloton).

ORGANISATION DIRECTOR AND ASSISTANT DIRECTOR

- The organisation director and assistant director are positioned ahead of the peloton and in front of the car of Commissaire no.2.
- A mobile buffer zone of approximately 200 m is maintained between the organisation director and assistant director. The press and guest vehicles travelling ahead of the race take it in turns to move into this zone. This system allows these vehicles to get close the riders while ensuring good safety conditions and allowing a sufficient margin for acceleration and movement away if necessary.
- The organisation director and assistant director indicate danger points on race radio as well as difficult sections for the riders or other features that do not appear in the technical guide.



FRONT COMMISSAIRE (C2)



- The front Commissaire travels in front of the peloton at the start of the race and then takes up a position behind any breaks. If team managers' vehicles subsequently move up to travel behind a break, Commissaire no. 2 stays behind the group and directs the movement of vehicles.
- This Commissaire controls the head of the race as well as the movement of motorbikes and other vehicles, intervenes to correct the positions of these vehicles and anticipates specific situations.
- He is responsible for the sporting direction of the front part of the race and for the positioning of all vehicles, particularly the neutral service vehicles.

INFORMATION MOTORBIKES

- Positioned near the riders, information motorbikes advise the race radio announcer in the car carrying the president of the Commissaires' panel of the action among the riders in real time, the race numbers of riders in a break and the time gaps.
- Information motorbikes take up positions to allow the various groups of riders to be observed. The motorbikes preferably travel ahead of the race, but can also take up a position behind the peloton in order to inform race radio of incidents and/or requests by riders to their sport directors.

REGULATOR MOTORBIKES

- Regulator motorbikes are the responsibility of the organisation and oversee the movement of organisation and press vehicles in the race convoy. Commissaires primarily focus on team and assistance vehicles.

BLACKBOARD MOTORBIKE

- The blackboard official writes the race numbers of the riders in a break and the time gaps between the various groups onto a blackboard. Two blackboard officials are advised for events that do not allow two-way radio between the sport directors and riders.
- The motorbike approaches each group of riders, rapidly and without hindering them, and shows them the information on the blackboard. The information motorbike then returns to the front of the race to carry out further time checks if required.
- The blackboard motorbike drops back on the left [or right in countries where traffic drives on the left] to keep the various groups of riders informed, as far as the front of the peloton (first 20 riders approximately). If necessary, the blackboard official can also work in collaboration with an information motorbike to indicate the gaps when the groups are fragmented.

NEUTRAL SERVICE VEHICLES



- Neutral service vehicles carry spare bikes and wheels in order to assist any riders with mechanical problems during the race.
- These vehicles ensure that all riders have equality of treatment in case of mechanical problems.
- The neutral service vehicles are positioned in front of or behind the various groups of riders by Commissaires depending on the circumstances and time gaps.
- The organiser must provide at least three neutral service vehicles. It is the Commissaires' duty to check whether the service provided by neutral assistance vehicles is sufficient and satisfactory.
- Neutral assistance motorbikes can be useful in some events (narrow or mountainous roads, etc.).
- It is recommended that these vehicles carry water bottles for the riders to take when the time gaps between groups are small.

THE PRESIDENT OF THE COMMISSAIRES' PANEL



- The president of the Commissaires' panel (PCP) travels behind the main group (the largest group, from a sporting point of view, near the front of the race). The PCP allows, or prohibits, the movement of vehicles past the riders. The PCP issues clear instructions to colleagues.
- The PCP has responsibility for the sporting management of the race, acting in close collaboration with the organisation director in serious circumstances (e.g. race stopped due to demonstrations, extreme weather conditions, hail, snow, storms, going off route, etc.).
- The PCP, in conjunction with Commissaire C3 and the rear motorbike Commissaire (if used), controls the movement of team vehicles depending on the race situation: dropped riders, punctures, crashes, feeding, etc.
- The PCP oversees:
 - riders taking or returning clothing or any equipment,
 - feeding from team cars,
 - the behaviour of sport directors during the race (manoeuvres, duration of manoeuvres, riders holding onto car door, sticky bottle, etc.), issuing reminders if necessary.

DOCTOR



Click here for detailed description: “Medical services”, point 4.3.7.



- The doctor's car follows immediately behind the PCP's car, unless a block is imposed, in which case it may be temporarily held back. In this case the doctor's car is the first vehicle to rejoin the PCP, who in this case will have normally taken the neutral service vehicle with him already.
- The doctor's car is in radio contact with the organisation director and the PCP.
- Any interventions from the doctor's car while on the move are conducted behind the Commissaire's vehicle.
- These interventions should be carried out as quickly as possible on an appropriate section of the course.

SPORT DIRECTORS



- Each team is allowed one or two vehicles in the race convoy, depending on the event regulations. If there are two vehicles, these must never be in the same column at the same time.
- Team vehicles travel behind the PCP's car. An exception is if a second team car is allowed, in which case this second car is permitted to travel ahead of the opening lead vehicle.
- The order of the sport directors' vehicles is determined by UCI Regulations.
Other than for the one-day races in the WorldTour or Women's WorldTour, generally speaking this is as follows:

1. the vehicles of UCI teams and national teams that attended the sport directors' meeting and confirmed their starting riders within the scheduled deadline,
2. the vehicles of the other teams that attended the sport directors' meeting and confirmed their starting riders within the scheduled deadline,
3. the vehicles of the teams that attended the sports directors' meeting but did not confirm their starting riders within the scheduled deadline,
4. the vehicles of teams that did not attend the sports directors' meeting.

The order within each of these groups is by drawing lots.

In the first stage of a stage race, including WorldTour and Women's WorldTour, the order of vehicles is determined as described above. On subsequent days, the individual general classification determines the order of the sports directors' vehicles.

For one-day WorldTour and Women's WorldTour events, generally speaking, the order of the team cars is decided as follows:

1. the vehicles of the teams that attended the sport directors' meeting and confirmed their starting riders within the scheduled deadline in the order of the ranking of their best placed starting rider on the UCI World Ranking (men) or UCI Women's WorldTour Ranking (women),
2. the vehicles of the teams that attended the sport directors' meeting and confirmed their starting riders within the scheduled deadline, but whose starting riders have not yet earned points on the respective rankings indicated in point 1,
3. the vehicles of the teams that attended the sports directors' meeting but did not confirm their starting riders within the scheduled deadline,
4. the vehicles of teams that did not attend the sports directors' meeting.

The order within groups 2, 3 and 4 is by drawing lots.

- Sport directors' vehicles must comply with Commissaires' instructions during the race. They may take up a position behind breaks once the time gap is sufficient and they have been authorised to do so by the Commissaires.

COMMISSAIRE NOS. 3 AND 4 (C3 AND 4)

- Commissaires nos. 3 and 4 travel among the sport directors' cars and control the movement of vehicles on the left side of the road [or right side in countries where traffic drives on the left].
- Commissaires nos. 3 and 4 also check on the return of dropped riders (after a crash, mechanical problem, etc.).

AMBULANCES

- Ambulances travel behind the sport directors' vehicles.
- Medical service vehicles are in radio contact with each other (reserved channel).

BROOM WAGON

- The broom wagon is the last vehicle of the race convoy, travelling ahead of the end of race vehicle (obligatory under certain national legislation). It picks up any riders who have abandoned the race, retrieving their race numbers (proof of abandoning). The broom wagon always travels behind the last rider in the race.
- If possible, an assistant Commissaire travels with this vehicle in order to take a note of those riders abandoning and inform the president of the Commissaires' panel (PCP) by radio.
- This vehicle must always cross the finish line in order to hand over the race numbers to the finish judge and inform the PCP of any race incidents.

It is important to know where the broom wagon is on the course at the end of the race as this will indicate approximately how long until the final rider finishes.

4.3.3.4. Vehicles

For road events, the organiser must have a fleet of vehicles available to allow officials to accompany the race and carry out their duties.

TYPES AND QUANTITIES OF VEHICLES REQUIRED

Standard requirements for vehicles for a UCI race



Table. Types and quantities of vehicles required

| QUANTITY | TYPES / FEATURES | USED BY | SUPPLIED BY |
|----------|------------------------------------|--|--------------------------|
| 1 | Car with sun roof | Organisation director | Organiser |
| 1 | Car with sun roof | President of the Commissaires' panel | Organiser |
| 2 | Car with sun roof | Commissaires | Organiser |
| 2 | Motorbike | Information motorbike | Organiser |
| 1 | Cabriolet | Doctor | Organiser |
| * | Car | Teams | Teams |
| 3 | Car with bike carrier or motorbike | Neutral service | Organiser |
| 2 | Light paramedic vehicle | Ambulance | Organiser |
| 1 | Minibus + bike carrier | Broom wagon | Organiser |
| * | Other | Journalists, photographers, guests, etc. | Organiser and/or press |
| * | Motorbikes and cars | Law enforcement agencies (police, etc.). | Law enforcement agencies |

IDENTIFICATION

A vehicle identification system is essential in order to avoid any confusion of vehicles in the race convoy.

Each vehicle shall have a qualified driver (with a UCI license) who can be identified and contacted at all times. A record is kept of each driver's name and their vehicle's number or function.

RADIO EQUIPMENT

The organiser must draw up a communication plan for the various vehicles to establish who communicates with who, on what frequency, who listens to who, etc.

To this end, the organiser draws up a list of the communication resources available to the race followers. This list is initially used by the technician responsible for setting up the transmitter/receiver system.

Table. The radio equipment of race convoy vehicles

| VEHICLE NO. | VEHICLE FUNCTION | RADIO COMMUNICATION |
|------------------------|--------------------------------------|---------------------|
| Car no. 1 | Organisation director | EICO |
| Car no. 2 | President of the Commissaires' panel | EICO |
| Car no. 3 | Commissaires | EC |
| Motorbike no. 1 | Information motorbike | IR |
| Car no. 5 | Doctor's cabriolet | CR |
| Car no. 7 | Neutral service | R |
| Car no. xx | Team cars | R |

Notes. E: transmitter/receiver on the "Radio Tour" frequency; R: Radio Tour receiver; C: transmitter/receiver on the "Commissaires" frequency; I: transmitter/receiver on the "Information" frequency; O: transmitter/receiver on the "Organisation" frequency.

SUMMARY LIST

The organiser draws up a summary list of the vehicles, incorporating all the information described above. This summary is distributed to the president of the Commissaires' panel, the race radio announcer and members of the law-enforcement agency.



REQUIRED KNOWLEDGE

- Knowledge of the responsibilities and tasks of all the vehicles in the race convoy.



WHAT TO DO

- Clearly identify the vehicles' functions.
- Meet the drivers and passengers with whom the Commissaires' panel most often works.



WHAT NOT TO DO

- Allow the organiser to arrange the convoy / vehicle fleet such that the essential functions are not fulfilled: neutral assistance, information motorbike, blackboard official, medical service.

4.3.4. PRESS VEHICLES

The "Press specifications" and "Circulation during the race" sections of the UCI Regulations (**Part 2, Chapter II, §4 and §5**) provide definitions of the positioning and functioning of media vehicles during a race. All members of the press (TV, radio, print journalists and photographers) must comply with these regulations.

All press vehicles must be equipped with race radio receivers. Drivers must listen to the information broadcast on race radio at all times in order to be able to react quickly to any instructions issued to them.

NOTE

The UCI has published a document called [Guidelines for vehicle circulation in the race convoy](#). This document has the same effect as regulations, and the guidelines must be adhered to. As a Commissaire you must make sure you are familiar with this document.

4.3.4.1. General points

In order to ensure the smooth running of the event, press vehicles should immediately and fully comply with any instructions issued by the organisation or Commissaires. Press vehicles are not allowed in the last kilometre of the race.

Filming or taking photographs from a press car is prohibited because the vehicle would need to get too close to the riders and thus compromise their safety. Filming may only be conducted on foot or from motorbikes.

Temporary agreements may however be made to allow special filming (e.g. a camera in a team vehicle to gain an "inside view" of events). Such an agreement must be made with the organisation. The Commissaires' panel should be informed.

If these provisions are not respected, sanctions may be imposed upon the joint decision of the organisation and the Commissaires' panel.

4.3.4.2. TV motorbikes

Commissaires are strongly advised to read the [TV production guide](#). This document is available on the UCI website. It not only provides Commissaires with information on the technical resources that may be used, but also serves as an educational guide, with many illustrations, which Commissaires can use to explain specific situations.

In order to improve understanding and anticipate the behaviour of TV motorbikes, the Commissaires should establish before the start of the event whether:

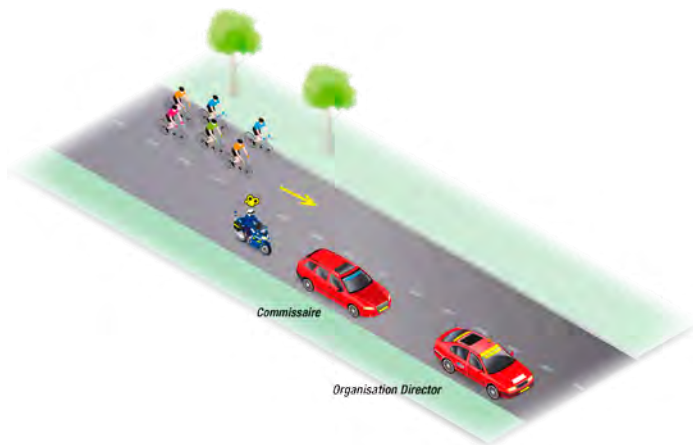
- coverage is live or filming is for a recorded programme or highlights package,
- the TV motorbike is accompanied by a sound motorbike,
- the TV motorbikes are subject to real-time instructions from a director via a radio link.

In practice, TV motorbikes working on live broadcasts have priority over other press motorbikes. Their field of view should be respected by others in order not to impair TV coverage.



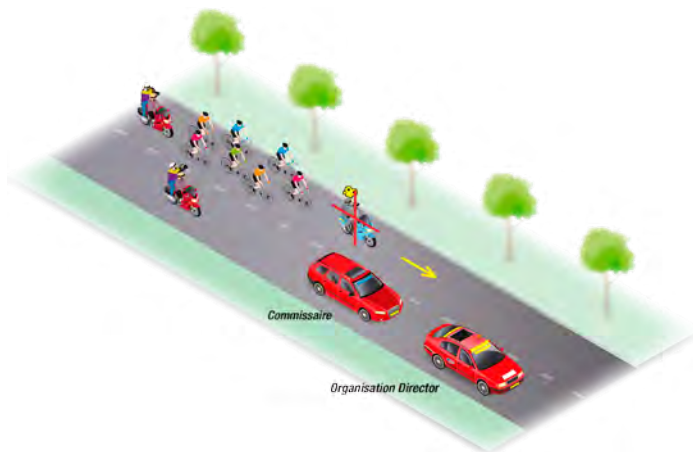
UCI REGULATIONS

- 5 motor-cycle mounted cameras and 2 motor-cycle mounted sound recorder shall be permitted. These motor-cycles shall manoeuvre in such a way as neither to help nor hinder the progress of the riders. (**ARTICLE 2.2.070**)
- Motor-cycles may not manoeuvre in the proximity of riders when their passengers are not filming or recording (**ARTICLE 2.2.073**).



In front of the peloton: TV motorbikes travel in front of the riders without hindering them; they must keep an appropriate distance in order not to disturb the riders' progress. This is particularly important when passing through villages, road narrowings, dangerous sections, etc. They must also be aware of changes of pace among the riders (attacks, etc.) and must be able to move ahead quickly.

They should not remain in the same position in front of the peloton all the time as this creates a visual point of reference that assists in the chase.



Behind the peloton: TV motorbikes must take care not to hinder the riders, official vehicles or team vehicles wanting to approach the riders. They film from behind and must never move into the peloton to film the riders..



With the break: TV motorbikes travel behind the riders providing there is a sufficient time gap. It is permissible to film from $\frac{3}{4}$ behind or alongside the riders when the road is wide enough, taking care not to allow the riders to benefit from the motorbike's slipstream.

When two groups merge: TV motorbikes must take care not to be caught between groups. They must react to race movements and move ahead or stop in order to take up a new position behind the group which is catching up.



UCI REGULATIONS – ARTICLE 2.2.074

Filming from a motor-cycle shall be forbidden in the last 500 m.



At the finish: TV motorbikes are not authorised to cross the finish line; they should turn off at the deviation point. Filming should be by cameras at one or more fixed positions, from a high vantage point if possible.

The TV motorbikes must take the deviation before the finish line except in certain special cases with the approval of the UCI Commissaires (mountain stage, races that do not have a fixed camera at the finish line). **1** The fixed camera takes over from the TV motorbikes for the last 500 metres. **2**

NOTE

TV production teams may request exemptions from the organisation and Commissaires' panel for technical reasons, in particular:

- for difficult summit finishes,
- if there is no fixed camera; one or more cameras may cross the finish line to take up fixed positions in the photographers' zone or quickly dismount to film the winner of the race on foot,
- if the deviation point is a considerable distance from the finish line.

However, in all cases, it is not desirable for the last few hundred metres before the finish to be filmed from a motorbike, neither from ahead nor behind a group.

They should plan to leave well in advance of the riders arriving at the finish.

Under no circumstances should motorbikes cross the finish line in front of the rider(s). The motorbikes must remain behind the riders in order to:

- not obscure the view of the photographers positioned behind the finish line,
- not interfere with the photo finish and timing equipment used by the officials,
- respect the image of the riders, allowing an unobstructed general view of the finish (winner and following riders).

If, for specific reasons concerning the topography or position of infrastructures, the TV production is granted special permission for filming, this must be agreed by the organiser, TV production and Commissaires' panel.

Ultimately, and irrespective of any prior decisions, the Commissaires may override any agreements in order to preserve the sporting fairness and regularity of the event if the situation so requires.

In this case, generally, a single camera may be allowed to remain with the riders, but must be positioned behind the Commissaires car while filming. This permission can always be revoked by the Commissaires.

4.3.4.3. Radio and TV journalists' motorbikes

Ahead of the race: radio and TV journalists' and commentators' motorbikes travel in front of the photographers' motorbikes. They must never position themselves between the Commissaire's car and the riders. They may only move between two groups of riders when authorised to do so by the organisation director or Commissaires when the time gaps between two groups so allow (**ARTICLE 2.2.067**).



Behind the race: radio and TV journalists' and commentators' motorbikes travel with the team vehicles in single file (**ARTICLE 2.2.068**).

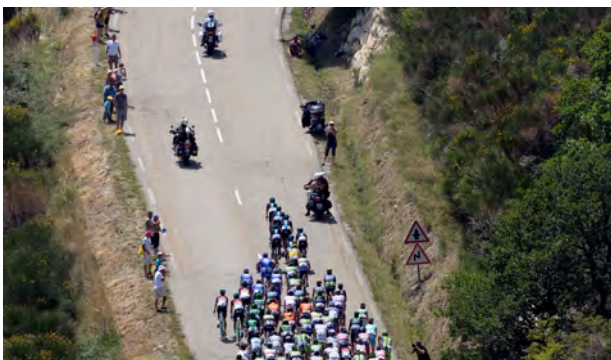


Riders **must not be interviewed during the race**. Sport directors may be interviewed, except in the last 10 km, provided that the interview is conducted from a motorbike and does not impede the progress of other vehicles (**ARTICLE 2.2.069**).

4.3.4.4. Photographers' motorbikes

Ahead of the race: the photographers' motorbikes travel ahead of the front Commissaire and take it in turns to drop back to the leading riders to allow the photographer to take photos. Once the photographer has taken several photos, the motorbike does not delay in returning to its original position. If a motorbike drops back too far and is too close to the riders, it should allow them to overtake. No motorbike should remain between the head of the peloton and the front Commissaire's car.

Behind the race: the motorbikes proceed in single file behind the President of the Commissaires' Panel's car.



In mountainous terrain or on difficult sections (short, steep climbs, cobbles): motorbikes should take great care not to hinder the riders or official vehicles. Photographers usually stop to take photos from the roadside in mountain stages.



Operating with a photo pool: the organisation of some events may decide to introduce a “photo pool” as a temporary measure. In this case a restricted number of photographers’ motorbikes (two or three) are allowed close to the front group or the riders leading classifications in difficult sections of the course.

The **objective** is to reduce the number of motorbikes present, in this way easing the flow of traffic and not impeding the riders.

Photographers who are not part of the pool may not travel near the leading riders although they may continue to operate from the roadside and start off again at the rear with any dropped riders.

When operating in this manner, **pool photographers** take shots that will be shared among all the media organisations present. This form of cooperation is good practice which should be implemented by the event organisation, namely the head of press. The choice of photographers for the pool is not the responsibility of the Commissaires as this is not an issue for the regulations.

The **choice of zones** and the members of the photographers’ pool is the responsibility of the organiser; this information is communicated to the Commissaires’ panel.

4.3.4.5. Green sport

The number of photographers in the race convoy should be restricted by the organiser, who has responsibility for accreditation.

Buses or shuttles can be laid on to transport photographers. Some race organisers use this method to allow photographers to view the race at different points, often the most spectacular points of the route. This practice allows the number of vehicles in the race convoy to be restricted, thus reducing the risk of accidents and the environmental impact.

This approach by the organiser should be supported and encouraged by the Commissaires.



REQUIRED KNOWLEDGE

- Organisers need the media.
- Knowledge of the UCI Regulations “Press specifications” and ability to apply them.
- How to conduct a respectful working briefing, while insisting on application of the rules.
- Knowledge of the rules on motorbike and vehicle positioning and priority.
- Awareness of the arrangements made by the organiser: deviation point, photographers’ pool, shuttle bus, etc.



WHAT TO DO

- Ensure that the attitude with the organisation is one of cooperation with regards to the press.
- Arrange a briefing for press motorbike riders before the race.
- Identify the number, type and identification details of the most important media motorbikes.
- Be vigilant with regards to the positioning of motorbikes.
- After each stage, if there is a difference between the expected and actual positions of press vehicles, provide information on how behaviour must change and reach consensus.



WHAT NOT TO DO

- Allow press motorbikes to get too close to the riders.
- Issue sanctions without prior warning.
- Decide what sanctions to impose with regards to the media without consultation.
- Intervene in a situation that is a regulator’s task.
- Treat the media differently depending on their professional standing.
- Fail to issue warnings after a one-day race on the pretext that the event is over and done with.

4.3.5.

MOVEMENT OF RACE VEHICLES AND RACE SITUATIONS

There are strict rules and established practices in place to govern the movement of vehicles around the riders during a race (*point 4.3.6*).

Commissaires are responsible for applying the rules by **authorising** or **refusing** the movement of vehicles depending on the race situation.

When positioning vehicles and authorising their movement and manoeuvre, several issues regarding the race situation have to be taken into account:

- The **topography** of the course (road: flat, winding, narrow, cobbled, approaching a climb, mountain climbs and descents, etc.).
- The **meteorological conditions**, which may lead to different approaches.
- The **time gaps** between groups; these are estimated in different ways depending on the topography. Although gaps are communicated in minutes and seconds, the actual distance between riders may vary depending on whether the race is on flat terrain or a steep climb.

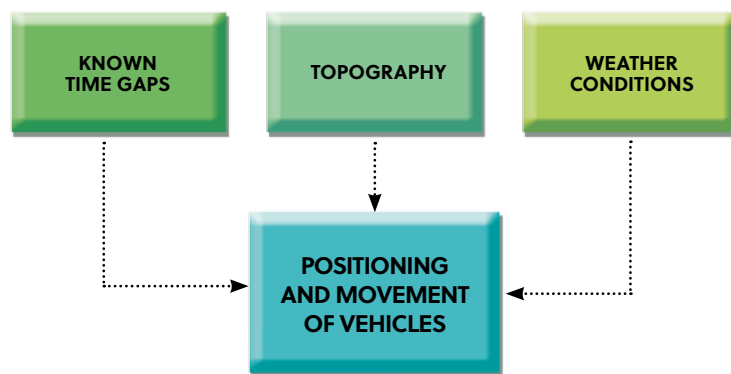


Diagram. Issues to be taken into account for the positioning and movement of vehicles

The time gap is an important consideration for the Commissaire when deciding the positioning of vehicles. The time gaps between the groups at the front of the race and the main peloton are broadcast by the race radio announcer who travels in the PCP's car. These time gaps are provided by information motorbikes.

When the gap exceeds a minute, or because of other refereeing requirements, the front Commissaires (C2, finish judge, motorbike Commissaire) and the PCP may measure the gaps themselves using the **system of identifying visual markers at the roadside**. They use the radio to indicate their passage of a specific point and measure the time difference. This method is used by the PCP and C3 in order to authorise or prohibit the passage of team vehicles held up behind groups of dropped riders.

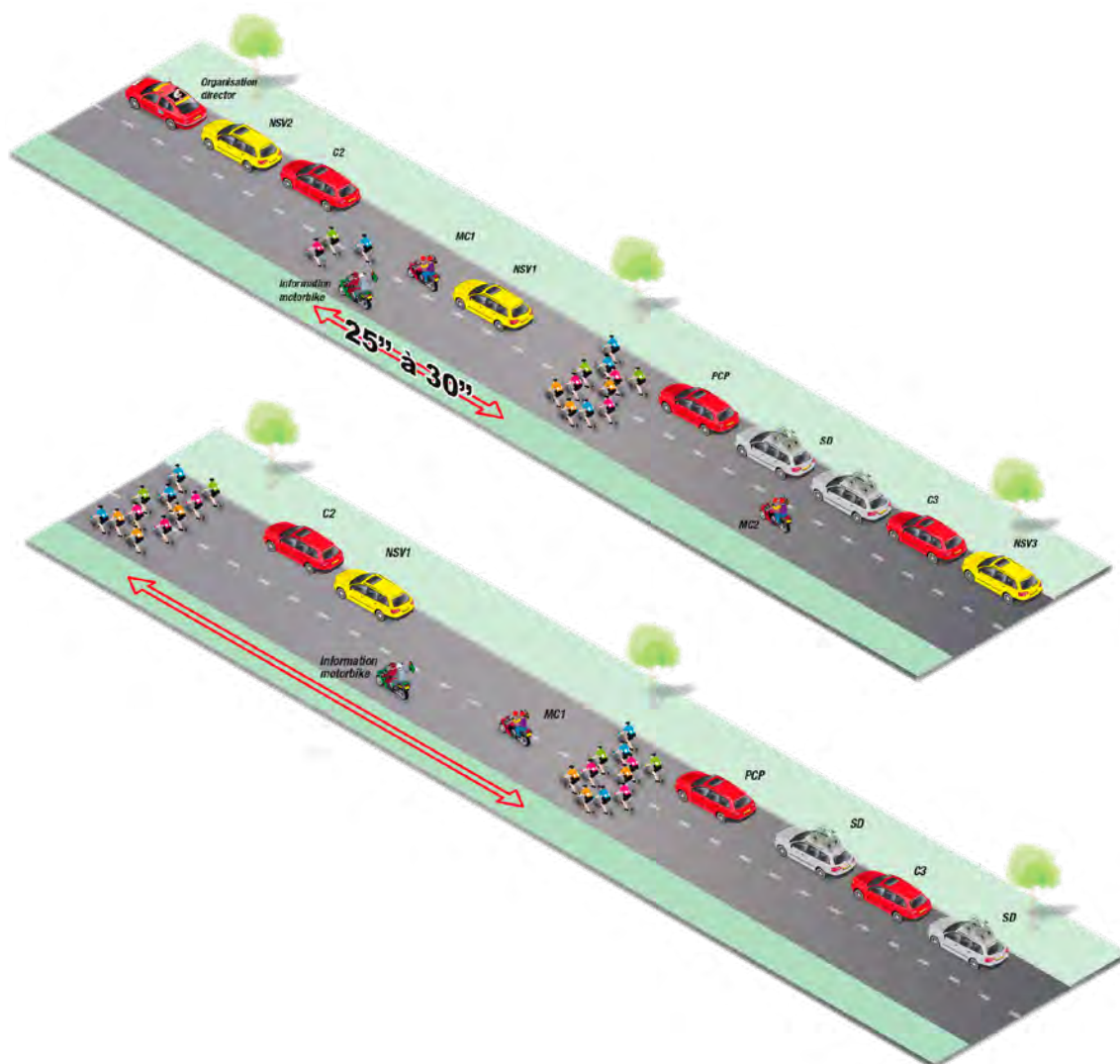
4.3.5.1. Formation of a break



UCI REGULATIONS – ARTICLE 2.2.074

If a group of riders breaks away from the bunch, their follower vehicles may not slip in between the breakaway riders and the following group without the authorisation of the Commissaire, if and for as long as he considers the gap sufficient (**ARTICLE 2.3.021**).

A break forms: When the gap reaches 25-30 seconds, the front neutral service vehicle (**NSV**) stops and then takes up a position behind the breakaway riders.



- The **C2** announces the service cover of the leading riders by the **NSV** on race radio. This information offers reassurance to the sport directors (**SD**) behind the peloton.
- **Motorbike Commissaire 1 (MC1)** takes up a position behind the group and monitors the neutral service vehicle.
- The composition of the leading group is noted and this information broadcast on race radio without delay.

| Liste des partants - Dimanche 9 Septembre 2012 | | | | | | | | | |
|--|---------------------|----------------------|--------------------|------------------------|---------------------------|----------------------------|--------------------|--------------------------|--|
| Nombres de partants: 177 | | | | | | | | | |
| UNION 22-32 | | | | | | | | | |
| Bretagne - Schuller | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| | BLLOT Guillaume | DEUFFICH Jean-Luc | TONNECA Armindo | DURET Sébastien | LEQUATRE Geoffrey | GUILLOT Florian | PICHON Laurent | HALLIGAN Mathieu | |
| Katusha Team | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | |
| | FREIRE GOMEZ Oscar | KOSTOV Alexander | BELOV Mauro | DAVACHEV Vladimir | KUCHINGO Alibek | POREYV Alexander | HALLER Marco | TSATVITCH Alexey | |
| FDI-BigMat | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | |
| | PINOT Thibaut | DEMARE Arnaud | DELAGE Mickael | BOUCHER David | HUTOMOVAICH Evgeni | ROY Jeremy | LADAGNOLUS Mathieu | TOUX Anthony | |
| Vacansoleil - DCM Pro Cycling Team | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | |
| | FEBBI Romano | DEVOIGER Stijn | WESTRA Leonie | BOCCIANI Kris | JARSSON Gustav | | NOVICHENKO Nikita | VAN RIJNDEL Koeny Robert | |
| RadioShack Nissan | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | |
| | NOZZOLI Giacomo | KUDERN Andreas | FUGIANG Jakob | POPOVICH Yaroslav | SENGENT Jesus | VONET Jens | AVIGNER Robert | | |
| Lotto-Belisol Team | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | |
| | BAE Lars | BOUGAC Brian | DE HEMER Kenny | SCHABER Mohab | WYNNER Woodar | ROBERT Frederique | SCHENKES Thomas | VANMECHTEN Jonas | |
| Team Saxo Bank-Tinkoff Bank | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | |
| | MOROV Michael | ROBERTS Luke | CANTWILL Jonathan | HAMEDO Lucas Sebastian | JORGENSEN Jonas | KLOSTERGAARD Larsen Rasmus | MARGALOT Ron | MIYAZAWA Takashi | |
| AG2R La Mondiale | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | |
| | GAYVODA Grigor | BEUJETTE Mickael | CASPER Emery | GODDART Mickael | CHAVANNE Mickael | GAGNET John | CHERIE Mickael | | |
| Accent jobs - Willems Veranda's | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | |
| | CAITHOVEN Steven | VAN GOOLEN Rens | DE WILDE Spil | ISTA Kevin | GILBERT Jerome | HABEAUX Grigory | VAN GROEN Arnaud | VORBIET Fiert | |
| Cofidis le Crédit en Ligne | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | |
| | PETIT Adrien | BESCOND Jeremy | CAMMAERTS Fabien | | DEMARET Jean-Luc | FOUCHARD Julien | LAFIT Arnaud | MORIER Damien | |
| Sauv-Soljesun | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | |
| | LEMONNE Cyril | ENGOUVENT Emery | LAROCHE Christophe | WUERT Jonathan | MANGEL Laurent | PAJANI Jean-Luc | POUSHEL Stéphane | BESSY Cyril | |
| Team Type 1 - Sanofi | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | |
| | KOCIAN Ivan | BOGORICH Lado | BERTOGUATI Roberto | BAZZANA Alessandro | EL KARES Julien | LAENGLEN Vegard Stale | PREDELL Georg | VERSCHOOR Martijn | |
| Topsport Vlaanderen-Mercator | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | |
| | COMAU Dominique | DECELDRE Tim | ROOTS Sven | LUTJENS Eelco | VAN VOOVEN Steven | VAN NOOCE Gips | SALCMEN Juri | VAN ARMSICKEN Ties | |
| Landbouwkrediet - Euphony | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | |
| | DEKONINCK Sébastien | PETTERS Kevin | BEUJETTIERE Dik | BREYNE Jonathan | COMMYNE Dany | DEVILLERS Gilles | MORIN Rémy | PLANCAERT Baptiste | |
| Team Europcar | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | |
| | ARASIMOWSKI Yuliy | BERTRAND Franck | CHALAPUD Sébastien | HOREL Tony | GALLON Damien | GRIN Fabrice | PIERCE Alexandre | TISSE Angelo | |
| Colombia - Coldeportes | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | |
| | FORERO CARLOS Raul | EMARIT ARMANDO Fabio | CHALAPUD Roberto | QUINTERO Carlos Julian | PINA GONZALEZ Victor Hugo | ROMERO CHRISTOPHER | SCURRALEZ Michael | | |

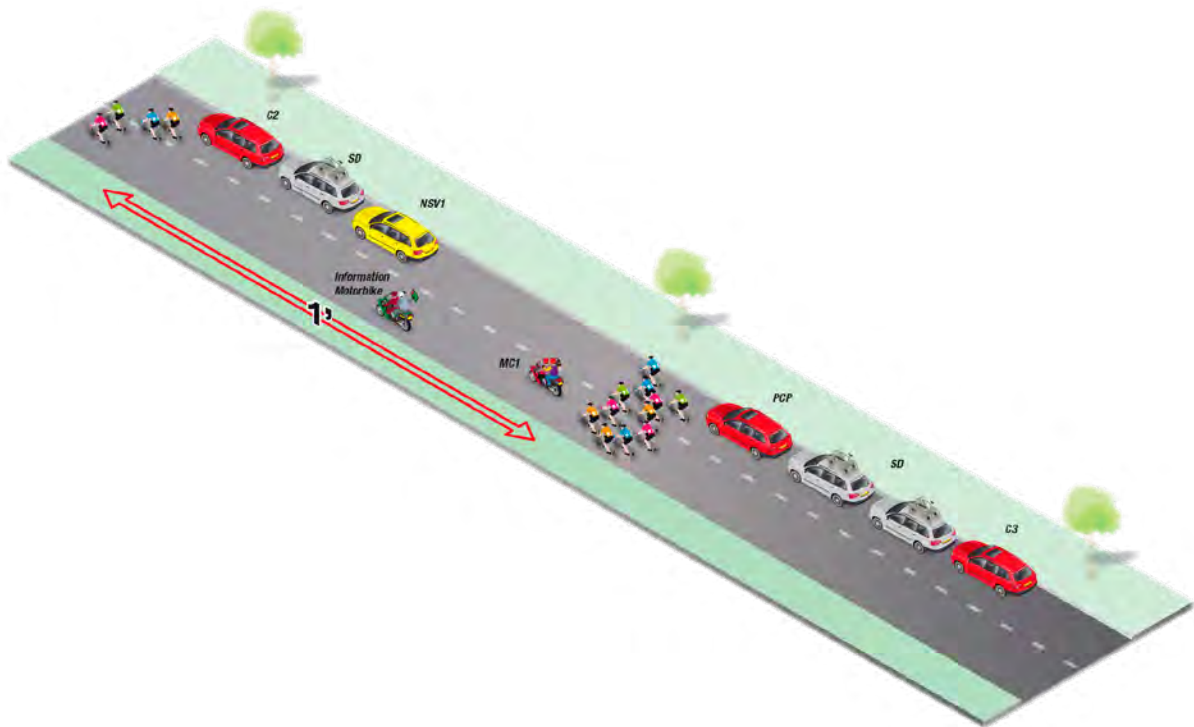
- The riders' numbers are announced to identify those teams represented in the break (the riders in the break are shown in green in the example opposite).

4.3.5.2. The break's advantage increases

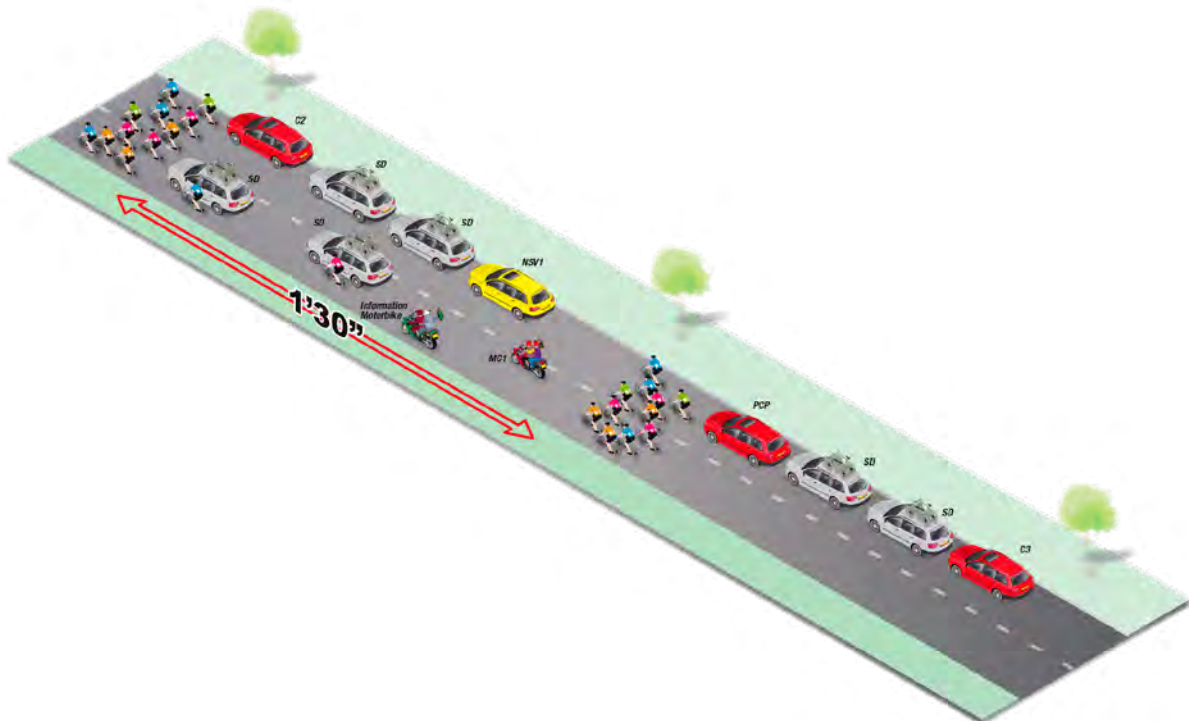
- When the gap is over 40 seconds, **C2** takes up a position behind the break.



- **MC1** travels in front of the peloton to monitor the bunch and any counter-attacks.



- **When the time gap exceeds 1 minute**, the sport directors may request to move in behind the riders in the break.



- In the case of a race where teams are only permitted a single team car, the President of the Commissaires' Panel, operating a barage, decides whether or not to authorise the team vehicles to pass the peloton depending on the number of riders, the different teams represented in the break and the current and forthcoming topography of the course.
- In a race where teams may have a second team car, it is possible that some of these cars may be circulating ahead of the race. In this case the President of the Commissaires' Panel will announce over race radio that it is permitted for the team cars circulating in front who have riders in the break, to stop and drop in behind the riders of the break.

When the peloton is overtaken by several vehicles, this causes a phenomenon of acceleration due to:

- the stretching out of the peloton as it accelerates at the front,
- the slipstream effect as cars overtake,
- a psychological effect on the riders who are encouraged by passengers in the overtaking vehicles,
- a target to chase between the break and the peloton.

- Overtaking the peloton is not only dangerous for the riders, it could also lead to feeding infringements as the team cars come past (a rider from the peloton can only take food by dropping back behind the bunch to the column of team vehicles).
- It may be better to make sport directors wait and only authorise them to pass when the gap reaches approximately 1 minute 30 seconds, depending on the number of teams represented in the break.

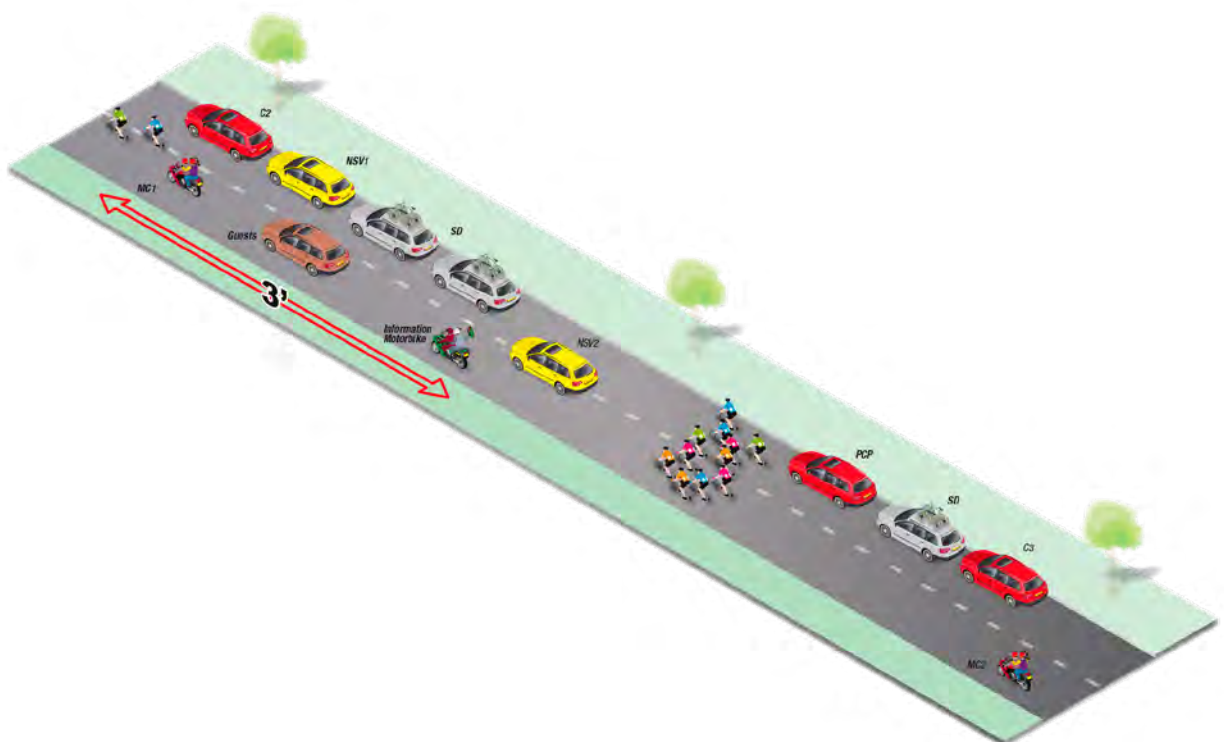
Whatever the case, it should be noted that the time gaps indicated in these examples are not figures set out by the UCI Regulations. Rather, these are practical suggestions that allow the situation to be taken into account. Their application offers a safety margin in the majority of cases. The key factors are the Commissaire's judgement and how the situation evolves.

The Commissaire's objectives when there is a break are as follows:

| AVOID | ENCOURAGE |
|--|--|
| <ul style="list-style-type: none"> • Assisting the peloton's pursuit as a result of the slipstream effect of overtaking vehicles and providing a visual target behind the breakaway. | <ul style="list-style-type: none"> • Providing assistance to the riders in the break (mechanical service, information, feeding). There should be equity of assistance to all riders. |
| <ul style="list-style-type: none"> • Hampering the riders by an overlong overtaking procedure. | <ul style="list-style-type: none"> • A clear view between the various groups. This allows the riders to judge the time gaps for themselves and determine how to organise within each group. |
| <ul style="list-style-type: none"> • Too many vehicles behind a group when the time gap is rapidly decreasing (a narrow road or large spectator numbers could make it impossible for vehicles to stop). | |

4.3.5.3. The break continues and the time gap increases

- Commissaire **C2** or the **PCP**, or **both**, may decide to allow other vehicles (press, guests) to take up a position behind the break in consultation with the organisation director.
- **C2** positions **NSV2** ahead of the peloton to offer service in the event of a counter-attack.
- A Commissaire must always be present with the leading group **C2** may decide to leave an **MC** or the **finish judge (FJ)** to monitor the leading group, when possible. **C2** then takes up a position in front of the peloton to cover any counter-attacks.
- The decision by C2 to leave the front group is often based on how many riders are in this group, and how many team cars are with the group. But again, very important, there must always be a Commissaire with the riders in front.



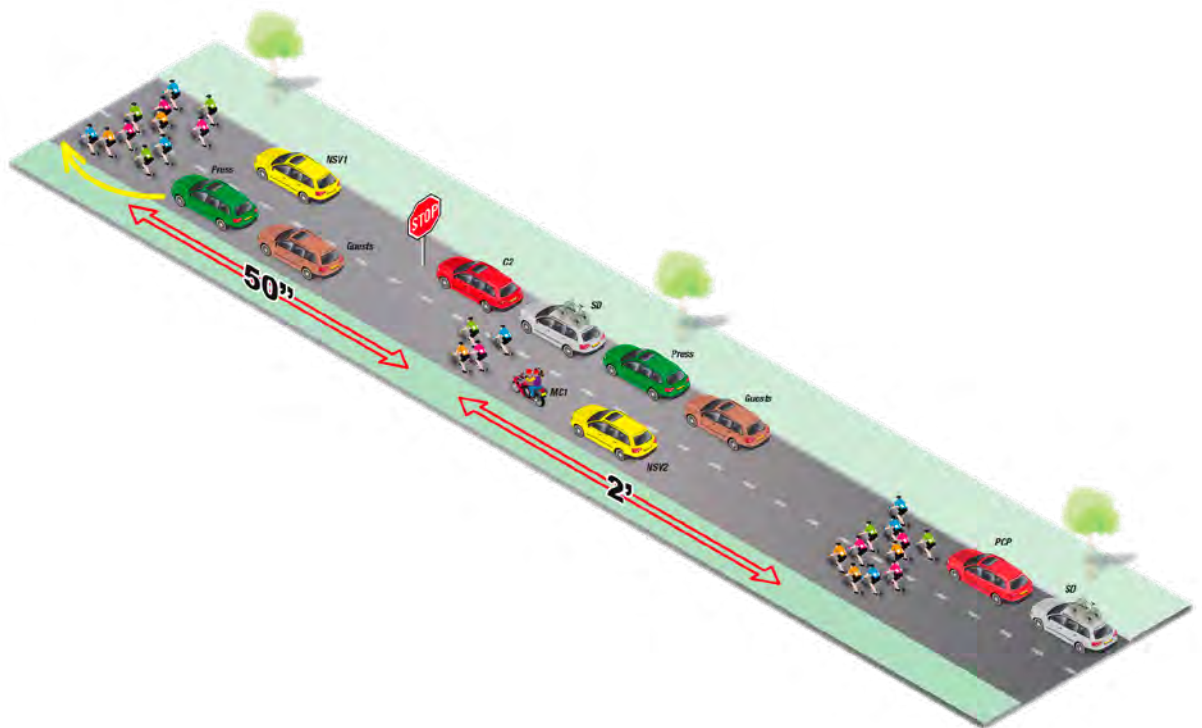
4.3.5.4. A counter-attack develops

- As soon as the time gap is sufficient, the Commissaire orders **NSV2** to move behind the counter-attack group. **C2** or an **MC** moves behind this group to monitor it. The Commissaires then respond depending on the time gaps and the number of vehicles interspersed between the groups.

The following examples show how a race situation may evolve (cases, 1, 2 and 3):

1. A break with a large number of riders and several cars between the groups

If the time gap falls below **two minutes**, the press and guest vehicles move ahead of the group, acting on the regulator's instructions. When the gap between the two groups is less than one minute, the sport directors are instructed to stop by the Commissaires and take up a position behind a counter attack or return to the column of vehicles behind the peloton. In the case of a race with two team cars per team, these cars could also choose to move past the front of the race. In most cases they would probably choose to wait since they can continue to observe their riders, and react more easily to any situations that may develop.



2. A small breakaway group followed by a neutral service vehicle

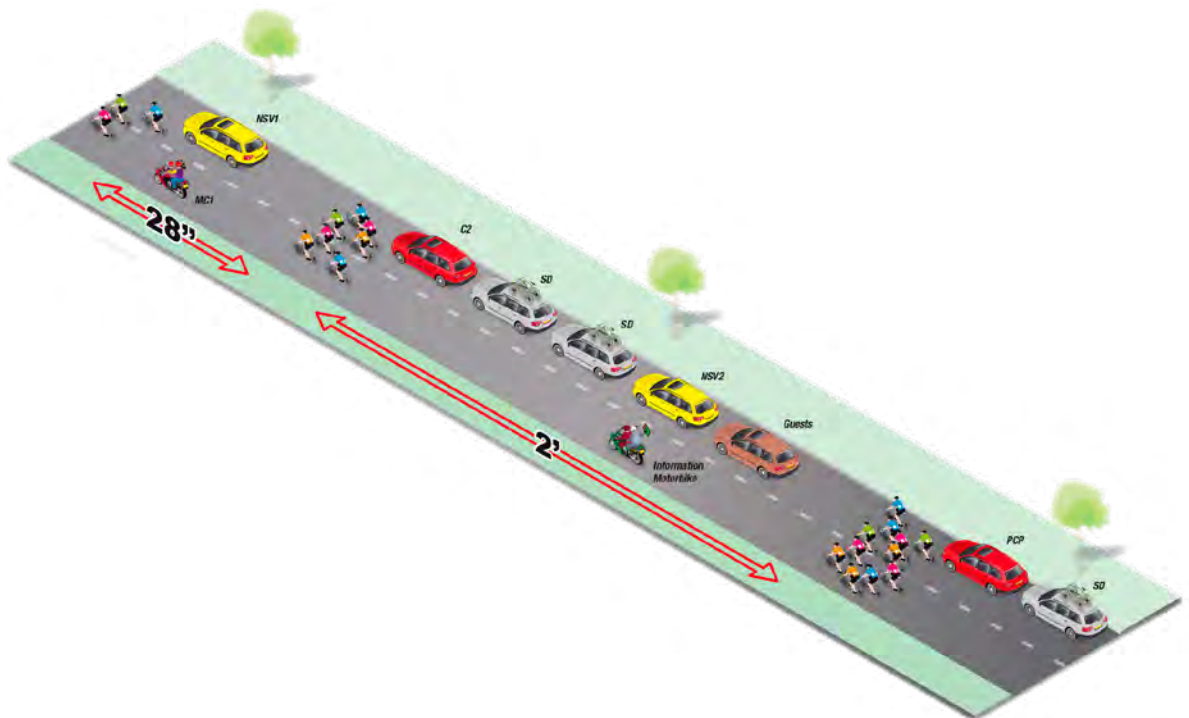
If the gap falls below 30 seconds, **NSV1** overtakes the group or replaces **NSV2** upon the instructions of the **MC** in attendance.

NSV2 then takes up a position ahead of the peloton if the gap allows.

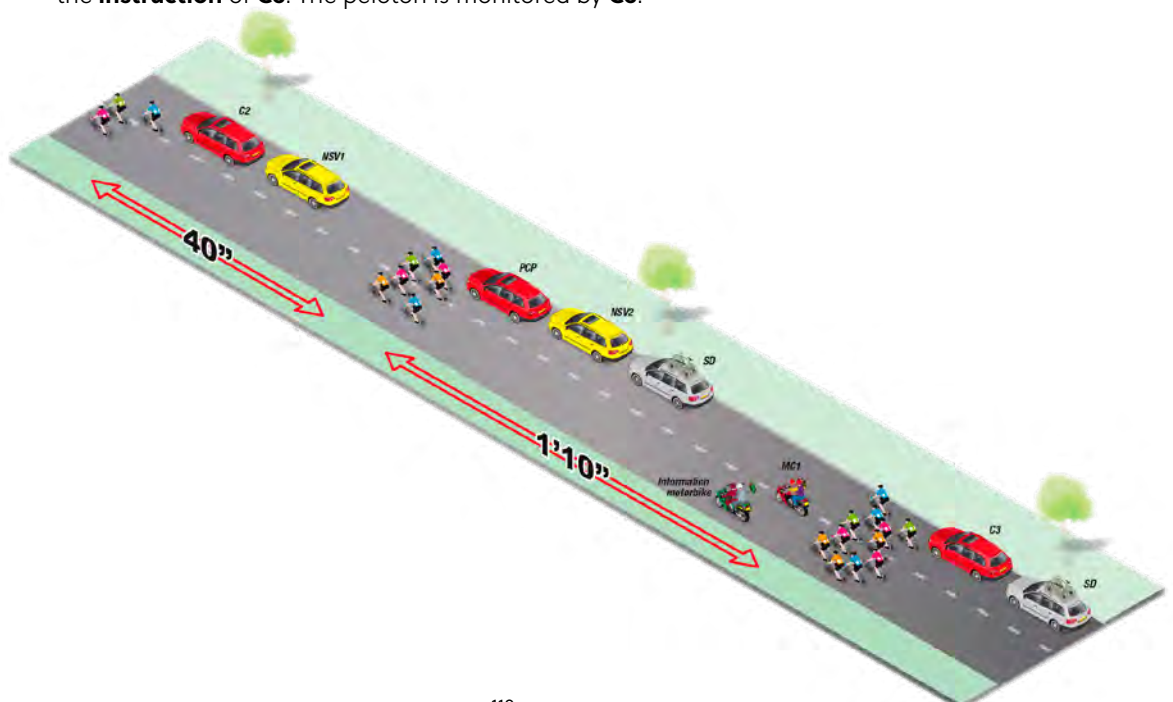
As this situation develops, the two groups may merge.

IMPORTANT REMINDER

The positioning of the NSVs is decided by the Commissaires' Panel. They may not move at their own initiative at any time. The operating principle observed by these service vehicles is complete impartiality between riders and teams. Care must be taken to ensure this point is observed. It is useful to remind all concerned of the situation regarding neutral service vehicles during the pre-race briefings.

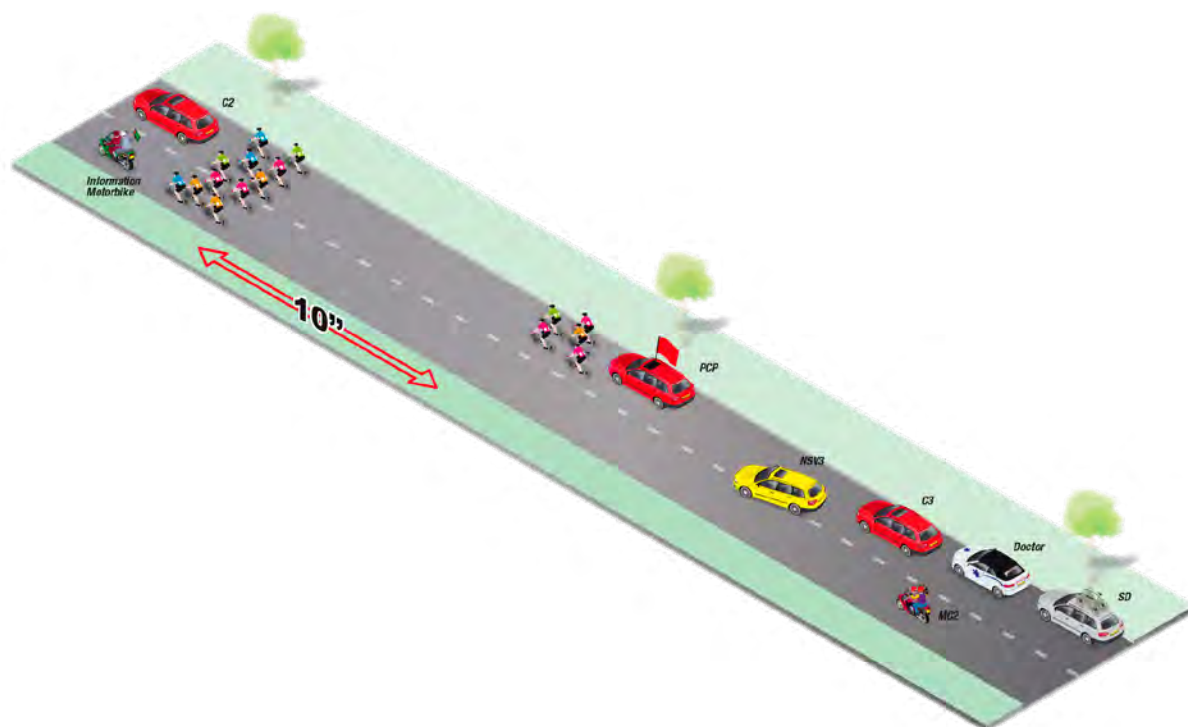
**3. A group of favourites catching up with the lead group**

As soon as a sufficient gap appears between the counter-attack and the front of the peloton, the **PCP** moves up behind this group with **NSV2**. The **Race Doctor and team vehicles** may then move up upon the **instruction** of **C3**. The peloton is monitored by **C3**.

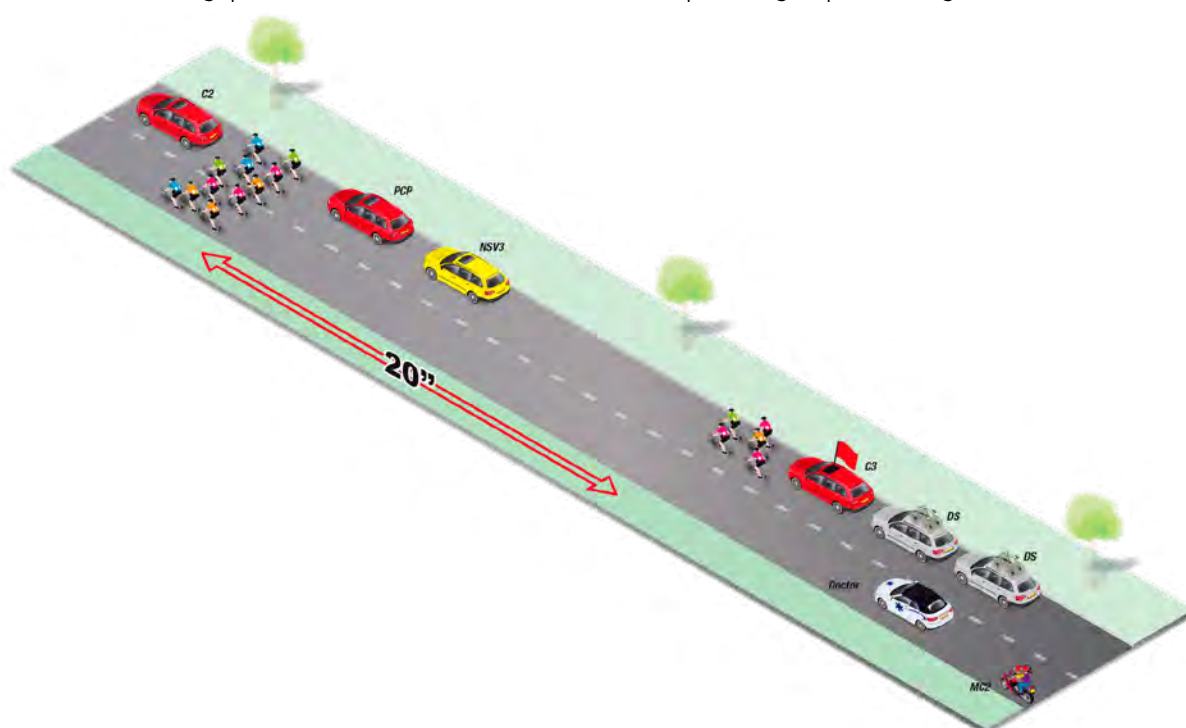


4.3.5.5. Riders in difficulty at the rear of the peloton

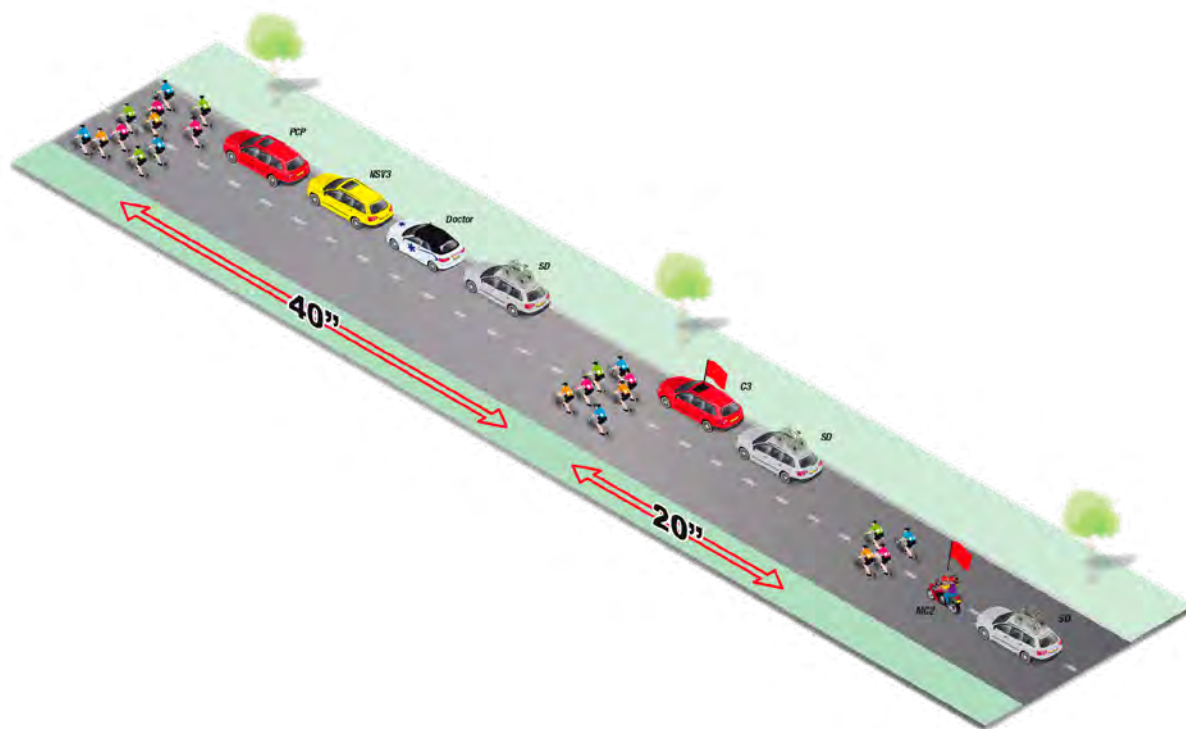
- Depending on the severity of the route, distance, weather conditions (wind, rain, etc.) and/or a high pace, the peloton may split up at the front or in the middle, but most often at the rear, as riders are dropped from the main group.
- The **PCP** anticipates developments.
- **NSV3** is instructed to move up behind the **PCP**.
- The **C3** and **PCP** work "by sight", standing up to observe through the sunroofs of their vehicles and keep in constant radio contact as soon as any splits occur.
- The **PCP** implements a "**block**" to prevent the group of dropped riders being overtaken by any vehicles.



- As soon as a sufficient gap is observed (80-100 m), the **PCP** moves up to the group ahead together with **NSV3**.

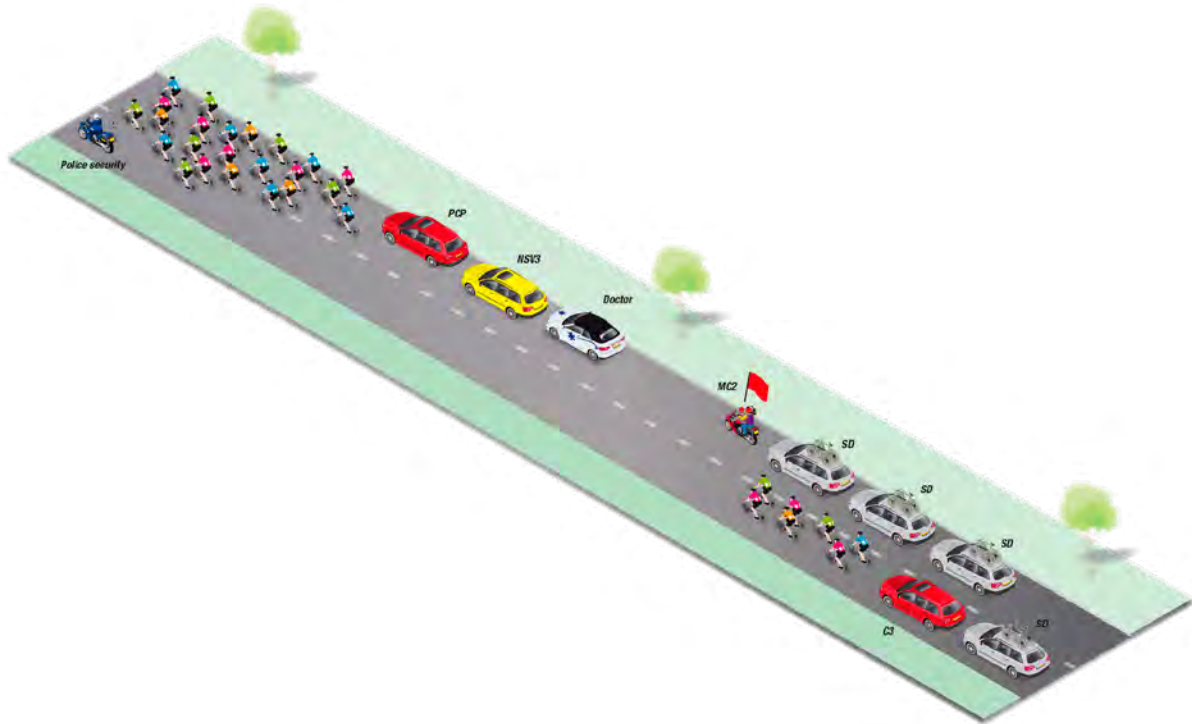


- The **C3** replaces the **PCP** and maintains the block established by the latter.
- C3 allows the doctor to pass when the gap opens (although this is not a priority).
- The Commissaire then allows a limited number of team vehicles to pass (depending on the time gap and the topography of the course).
- The number of sport directors increases as the time gap grows.
- C3 then entrusts this group of dropped riders to the rear **MC** and rapidly moves up to rejoin the **PCP** and **NSV3**; and so the process continues.



Depending on the speed of the front groups and the topography (e.g. a descent after a climb), the gap to dropped riders may reduce. If dropped riders are regaining the group ahead, the process is as follows:

- **C3** and/or **MC2** check for any returning riders.
- The column of team vehicles is stopped to allow the riders to pass.
- **It is the MC's duty to anticipate and warn** of the possible return of a group of riders as soon as they get within 200 metres of the convoy of vehicles. Depending on how fast the peloton is travelling, the **MC** moves forward and stops the column of cars to recreate the gaps. Alternatively, as appropriate, the **MC** informs **C3** by radio of the return of riders so that a block can be imposed to stop the column of team vehicles.



NOTE

There are sometimes challenging, even tense, situations when several groups form. It must be remembered that only a certain number of Commissaires are available. Choices have to be made on the basis of the time gaps, the composition of the groups and the number of cars present.

The speed at which dropped riders are travelling allows an assessment of whether they should still be monitored and the block on passing vehicles maintained. The probability of the dropped riders increasing their pace to regain the group ahead must be evaluated.

Remember always that the race is usually what is happening at the front, and it does not help to expend a lot of limited Commissaire resources to monitor riders either a long way back, or who will have not impact on the results or classifications. This is always a fine judgement call.

4.3.5.6. Race incidents

Race incidents may happen at any time and vary in terms of the type, nature and severity of the incident. Commissaires must intervene in all cases to ensure the riders' safety and the sporting equity of the event. The decision-making process is of primary importance in such cases.

TYPES OF RACE INCIDENT AND DECISION-MAKING PROCESS

Table. Examples of race incidents



Examples of race incidents

- **Weather conditions:** snow, intense rain, heat or cold, significant lack of visibility, tornado, storm, strong winds.
- **Significant compromise of road surface:** flood, frost, damage, fuel spillage.
- **Course blocked:** demonstration, road accident, fire.
- **Long wait before the arrival of medical assistance:** if the medical service is attending one or more serious incidents or a large number of incidents.
- **Delay of the majority of the riders:** large-scale crash, race going off course, simultaneous punctures for many riders, etc.
- **Level crossing closed**



UCI REGULATIONS – ARTICLE 2.2.029

In case of an exceptional accident or incident that could impinge upon the normal conduct of a race in general or a particular stage thereof, the race director may, after obtaining the agreement of the commissaires' panel and having informed the timekeepers, at any moment, decide:

- to modify the course;
- to temporarily neutralise the race or stage;
- to stop a race or a stage and restart the race or stage; to cancel a race or a stage.

The president of the commissaires' panel, after consulting the organiser, may take the following sporting decisions:

- cancel or let the results stand in case the race is temporarily neutralised or stopped, taking account of the gaps recorded at the moment of the incident;
- cancel or let the results stand of an intermediate sprint, mountain sprint or any classifications;
- declare a stage or a race null and void,

If necessary, the commissaires' panel may consult the technical delegate appointed to UCI WorldTour events by the UCI to reach a decision.

NOTE

Situations regarding extreme weather have a separate process. This is dealt with next.

More detailed regulations than this do not exist. Consequently decisions may only be taken:

- if the safety of the riders or race followers is compromised,
- if the procedure or result of the race is affected by the situation in question.

The time that an incident happens may affect the decision taken. If occurring in the last few kilometres of the event, a neutralisation of the race would not contribute to the sporting conduct of the race. There would be little chance to return to the previous race situation.



A large-scale crash affects the majority of the riders.

If the crash happens early in the event, a neutralisation is desirable to allow the competitors to receive treatment, ensure their bikes are in working order and start off again in a normal race formation. The same situation occurring in the last hour of the race cannot be addressed by stopping the race followed by restart. The riders will receive treatment and mechanical assistance, but a neutralisation is not possible.

SITUATIONS REGARDING EXTREME WEATHER

The UCI has created an extreme weather protocol for situations regarding extreme weather. This must be applied in all UCI WorldTour, Women's WorldTour, and UCI ProSeries races. It is also highly recommended on all other events. Commissaires must be familiar with this protocol and how to apply it.

UCI REGULATIONS – ARTICLE 2.2.029BIS

The protocol shall be applied in men's events of the UCI WorldTour and UCI ProSeries bis as well as in women's events of the UCI Women's WorldTour and UCI ProSeries in order to prevent and avoid incidents or problems relating to extreme weather conditions or riders' safety during events. All other road events are equally recommended to refer to the procedures set out in the protocol when appropriate.

Annex B of the road regulations outlines the protocols to be followed. This involves the appointment or designation of representatives of the various stakeholders, and the requirement to consult to come to a decision when there is a threat of extreme weather, or what to do if this threat materialises.

ACTION TO BE TAKEN FOLLOWING THE IDENTIFICATION OF AN INCIDENT

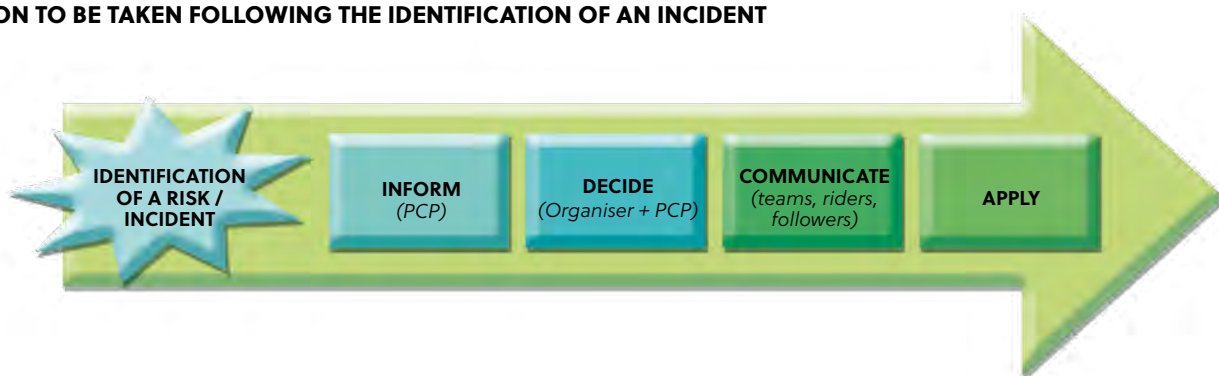


Diagram. Appropriate action following the identification of a risk / incident

Once a risk is identified or an incident noted, the organiser informs the president of the Commissaires' panel (PCP) as soon as practically possible. Together, they decide:

| WHEN THE DECISION WILL APPLY | SUBSEQUENT ACTIONS |
|---|--|
| <ul style="list-style-type: none"> At the specified time, record: <ul style="list-style-type: none"> the compositions of the groups, time gaps. <p>The PCP must mobilise all Commissaires to achieve this.</p> | <ul style="list-style-type: none"> The evacuation of the riders, Neutralisation, Modifications of the route. <p>The PCP must ensure that sporting control is rapidly implemented with regard to the decisions taken.</p> |

Finally, the decisions must be applied in a calm but responsive manner, acting in the combined interests of the riders and the race, and making use of all available resources: the Commissaires' panel, escort, organisation.

The timekeeper corrects the final race time after any neutralisation.

SPECIAL CASE: LEVEL CROSSINGS

This case, when riders or groups of riders are stopped at a closed level crossing, is not handled in the same way as other race incidents. The regulations offer a smaller margin of manoeuvre.

The race schedule provided in the technical guide should indicate level crossings. The organiser should gather the following information and send it to the Commissaires' panel to allow the risks to be assessed and anticipated:

- the times of trains expected at the level crossing,
- the type of railway line: e.g. a little-used freight line,
- support offered by the police or others to protect the riders, race followers and spectators,
- regional practices: e.g. in certain countries trains on quiet railway lines may be stopped to allow cycle races to pass.

If a level crossing entails a significant risk of a race incident, the PCP indicates this at the sport directors' meeting. The PCP does not issue a reminder of the regulations but rather points out the existence of the level crossing and reminds those present that passing over a closed level crossing is prohibited. A level crossing is considered closed when the red lights flash.

During the race, C2 or a MC should anticipate level crossings by moving ahead of the race to ensure that the necessary arrangements are made.

In the event that one or more groups of riders are stopped at a level crossing, the following rules apply:

**UCI REGULATIONS - ARTICLE 2.3.034**

It shall be strictly forbidden to cross level crossings when the barrier is down or closing, the warning signal ringing or flashing.

Apart from risking the penalty for such an offence as provided by law, offending riders shall be sanctioned as provided in article 2.12.007; besides, the disciplinary commission may impose a suspension of up to one month as well as a fine of CHF 200 to 5'000.

UCI REGULATIONS - ARTICLE 2.3.035

The following rules shall apply:

1. One or more riders who have broken away from the field are held up at a level crossing but the gates open before the field catches up. No action shall be taken and the closed level crossing shall be considered a mere race incident;
2. One or more riders with more than 30 seconds' lead on the field are held up at a level crossing and the rest of the field catches up while the gates are still closed. In this case the race shall be neutralised and restarted with the same gaps, once the official vehicles preceding the race have passed; If the lead is less than 30 seconds, the closed level crossing shall be considered a mere race incident;
3. If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed level crossing shall be considered a race incident;
4. If a group of riders is split into two groups following the closure of a level crossing, the first group will be slowed down or stopped in order to allow the delayed riders to return to the first group;
5. Any other situation (prolonged closure of the barrier, etc.) shall be resolved by the commissaires.

The rules described above also apply to similar situations (movable bridges, obstacle on the road, etc.).



In the event of the race being stopped at a level crossing, there must be cooperation between the organisation and the Commissaires' panel:

- The Commissaires' panel applies the regulations, giving the riders a restart. If the riders have to wait while the time gaps are re-established, this should be done on the far side of the level crossing to avoid the risk of the level crossing closing once again.
- The regulator and organisation director make sure that the organisation vehicles move to the front of the race and swiftly impose the appropriate buffer zone with regards to the riders. It must be ensured, in particular, that photographers do not hinder the riders' restart.



WHAT TO DO

- The information provided by the Commissaires overseeing the race stoppage must be extremely clear and decisive: the composition of the groups, which riders are involved, the time gaps, the restarts, etc.
- The speedy implementation of the regulations allows this race incident to be optimally managed and affords "transparency" to the situation with regards to the progress of the race.
- Although they know the rules about level crossings, riders and teams often express incomprehension when it comes to applying them. This is largely due to the fact that they do not have an overview of the race and also because at the time of the incident the element of surprise or disappointment at seeing an effort interrupted by an external event gives rise to a feeling of frustration. Under these circumstances, Commissaires can only limit discussion and refrain from entering into negotiations or explanations of the regulations. Explanations can perhaps be given after the event.

NOTE

UCI Regulations prohibit time trial courses from passing over level crossings. This rule must not be disregarded.

GOING OFF COURSE

A non-exhaustive list of scenarios and possible responses by Commissaires is given below. In all of these cases the priorities are:



Diagram. Overriding principles

Table. Examples of route errors and possible responses by Commissaires

| | |
|---------------|---|
| CASE 1 | THE WHOLE RACE GOES OFF COURSE <ul style="list-style-type: none"> • Check whether it is possible to continue in sufficiently safe conditions to rejoin the official route in a few kilometres. If this is possible, the Commissaires take no action and the race continues with the time gaps unchanged. • If this is not possible, stop the race, turn around and restart with the same time gaps once back on the official race route. |
| CASE 2 | ONLY PART OF THE RACE GOES OFF COURSE: the riders affected must turn around and return to the official route. <ul style="list-style-type: none"> • Whatever the disadvantage to the riders, Commissaires do not apply any corrections. Even if the riders argue that the deviation from the route was unintentional or the responsibility of third parties (marshals, escort, organisation, etc.) this shall not be considered. |
| CASE 3 | ONLY PART OF THE RACE GOES OFF COURSE: intentionally or due to a lack of attention or information, with the riders concerned rejoining the official route with an advantage. <ul style="list-style-type: none"> • The Commissaires attempt to re-establish the previous time gaps of the group(s). The group is stopped for the appropriate amount of time. |
| CASE 4 | INTENTIONALLY OR UNINTENTIONALLY GOING OFF COURSE, GIVING A RIDER AN ADVANTAGE (other than a shorter distance: e.g. avoiding a climb or cobbled section). <ul style="list-style-type: none"> • The Commissaires may disqualify the rider(s). |
| CASE 5 | MORE COMPLEX SITUATIONS: group compositions and time gaps unknown, off-course section is long or close to the finish, meaning that the result will be influenced. <ul style="list-style-type: none"> • It is not possible for the Commissaires to implement a decision that is fair to all riders. The Commissaires restart the race but do not attempt to re-establish the race situation as it would have been without riders having gone off course. |

Once again, cooperation between the organisation and the Commissaires' panel is essential:

- only the organisation will be aware of whether the race can continue off-course or if it will be obliged to turn around.
- on the basis of this information, the Commissaires' panel takes decisions on time gaps, disqualifications, neutralisation and all other issues concerning the riders.
- the organisation must ensure that the race convoy returns to its standard format, in particular the lead vehicles and end of race vehicles. E.g.:
 - ensures that the safety vehicles (motorbikes, police escort, lead vehicles, etc.) are travelling ahead of the riders,
 - makes sure there are no vehicles that should be travelling ahead of the race that are stuck behind the race (press, guests, etc.),
 - checks that there are no riders behind the end of race vehicles.

4.3.5.7. Riders' mechanical incidents



Punctures, mechanical problems and crashes are normal race incidents.

The misfortunes suffered by the riders are remedied by mechanical and/or medical assistance. However, they do not afford sport directors the right to help their rider(s) regain the group ahead in an irregular manner.

Any rider may suffer a **mechanical incident**; this is considered an integral part of the race. The vigilance demonstrated by Commissaires in such situations is based on the principles of fairness and safety.



UCI REGULATIONS

- Riders may only receive technical support from the technical personnel of their team or from one of the neutral support cars or else from the broom wagon.
In the event of any change of bicycle during a race, **the bicycle abandoned by the rider must in all cases be recovered** either by vehicles accompanying the race, team vehicles, a neutral service vehicle or by the sag-wagon. Mechanical assistance at **fixed locations** on the course is limited to **wheel changes**.
In races on a circuit, changes and technical support (including bike changes during the race) can be made in the authorized zones (**ARTICLE 2.3.029**).
- Whatever the position of a rider in the race, he may receive such assistance and mechanical check (brakes for example) only **to the rear of his bunch and when stationary**. The greasing of chains **from a moving vehicle** shall be forbidden.
In case of a fall, the implementation of this disposal is left to Commissaire's discretion (**ARTICLE 2.3.030**).
- No equipment for riders may be prepared or held ready outside the following vehicle. Persons riding in vehicles shall not reach or lean out (**ARTICLE 2.3.031**).
- If technical support via motorcycle is permitted, the motorcycle may carry only spare wheels (**ARTICLE 2.3.032**).

Effective, trouble-free mechanical support depends on certain requirements being fulfilled. This is not always possible, but if the following conditions are observed, the best mechanical support possible can be provided. All parties involved shall take care to act appropriately.

Table. The requirements for effective mechanical support

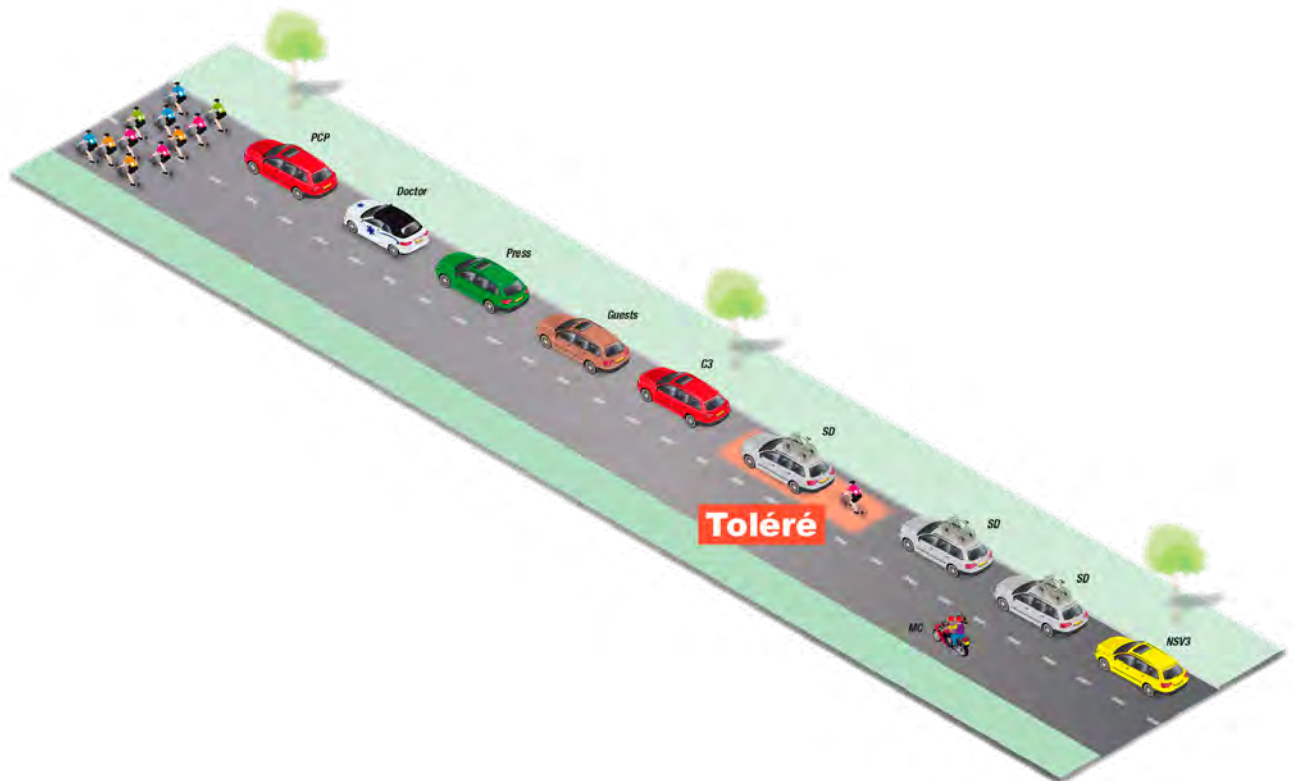
| FROM THE POINT OF VIEW OF THE ORGANISER AND COMMISSAIRES | FROM THE POINT OF VIEW OF THE TEAMS AND RIDERS |
|--|--|
| <ul style="list-style-type: none"> Ensure that race radio quickly and effectively calls for mechanical assistance from the team or neutral service vehicle. Ensure that no vehicles or situations prevent the service vehicle from reaching the rider or prevent it from stopping to provide mechanical support. | <ul style="list-style-type: none"> Ensure that spare equipment is ready to use. Stay focused and listen to race radio. Carry out mechanical support as quickly as possible to limit the delay to the rider. |

Some teams engage in bad practice when it comes to mechanical support. Commissaires must make it known that they disapprove of such behaviour and sanctions will be applied if it persists:

- Spurious repairs or adjustment on the move, on climbs or when there is a headwind, with the rider holding on or being pushed from the vehicle. This behaviour is equivalent to receiving a push.
- Slow repairs, such that they take place out of the view of Commissaires.
- It is acceptable for a rider, returning after a mechanical problem, to take advantage of the slipstreams of the column of vehicles behind the rider's original group, but not of a vehicle that is not part of this column.

RETURN OF A RIDER

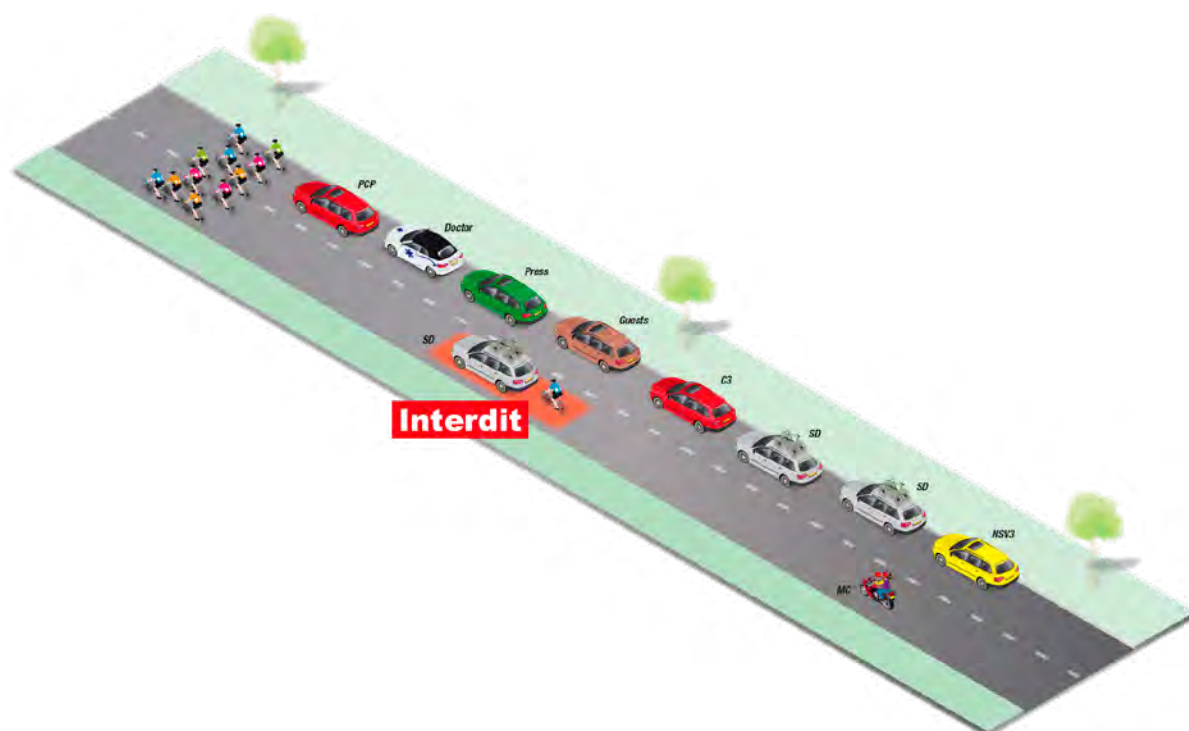
Riders using the slipstream of the column of vehicles to regain the peloton is tolerated. In this situation, a rider overtakes the vehicles, temporarily taking shelter behind them.



In this example, the return of a rider who has suffered an incident is monitored by a motorbike Commissaire (MC).

The teams and riders expect the Commissaires to make sure that all riders can benefit from this tolerance. In the diagram above, if a vehicle allows a gap to open that is too wide for the rider to benefit from the slipstream (due to a lack of attention, misunderstanding or to put a rider at a disadvantage), the Commissaire intervenes with this vehicle or vehicles.

A vehicle is not allowed to move up the column of following vehicles with the rider who has suffered an incident in its slipstream.



RETURN OF A RIDER WHO HAS SUFFERED AN INCIDENT WHEN GROUPS HAVE BEEN DROPPED

This is a difficult situation as the Commissaires must quickly decide whether to:

- favour the return of the rider by reforming the column of team vehicles behind the main group by lifting the block, or,
- maintain the block in order not to favour the return to the peloton of riders who may affect the outcome of the race (sprinters, leader's teammates, etc.).

Table. Considerations on whether to lift or maintain a block

| LIFT THE BLOCK | MAINTAIN THE BLOCK |
|---|--|
| <ul style="list-style-type: none"> • If the group of dropped riders is small. • For riders who have stopped trying. | <ul style="list-style-type: none"> • If many riders have been dropped. |
| <ul style="list-style-type: none"> • In stage races, it is important to properly identify the positions in the various classifications of any dropped riders and riders who suffer an incident. | |
| <ul style="list-style-type: none"> • The return of a rider who has suffered an incident by means of the column of vehicles should not also benefit a rider who is in difficulty and has been dropped normally. This is particularly important if this latter rider leads a classification or is well placed on the general classification. | <ul style="list-style-type: none"> • Conversely, maintaining a block on a rider who has had an accident and is well placed on the general classification or is the leader of a classification may penalise this rider irremediably for the rest of the event. |



WHAT TO DO

- Identify the positions in the various classifications of any dropped riders and riders who suffer an incident.
- Request the sport directors to "tighten up" the column, in other words drive closer together to make it easier for riders to benefit from the slipstream.
- Check and, if necessary, prohibit the return of a rider behind his or her team vehicle or other vehicle.

4.3.5.8. Crashes and medical treatment



The return of one or more riders who have crashed is managed in the same way as a return of riders after a mechanical problem. If there is any doubt, the Commissaire's attitude should be slightly more lenient.

The most important thing is to ensure that riders who have crashed receive medical attention. The riders should then receive any mechanical support required before returning to their group after the crash.

The Commissaires' panel acts in the following manner in the event of a crash:

- Gives priority to the movement of medical assistance vehicles (doctor, ambulance) with the help of the regulator.
- Requests **MC2** to oversee the passage of vehicles and record the race numbers of the riders involved in the crash.
- The **president of the Commissaires' panel (PCP)** quickly returns to a position behind the peloton and requests the sport directors to rejoin the column of team vehicles, leaving no gaps in the column, in this way allowing riders to return.
- The **PCP** requests that **C3** and/or **MC2** make sure that the riders involved in the crash return to their groups in the correct manner.
- Officials must show common sense in these circumstances in order to allow sport directors to assist their riders, ensure that they are not seriously hurt and replace damaged equipment.

Medical treatment may be administered during the race, including in situations that do not involve a crash.



Click here for detailed description: "Medical services", point 4.3.7.



UCI REGULATIONS

- Medical care during the race shall be administered exclusively by the doctor(s) designated by the organiser of the race from the moment the riders enter the checking area at the start until they leave that at the finish (**ARTICLE 2.2.019**).
- Should any major treatment be necessary or on mountain passes or hill-climbs, the doctor shall stop to administer that treatment. The doctor shall be responsible for his car and its occupants and will tolerate no assistance whatsoever being rendered that might help a rider receiving treatment to remain in or return to the bunch (by towing him or allowing him to ride in the wake of the vehicle, etc.) (**ARTICLE 2.2.020**).

4.3.5.9. Mountain climbs

AT THE FRONT OF THE RACE

- The differences in riders' performance levels are more exacerbated on climbs than on the flat: the best climbers can bridge gaps of several minutes in just a few kilometres of climbing.
- Commissaires should make sure that only essential vehicles remain behind the leading group(s), especially if the climb in question is likely to be decisive to the final result.
- Approximately 1 km from the summit, it is essential to request all vehicles in the front convoy to move well ahead of the riders who will descend at high speed.
- After the summit and during the descent, the positioning of vehicles is effectively fixed as it is impossible to overtake groups of riders. Vehicles may adjust their position after the descent. At this point, information on the race situation must be updated and the Commissaires must quickly decide whether it is necessary to reposition any vehicles.
- Time gaps can also change very quickly on descents.

AT THE BACK OF THE RACE

- The rules governing the event in terms of blocks imposed by Commissaires still apply. However, during a long, difficult ascent such as a mountain top, vehicles only move slowly and the slipstream effect is very limited or virtually negligible.
- As non-climbers are quickly dropped on the initial slopes, they make way by riding on the side of the road. The sport directors' vehicles stay behind the **PCP** and **C3**, following the main group. Blocks are considered to be "light" and not particularly strict.
- **As splits occur** (when gaps of 80-100 m open up), the **PCP** passes with **NSV3**, while **C3** imposes short blocks, although allowing the first team vehicles to pass to facilitate service and assistance to the top riders on the general classification. The **PCP** often reaches the summit with a group of 20-30 riders and the sport directors' cars.
- The **MC** keeps a close eye on riders who are alongside the team cars, taking advantage of the extra mobility of travelling by motorbike.
- Care must also be taken not to leave any vehicles in between two significant groups as this can represent a danger for riders who are regaining a group ahead of them on the descent. Consequently, it is necessary to impose a block behind the second group.

4.3.5.10. Feeding



Click here for detailed description: "Feed zone", point 4.2.2.1.

A distinction should be made between events and stages of under and over 150 km:

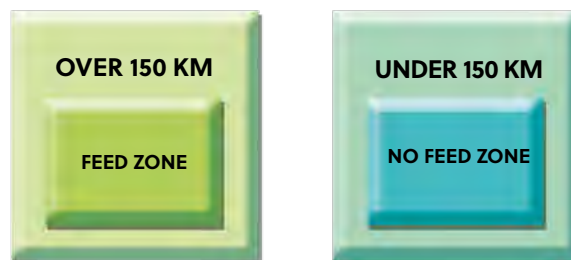


Diagram. The provision of feed zones depending on the distance of the event or stage

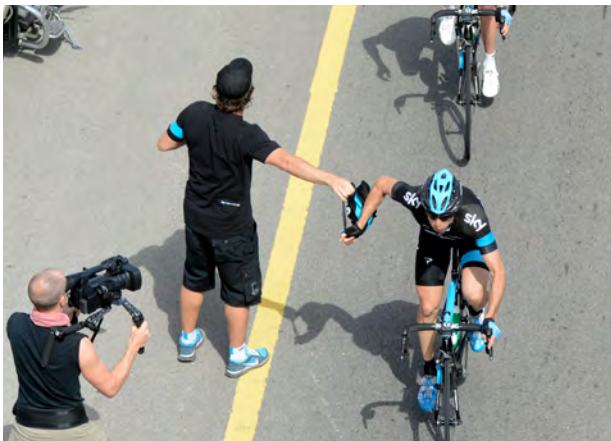
OVER 150 KM

NEW
PHOTO ?

This image is not an accurate reflection of the current regulations. Team personnel are required to remain within 1 metre of the edge of the road when feeding the riders.



- The organisers must provide a feed zone. The feed zone is indicated by signs and must be sufficiently long to allow feeding operations to be carried out without problem.



- The feed zone must be signposted approximately 5 km before-hand and be located at a suitable place with regards to the terrain of the course, etc.
- Organisers are advised to provide the feed zone after 80-100 km of the race.

- The feeding is conducted by team helpers who must be on foot. These helpers line up on one side of the road, namely on the side on which traffic drives in the country hosting the event. They must be within 1 metre of the edge of the road, and wearing team clothing.
- Race vehicles must pass through the feed zone in single file and should drive with great care as accidents often happen in this area.
- Some organisers arrange specific areas for each team within the feed zone. This contributes to reducing risks.
- Waste zones must be provided before and after the feed zones for riders to discard their waste.

LESS THAN 150KM

- It is recommended that feeding should solely be conducted from team cars.
- A fixed feed zone, declared in the technical guide, is not required.
- The feeding of riders by a team helper from the side of the road is tolerated if conducted safely and the regulations are respected.

FEEDING FROM VEHICLES

- Riders drop back to their team car. Feeding is only allowed behind the Commissaire's car and in no event in the peloton or the line of riders behind the peloton.
- If a break of 15 riders or less forms, feeding is authorised at the back of this group.
- The following conditions must be observed when feeding from cars:
 - feeding must not be carried out in built-up areas and must be on a road that is sufficiently wide,
 - feeding is prohibited on climbs and descents,
 - riders take turns to drop back behind the PCP's car for feeding, in this way ensuring an appropriate circulation of team vehicles, unless authorised to act differently by the Commissaires (during very hot weather, long climbs, etc.),
 - riders must not take a tow from their team car by holding on to a bottle ("sticky bottle").



PROHIBITION OF FEEDING**UCI REGULATIONS - ARTICLE 2.3.027**

All feeding (from a car and on foot outside of the feeding zones signposted by the organiser) is strictly forbidden:

- during the 30 first and last 20 kilometres;
- in the last 500 meters before a sprint counting for a secondary classification (points classification, king of mountain classification or others), bonus sprint, feeding zone;
- in the first 50 meters after a sprint counting for a secondary classification (points classification, king of mountain classification or others), bonus sprint, feeding zone;
- on descents of mountains listed on the mountain classification;
- in any other area specified by the organiser or the commissaires panel.

The commissaires panel may adapt the distances mentioned above, depending on atmospheric conditions and the category, type and length of the race. Such a decision must be communicated to the followers through radio-tour.

4.3.5.11. Race incidents – decisions during the race**PREVENTION, ACTION AND SANCTIONS**

Depending on the behaviour of the riders and sport directors with regards to the race events or incidents, the officials must take immediate action:

- As soon as the Commissaire or **MC** notices a situation or incident that could lead to an infringement (for example if a rider punctures), the official should slow down, make his or her presence clear and then if necessary issue a gentle reminder, as a preventative measure, inviting the sport director to desist from or not attempt any prohibited behaviour.
- If a sport director persists in a prohibited position or commences an infringement, a final warning is issued by radio.
- Should the sport director not desist, he or she may be excluded from the race (one-day races) or relegated to the back of the column of team cars the following day (stage races).

As there are a whole range of things that can happen at any time, it is essential to remain vigilant and intervene quickly to limit the number of infringements.

The list of sporting infringements to monitor and, if necessary, sanction is provided in Part 2 Chapter 12 of the UCI Regulations.

- The majority of these concern sport directors: offering shelter, giving pushes, feeding.
- Others concern the riders: behaviour that harms the image of cycling, irregular sprints, taking shelter, receiving pushes, holding on to vehicles.
- Unsporting behaviour by sport directors or riders such as fighting, assault, etc., although rare, must result in an immediate racing sanction.

**Examples of behaviour leading to immediate expulsion from the race**

- rider holding onto a vehicle,
- obstruction or behaviour that is dangerous for the rider and/or others,
- assault of a rider, official or third party,
- traversing a level crossing when the barriers are down,
- pulling a competitor's jersey in a sprint,
- taking off the helmet during the race.

NOTE

It is important that any warnings issued are also recorded in the communique, and that information provided to the UCI on the Infringement Summary Form.

4.3.5.12. Position of organisation management vehicles

The organisation management vehicle(s) carry out the role of regulating all other organisation vehicles, that is to say those vehicles that are not Commissaire, neutral service, medical or team vehicles.

The table below lists the recommended positions for organisation vehicles in certain race situations:

Table. Recommendations for the positioning of vehicles in specific race situations

| | |
|--|--|
| COMPACT PELOTON | Two organisation management vehicles establish a buffer zone in front of the peloton |
| BREAK | One organisation management vehicle should always travel ahead of the leading riders to ensure the correct positioning of vehicles, check visibility, etc. The other vehicle takes up a position behind the leading group with C2. |
| BREAK WITH A SIGNIFICANT ADVANTAGE OVER THE PELOTON | One organisation management vehicle may travel behind the break. The other vehicle travels in front of the peloton and establishes the buffer zone for the movement of vehicles ahead of this group. |
| MORE THAN ONE BREAKAWAY GROUP | The two organisation management vehicles take up positions behind the groups, e.g. with C2 and MC1. |

In all cases, the organisation management makes sure that the buffer zone at the front of the race is always in place. A third organisation management car or regulator motorbike may be used to achieve this.

The priority of the positioning of vehicles behind the leading groups is often a cause of tension between Commissaires and organisers. The UCI regularly issues instructions on how to manage such situations at Commissaires' seminars.

Although this last point is a delicate one that often remains somewhat unresolved, Commissaires should consider the following information for their reference:

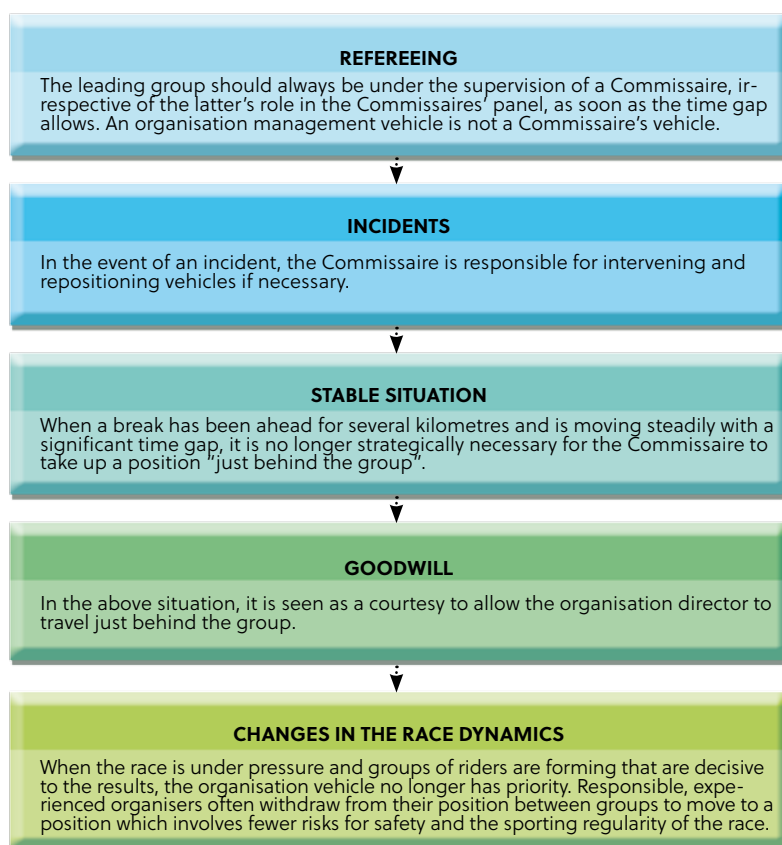


Diagram. Reference information for the positioning of organisation vehicles

Disregard of these rules of good practice should lead to a polite, positive clarification being issued to the organiser's representative by the president of the Commissaires' panel (PCP). If the situation persists, the PCP should record in the evaluation report that the organisation management vehicle took up an incorrect position.



REQUIRED KNOWLEDGE

- How to assess all race configurations and associate them to one of the examples given in the diagrams.
- How to remedy, without delay, situations where the race goes off route.
- The functions of the various race vehicles and their priority for movement and moving to the front.
- The management of dropped riders and extreme cases at the back of the race.
- How to manage situations in which riders have crashed or suffered mechanical problems.
- How to implement joint management, with the organiser, of race incidents that prevent the race progressing normally.



WHAT TO DO

- Ensure that all members of the Commissaires' panel are appropriately positioned and contribute to the control of the event in all race situations.
- Stay calm if a race incident occurs, no matter what the circumstances.
- Do not allow the illegal practices described, concerning mechanical service and feeding, to take place.



WHAT NOT TO DO

- Leave the race management and decisions to the organiser or a member of the Commissaires' panel if you are the PCP.
- Act too severely in the event of a crash or mechanical incident.
- Apply decisions without taking into account the speed of the race, what is at stake and whether the racing is at a decisive phase or not.

4.3.6.

DRIVERS: MOVEMENT AND SAFETY IN RACES

Every member of the Commissaires' panel must contact his or her driver in order to introduce themselves, ask for the radio equipment to be checked before the start and indicate the position that will be taken during the race.

4.3.6.1. Movement in races

Drivers and motor-cyclists shall be responsible for their vehicles and shall immediately comply with orders and instructions given by the race Commissaires and the organisers (**ARTICLE 2.2.038**).



UCI REGULATIONS – ARTICLE 2.2.053

- If a driver in a race does not hold the license (**ARTICLE 2.2.056**) or certification (**ARTICLE 2.2.035BIS**) as required, the press institution concerned shall be excluded from road events for a period of one to six months.
- In the following cases:
 - failure to respect orders or instructions issued by Commissaires or the organiser, or infringement of **ARTICLE 2.2.038**, the driver and or press institution may be sanctioned as defined in ARTICLE 2.12.007. Any refusal to leave the race may be penalised by the Disciplinary Commission.
 - Whether or not the Commissaires' Panel penalised the infringement, the Disciplinary Commission may still impose a suspension of up to one year and a fine of up to CHF 10000.
 - If the driver was excluded from a UCI WorldTour or UCI Women's WorldTour event, they will not be allowed to take part in the following UCI WorldTour or UCI Women's WorldTour events respectively.
 - Passengers in vehicles are also expected to comply with all regulations and to behave in a way that protects the safety of everyone in the race. Failure to do so can result in sanctions provided for in **ARTICLE 2.12.007**, or can be sanctioned by the Disciplinary Commission which may impose a suspension of up to one year as well as a fine of up to CHF10000 (**ARTICLE 2.2.042**).
 - If the passenger of the vehicle is not a license holder, then the driver will be held responsible for their actions (**ARTICLE 2.2.043**).
- In all circumstances, all members of the Commissaires' Panel may immediately exclude from the race a driver who conducts a dangerous manoeuvre or presents a risk to safety.

4.3.6.2. Safety in races



MOBILE ESCORT

A motorcycle escort, provided by civilian or police riders, is essential to the safety of a cycle race. The escort protects the whole peloton and moves rapidly from place to place.

The tasks of the mobile escort are to:

| | |
|--------------------------------|---|
| ANTICIPATE | Attend locations of potential danger |
| WARN | Road users of the imminent arrival of a cycle race |
| PREVENT | Vehicles from travelling in the opposite direction to the race or getting onto the road between groups |
| PROTECT | Neutralise junctions on the route for the passage of the riders, ensuring cover for the different groups (at the front of the race as well as dropped riders) |
| SIGNAL AND OPEN THE WAY | For the passage of the riders through spectators during time trials and when there are many fans |
| REACT | To any unexpected or unusual situations |
| INDICATE | The danger points on the route such as bends, traffic islands, roundabouts, badly parked vehicles, etc. |
| REGULATE AND CONTROL | Remove non-organisation vehicles that become incorporated in the race convoy. |

Diagram. Tasks of the mobile escort

- The advantages of a mobile escort are as follows:
 - can park motorbikes to take up marshalling duties at danger points,
 - can safely overtake the peloton,
 - assists within the convoy of vehicles,
 - negotiates descents without hindering the progress of the riders (who can descend more quickly than cars),
 - oversees transit through towns and villages where there are many spectators..
- As far as possible, motorbike escort riders should be familiar with the race route. Failing this, they should carefully read the route guide before the start so that they can anticipate danger points (bridges, level crossings, cobbled sections, etc.).
- The manner in which the escort operates must be defined in advance and tasks allocated as necessary (leading the race, protecting the riders, etc.). "Command post" or "safety management" vehicles travel ahead of the race and provide information on any specific issues not previously indicated.
- All motorbikes must be fitted with a race radio receiver.
- The mobile escort plays an essential role in ensuring the safety of dropped riders.



Ideally, the mobile escort should limit their passing of the peloton as much as possible. These days it is becoming more common to use a ways out / ways in method of working. This requires the use of alternative routes. As marshal points are passed, the mobile escort forms up behind the team cars. At pre-defined points on the course, they leave the race route and use an alternative road to get back to the front of the race. In this way they continue to leapfrog the peloton without actually passing them on the course.

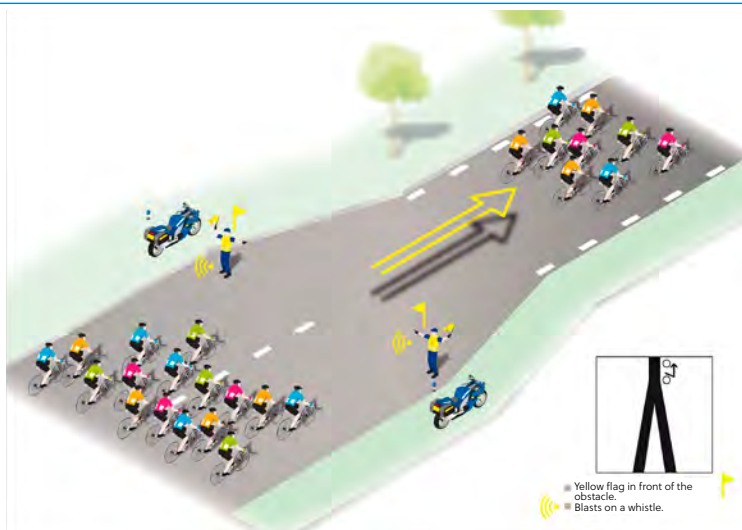


Examples of situations dealt with by the mobile escort

Road narrowing



Road narrowing:
proceed in single file



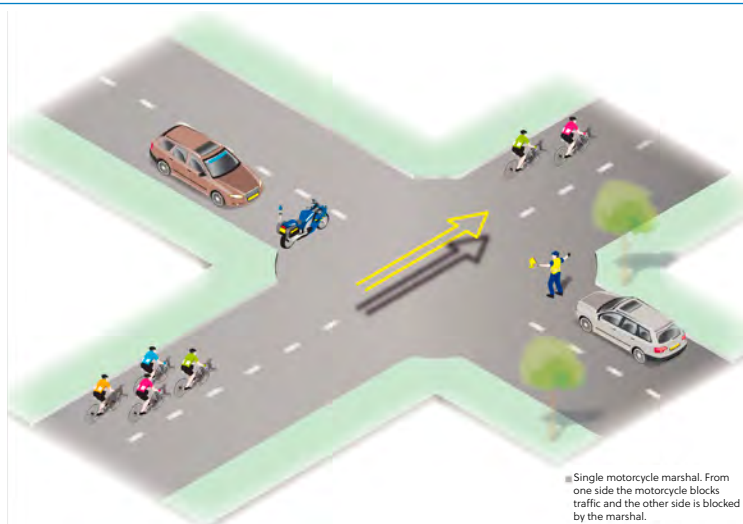
Obstructing parked vehicles



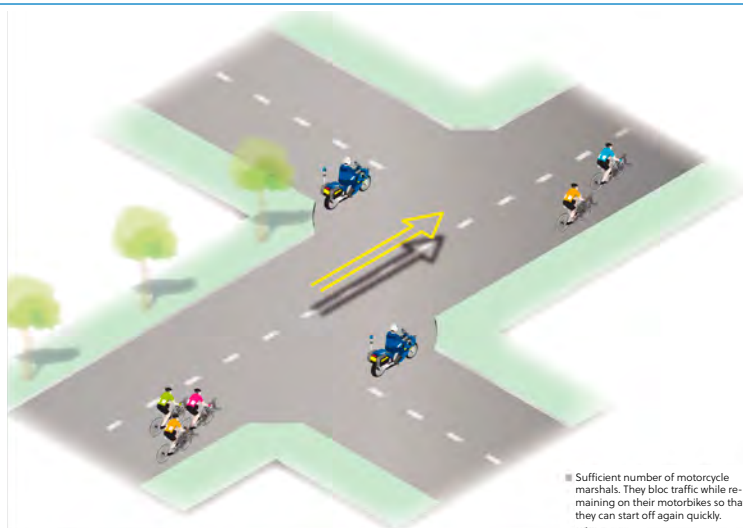
Obstructing parked vehicles



Junction:
no change of direction



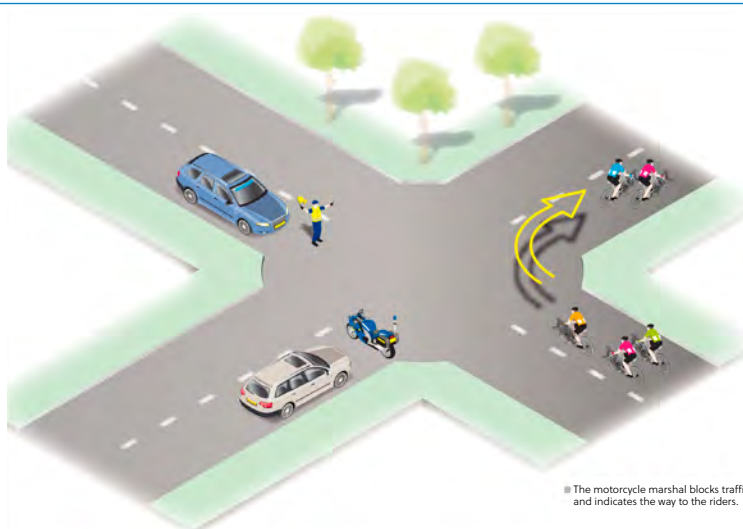
Series of junctions:
no change of direction



Junctions with traffic islands:
no change of direction,
passage on both sides



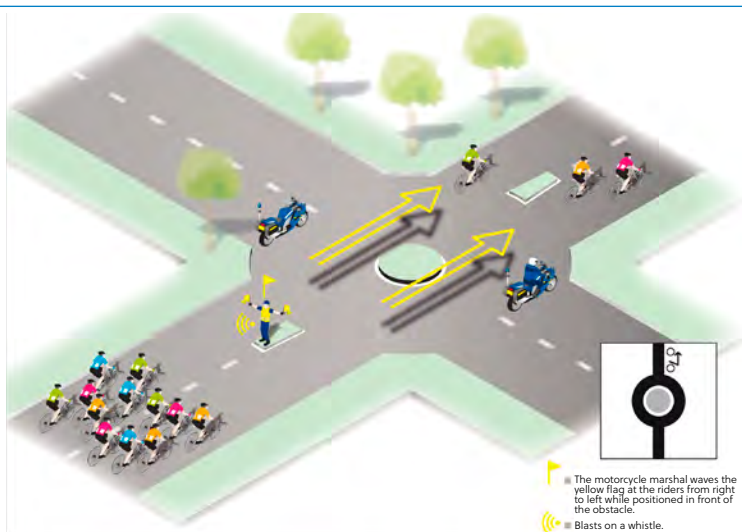
Junction:
change of direction



Roundabout:
passing on the right



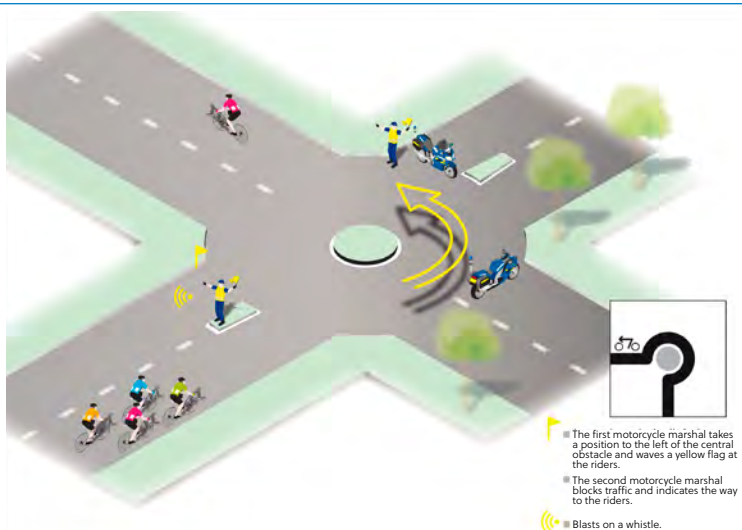
Roundabout:
passing on both sides



Roundabout:
turning right



Roundabout:
passing on the right, turning left



STATIC SAFETY PERSONNEL

- Static marshals are police officers and/or volunteers.
- The organiser must conduct a prior survey of junctions and danger points on the course which will be protected by static marshals.
- The marshals indicate the route to follow as the riders and race entourage pass through.



- The essential task of these marshals is to ensure the safety of the event and warn other road users of the imminent arrival of the race.
- Static marshals must have insurance cover for the tasks carried out. This is the organiser's responsibility.
- An individual marshal may carry out safety duties at several junctions at different locations. Marshals must take care when moving between these locations, in particular when using off-race routes that are not subject to safety precautions.
- Marshals should be equipped with signs to control traffic in accordance with the country's national regulations (green = go / red = stop).
- It cannot be guaranteed that motorists will not get onto the race route if entry to the road is only blocked by barriers or obstacles. The course is only genuinely secured if the barriers cannot be moved or if static marshals are posted at the points of entry.

INDICATING OBSTACLES

- The organiser must indicate, using warning signs at a suitable distance, all obstacles that it is reasonable to know about or foresee and that represent an unusual risk to the safety of the riders and race followers.
- The various obstacles must be pointed out in the event technical guide. In one-day races, any obstacles must also be mentioned during the team managers' meeting.
- The organiser should provide for a reconnaissance vehicle to precede the race in order to mark any new obstacles or problems that have appeared on the route.

THE PROTECTION OF OBSTACLES

- The organiser should anticipate locations where riders may crash and install protection on known obstacles (straw bales, mattresses, etc.) or, when possible, have these obstacles re-moved by the local authority.
- In addition to this protection, riders should be warned of imminent dangers so that they can take suitable evasive action. Warnings should be both visible (yellow flag) and audible (repeated blasts on a whistle) by a member of the safety personnel (waving the yellow flag).

Five yellow flag motorcycles are authorised to pass the peloton (except in the final 5km when no motorcycles should pass the peloton). These personnel must be alone on the motorbike. The other escort and yellow flag motorcycles should plan their work to avoid, as much as possible, passing the peloton.

PREPARATION OF THE ROAD

- The condition of the roads should not represent a danger to the riders.
- Road works or the presence of gravel must be avoided, repaired or, if no other action is possible, clearly indicated.
- Some bridge expansion joints may need special attention if they represent a danger to the riders (e.g. wide metal joints). They can be covered by rubber strips.
- Old bridges (constructed out of wood) should be the subject of special attention (surface covered by mats or other protection).
- Railway lines may be set into the road surface in industrial zones, port areas and city centres. These should be dealt with to avoid the risk of crashes

PROTECTION OF DANGER POINTS (TUNNELS, LEVEL CROSSINGS, ETC.)

- **Tunnels:** The organiser is responsible for providing suitable lighting in any tunnels through which the event passes if the tunnel is completely unlit. It must be possible to make out the number plate of a car with the naked eye at 10 m at all points in the tunnel and at its entrance. It must also be possible to spot a dark-coloured car at 50 m.
- **Level crossings:** The organiser must indicate any level crossings that the race will encounter in the technical guide. The organiser should ask the relevant authorities if any trains are likely to coincide with the passage of the race. If this is the case, the race timetable may be modified.



- **Critical points of the race (intermediate sprint, KOM prime, feed zone):** The organiser arranges critical sporting sections of the race at strategic parts of the course. These areas are vulnerable in safety terms as they generally attract many spectators. These sections should thus be protected by barriers or ropes before and after the line.
- Commissaires should check that the organiser has done as much as possible to eliminate all sources of danger on the course.
- **Unpaved roads:** The organiser is required to inform the UCI when they register their event if they plan to use any unpaved roads. The details of these roads must be provided. The roads must be usable and suitable for a bicycle race, and the vehicles that accompany it. If the UCI is not satisfied with the roads, they can refuse to register the race. The information on these sections of road must be provided in the technical guide for the race.
- **Sidewalks and pavements:** Riders are not allowed to use the sidewalk or pavements to race on. The organiser is required to block access to these areas if it is possible for riders to easily enter them, for example, if the difference in road level makes it easy to cross.



REQUIRED KNOWLEDGE

- Knowledge of the roles and requirements of the individuals in all vehicles in order to facilitate their work.
- Knowledge of the order of priority of interventions of vehicles.
- The positioning of neutral service vehicles.
- The movement and positioning of vehicles in accordance with the evolving race situation.
- Awareness that the doctor's car does not have priority except when there is an accident or other need for intervention.
- A good grasp of the concept of implementing a block (when to apply and why).
- An overview of the development of race situations to allow vehicles to be positioned without helping or hindering the riders.
- Knowledge of the safety personnel on the course: static personnel, motorbike escort.
- Knowledge of the role and tasks of static and/or mobile marshals.
- How feed zones can be safely set up.
- Identifying level crossings and gaining information on train timetables.
- Tunnels must be lit.
- Obstacles on the course must be described in the technical guide and indicated and protected on the road.



WHAT TO DO

- Make sure that the condition of the roads is compatible with the riders' safety.
- Check the weather forecast for the event.
- Talk to members of the motorbike escort to establish the framework of the tasks allocated to them.
- Check that the critical points of the race do not present a hazard to the riders.
- Make sure that the riders receive visual and audible warnings of danger points.
- Monitor what happens when the peloton is overtaken by motorbikes and cars.
- Be prepared to refuse permission to overtake if it is not appropriate.
- Use the Commissaires channel of race radio to clarify a situation or time gap.
- Contact your driver to ask for the radio equipment to be checked before the start and indicate the position that will be taken during the race.
- Identify the representatives for the Extreme Weather Protocol.



WHAT NOT TO DO

- Allow the race to start when the minimum security arrangements have not been fulfilled.
- Allow the motorbike escort to set off without instructions or a briefing.
- Ignore potential dangers and allow the race to take place anyway.
- Use drivers in the race convoy who do not have experience of cycle races nor a licence.
- Be inflexible in decisions concerning the positioning of vehicles.
- Allow uncertainty.
- Allow assistance vehicles to stop carrying out their allotted tasks.
- Allow a group of riders with sport directors in attendance to proceed without being monitored by a Commissaire.

4.3.7. MEDICAL SERVICES

BASIC PRINCIPLES

The medical assistance provided in a cycle race should be of the highest standard and efficiency in all respects. Any delay, error or indecision could have a serious effect on the physical well-being of an injured person.

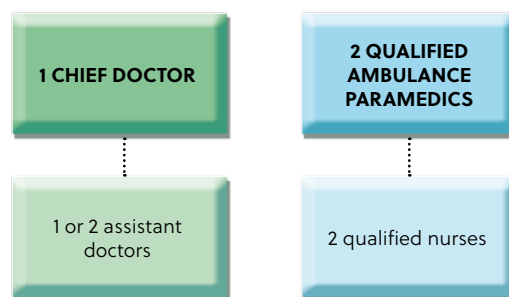
It is impossible to define rules to apply in all cases. Every intervention by the medical services varies depending on the severity of the accident. Nevertheless, the following basic principles apply to all types of intervention:



- Medical care should be available as soon as possible after an accident or the appearance of symptoms.
- Evacuation to the most appropriate treatment centre should be conducted as quickly as possible.



- The images of accidents, relayed by the media, may be shocking to the general public.

HUMAN RESOURCES*Diagram. Medical personnel*

The medical personnel comprises:

- A chief doctor, who specialises in sports or emergency medicine, and who has experience of cycle racing. The chief doctor acts as the general coordinator and must be supported by two assistant doctors. The doctors should wear vests that clearly identify them as doctors.
- Each of the two ambulances should be crewed by a qualified paramedic (driver) assisted by a qualified nurse and assistant nurse.

Qualifications and experience of medical vehicle drivers:

- The ambulance drivers should hold the highest national qualification in ambulance transport.
- The driver of the doctor's car should be experienced in driving during cycle races.

TRANSPORT*Diagram. Types and minimum numbers of medical vehicles to be provided by the organiser*

The organiser should provide:

- at least one doctor's car, if possible a cabriolet (this vehicle should not carry more than one passenger for practical reasons and should also not carry journalists for reasons of medical confidentiality),
- at least two ambulances,
- one paramedic motorbike, particularly in events with mountain stages. The paramedic should be a passenger on the motorbike.

It is becoming more important today to have one of the medical service vehicles (not the ambulance) travel in front of the race so that they can support the breakaway.

EQUIPMENT REQUIRED BY MEDICAL PERSONNEL

- The chief doctor gathers together all equipment required to carry out his or her task.
- All medical vehicles must be linked by radio (on a reserved channel). As a minimum requirement, the chief doctor must also be able to directly contact the organisation management.
- Doctors on the ground should be equipped with mobile phones.

NOTE

in this specialised domain, the evaluation of medical equipment and the competence of medical personnel assigned to an event is a difficult task for the Commissaires. The president of the Commissaires' panel (PCP) may consult team doctors to enquire about any possible deficiencies in the service.

Certain points of reference can be used to assess whether the medical service is effective:

- the presence of more than one doctor,
- the presence of an anaesthetist in the medical team as well as resuscitation and defibrillation equipment,
- the existence of support and co-operation between the medical service and the safety escort,
- the availability of medical personnel before and after the event.

INFORMATION IN THE TECHNICAL GUIDE

- The technical guide should describe the event's medical service and provide the telephone numbers of the medical personnel.
- The guide should also include a list of hospitals to which riders will be taken in the event of serious injury, depending on the location on the race route. This list is checked in advance by the medical service: not all hospitals have the capacity to treat emergency cases. Some institutions may require notice of a cycle race in order to ensure suitable staff members are on duty.

ABSENCE OR LACK OF AVAILABILITY

- In exceptional circumstances, the PCP, in agreement with the organiser, may decide to stop a race if the medical service is entirely absent or no longer able to guide riders to medical care outside the race resources.

POSITIONING DURING RACE

- The position of doctors' cars and ambulances in various race situations is described in other points in this guide (*points 4.3.5.5. and 4.3.5.6.*).
- These diagrams show that the doctor's car generally travels close to the riders in order to allow rapid intervention.
- Nevertheless, medical vehicles only have priority if there is a medical emergency, and must respect the blocks imposed by Commissaires. Ambulances must not at any time assist the return of dropped, injured or ill riders.

Two important considerations:

- **Position of the second doctor's car:** if the first doctor's car has to stop to administer medical treatment, the second doctor's car replaces it and takes up a position behind the main group. When a break forms and gains an advantage of several minutes, one of the two doctors may take up a position behind the leading group. If the doctor following the peloton becomes unavailable, the doctor following the break stops and takes up a position behind the peloton.
- **Blocks:** the doctor's car does not automatically follow the PCP, in particular when a block behind dropped riders is instigated. The doctor's car must wait until there is a sufficient gap, so as not to assist the return of dropped riders. The doctor's car does, however, have priority over sport directors when returning to a position behind the main group.
- **Protecting the breakaway:** As noted previously, medical personnel should be available to support the breakaway. In many cases the organisation may place the paramedic motorcycle ahead of the race so that it can drop back to support the break. In this way the two doctor's cars can remain behind the peloton. In some races organisers are now also providing a minimum of three doctor's cars in order to properly support the peloton and the breakaway.

INTERVENTION



Diagram. Types of intervention



Minor treatment during the race: a rider who wants medical assistance drops back to the doctor's car. The doctor speaks to the rider and may administer treatment. Treatment may be given from the moving car. However, if more significant treatment is required, and during climbs, the doctor should stop.

Treatment on the road after a crash: the doctor's position close to the riders allows rapid medical intervention.

- The regulator and Commissaires assist the other doctor and ambulances to reach a location near the riders who have crashed: the PCP's vehicle and photographers' motorbikes, in particular, may unintentionally hinder this access. For this reason, these vehicles should quickly move away from the scene.
- The left-hand side of the road [or right side in countries where traffic drives on the left] should remain clear to allow ambulances to gain access. After a crash, priority is given to medical intervention rather than mechanical service.
- After arriving at the scene of the crash, medical service vehicles must make sure not to block the road.

An ambulance may temporarily leave the race to evacuate an injured rider: in this case, the ambulance may be given safe escort by the police, both to the hospital and to rejoin the race convoy. Importantly, there should always be at least one ambulance remaining with the race.



REQUIRED KNOWLEDGE

- The minimum composition of the medical service (personnel and resources).
- Situations in which treatment can be administered from the doctor's car



WHAT TO DO

- Meet the members of the medical service before the start of the race.
- Consult team doctors on the effectiveness of the organisation's medical service in the event of any doubt.



WHAT NOT TO DO

- Automatically allow the first doctor's car to pass a block.
- Ignore the risks if there is extended unavailability of medical service.
- Allow a rider to gain excessive support from a doctor's car.

4.3.8. THE FINISH

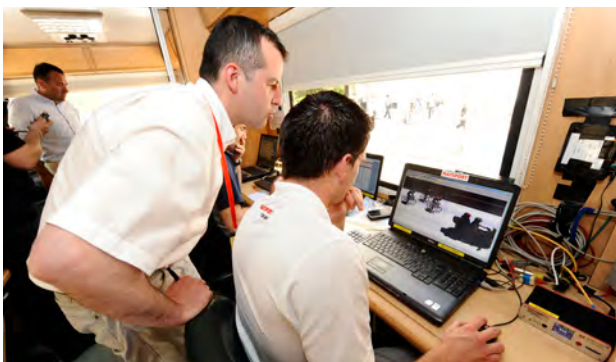
4.3.8.1. Layout of the finish area

The finish area must comply with much more specific requirements in terms of structures and safety than apply at the start area.

The organiser should adapt the finish area to:

- the general profile of the finish (mountainous or flat),
- the type of race (road race or time trial),
- the expected race situation (solo rider, small groups or compact peloton),
- the expected spectator numbers (sparsely attended or large crowds),
- how dangerous the finish is.

FINISH LINE



- The finishing straight should be free of all obstacles, both before and after the line (dangerous bends, road narrowings, roundabouts, speed bumps, etc.). The finishing straight should be sufficiently long, particularly if it is likely that the peloton will arrive together to contest the sprint.
- Furthermore, the final kilometres of the race should not include major obstacles such as roundabouts, speed bumps, double bends, etc.
- The straight section of road at the finish should be sufficiently long, at least 200 m, and sufficiently wide, a minimum of 6 m but ideally 8-10 m. The road width must be consistent and must not narrow at all.
- In a road race, a **"finish"** sign must be clearly visible on a banner or arch across the road at the finish line. The banner or arch must be sufficiently high to allow all vehicles to pass underneath (including buses, lorries, etc.).
- In order to avoid any confusion, no banner or arch shall be installed across the road between the red kite (flamme rouge at 1 km) and the finish line.
- If there are any problems in putting up the finish banner due to the weather or if this banner is missing, the finish line should be indicated by a race official waving a black-and-white chequered flag. This principle also applies for all other classifications.
- A booth for Commissaires and the photo-finish equipment must be located next to the finish arch. The booth must be big enough to accommodate at least the photo-finish operator, the finish judge and the timekeeper(s). The booth must be covered and raised approximately 1 m above the ground.
- If the timing system uses a transponder detection loop at 3 km from the finish line, the information recorded must be accessible in the booth immediately after the finish (transmission by Internet or from the recording unit).

**UCI REGULATIONS – ARTICLE 1.2.099**

The finish line shall comprise a line of 4 cm in width, painted in black on a white strip 72 cm wide thus leaving 34 cm of white on each side of the black line.



Diagram. Format of a finish line

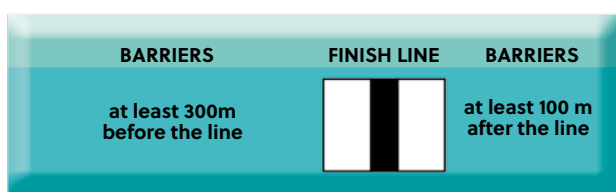
BARRIERS

Diagram. Barriers each side of the finish line

The finish line must be protected by barriers. Barriers:

- allow spectators to be cordoned off to prevent them encroaching on the road,
- protect the riders from all irregularities at the sides of the road, particularly in the event of a crash,
- provide a visual reference point for riders and officials.

Barriers are installed at least 300 m before and 100 m after the finish line to protect the deceleration area. If a very large number of spectators are expected, the barriers should be installed further down the course, even up to a distance of several kilometres.

- Barriers are required irrespective of the type of terrain (flat, mountain, time trial, etc.).
- No one should encroach on the road inside the barriers.
- There should be some supervised gaps in the barriers to allow accredited persons to move around.

- Ideally barriers with hidden bases should be used, such that the feet of the barriers do not encroach on the road-way.

**UCI REGULATIONS – ARTICLE 2.2.017**

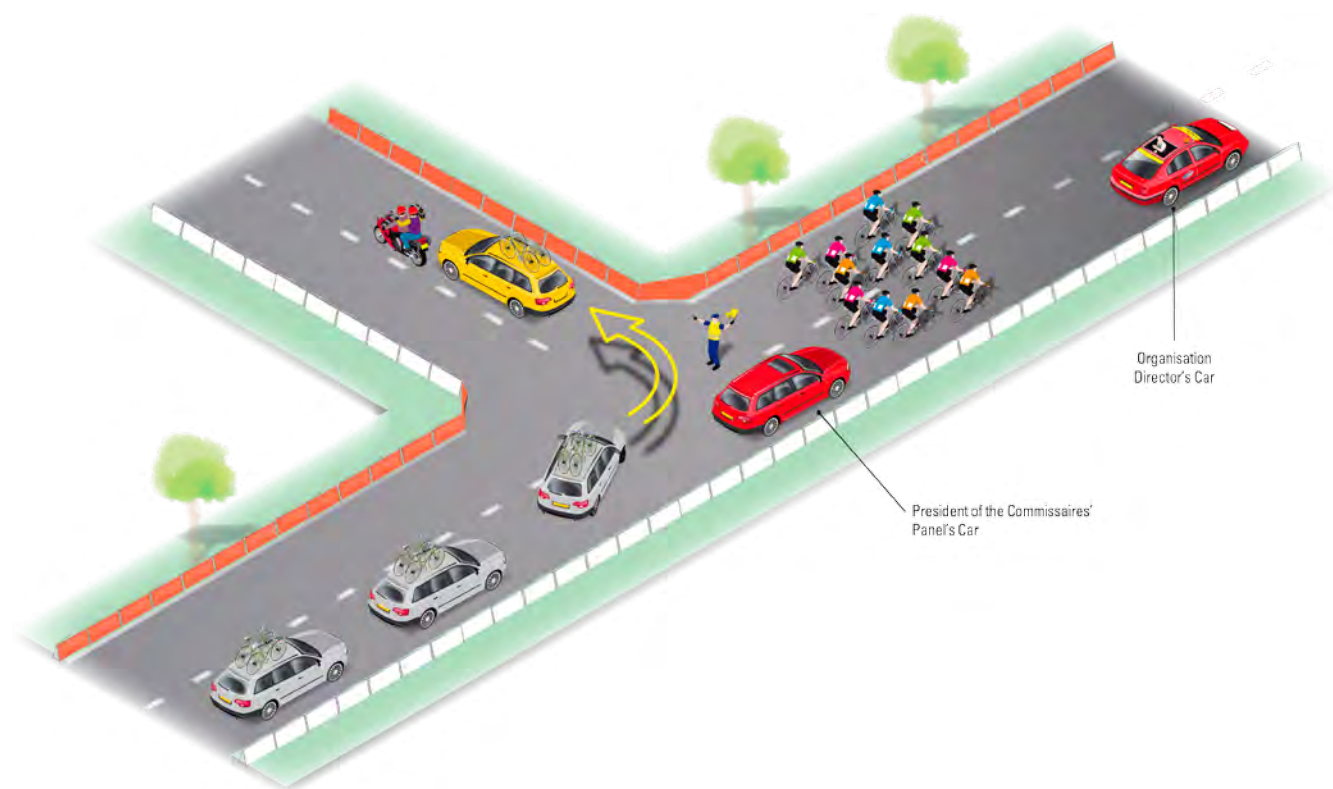
(N) A zone of at least 300 metres before and 100 metres after the finishing line shall be protected by barriers. It shall be accessible exclusively to representatives of the organiser, riders, paramedical assistants, sports directors and accredited press personnel.

THE DEVIATION POINT

The deviation point is an obligatory turn off the race route for all vehicles in the race convoy that are not authorised to cross the finish line. The exceptions are the cars of the organisation management, Commissaires and official doctor as well as the broom wagon and photographers' motorbikes (when the latter arrive sufficiently ahead of the riders).

NOTE

Generally, neutral service, and all types of media vehicles, are not authorised to pass the finish line.



- The deviation should direct vehicles to the side of the road that accommodates the technical structures and should allow access to all parking areas. The organiser should provide vehicles authorised to cross the finish line with a distinctive symbol in advance (typically a red circle or "A" on the windscreen).
- The deviation must be protected by barriers for at least 25 m in order to prevent pedestrians crossing.



UCI REGULATIONS

- The organiser shall, before the finish line, provide a detour which all vehicles (including motorbikes) must follow other than those of the event management, the commissaires and the official doctor (**ARTICLE 2.3.006**).
- The organiser must provide space for 3 vehicles per team in the arrival section, in order for teams to meet riders at arrival (**ARTICLE 2.2.022**).

PHOTO-FINISH

The use of photo-finish equipment is essential at all international-level events. This equipment allows the riders to be separated as they cross the finish line and time gaps to be calculated.



- The installation of this equipment can consist of one, two or three cameras set up independently in fixed positions protected from spectators.
- A transponder look may also be located at the finish line if transponders are used.



UCI REGULATIONS – ARTICLE 1.2.103

The film, the electronic timing strip and any other medium on which the finish is recorded shall be deemed to be valid documents. They may be consulted by all parties concerned if the finishing order should be disputed.

CEREMONY AREA

The ceremony area includes the official podium and the surrounding zones (riders' waiting area, area reserved for photographers, etc.). The ceremony area is only accessible to accredited individuals.



Diagram. Ceremony area: podium and surrounding zones



- The ceremony platform must be large enough to accommodate the riders, officials, partners, master of ceremonies, and all those involved in the presentations.
- An area is reserved for photographers below the front of the podium.
- It may be the case that the official ceremony takes place before all the riders have finished. This is likely in mountain stages where the time gaps can be considerable. In this case, it is imperative for the organiser to keep a corridor clear so that riders can pass in safety. It is essential that the road is kept unobstructed until the last rider has arrived.
- A waiting area must be provided behind the podium, or close by, to allow the riders to prepare for the ceremony.

PHOTOGRAPHERS AND THE PRESS



- An area should be reserved for accredited photographers just behind the finish line. This area is a minimum of 15 m from the finish line. This distance may be increased, depending on the race circumstances. Photographers should be 30-40 m back if a bunch sprint is likely.
- If the event is televised, the photographers' area must be behind the fixed finish camera.
- A line is drawn on the road to mark out the area. The photographers can use a maximum of 40% of the width of the road at the finish.



Diagram. Space reserved for accredited photographers



UCI REGULATIONS – ARTICLE 2.2.086

The space for photographers behind the finish line shall not extend for more than 40% of the width of the road. The photographers must be positioned at a distance from the line of at least 15 m and beyond. This distance will be fixed by the organiser with the president of the Commissaires panel and a representative of the photographers, on the basis of the characteristics of the event.



- The riders may be interviewed by authorised members of the media just before the ceremony in a special area near the podium, subject to supervision by the head of press.
- The commentators' stand, accommodating all the media personnel, is usually set up just after the finish so that the commentators can see the riders crossing the finish line.
- A technical area must be reserved for control and technical vehicles, generators, satellite units and mobile studios.



UCI REGULATIONS – ARTICLE 2.2.075

The organisers shall provide a sufficiently large area beyond the finishing line to permit accredited persons to work correctly. This area shall be accessible solely to the persons responsible for organisation, riders, paramedical assistants, sports directors and accredited press personnel. The organisers shall undertake to keep the officials responsible for order informed of these arrangements.

HEADQUARTERS AT THE FINISH

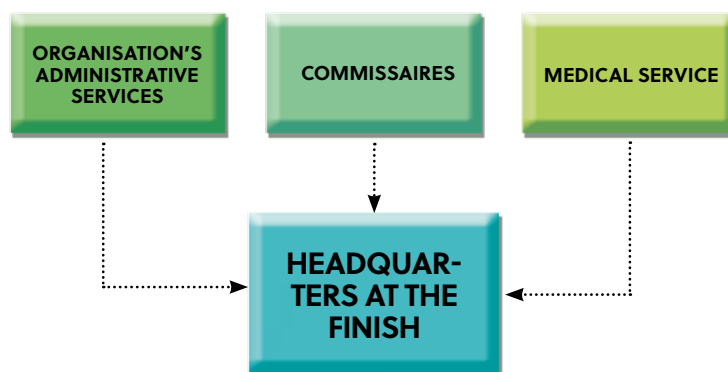


Diagram. Headquarters at the finish



- The organisation's headquarters at the finish should be located near the finish line. Access must be indicated by signs. The headquarters accommodate the organisation's administrative services, the Commissaires and the medical service. This space must be completely functional, equipped with workstations featuring computers, telephones, Internet connections, printers and photocopiers.
- In particular, the headquarters is used for:
 - drafting the various communiqués issued by the organisation, Commissaires and medical service,
 - drawing up the classifications,
 - printing and copying the classifications,
 - communicating the results to the UCI and the national federation.

PRESS ROOM AT THE FINISH

- The organiser should provide a room at the finish area that is equipped to serve as a press room (tables, chairs, electric and telephone sockets, TV sets, etc.). The press room is located as close to the finish line as possible.
- The press room should be open at least two hours before the finish (one hour after the start for UCI WorldTour and UCI Women's WorldTour events) until all press representatives have completed their work.
- Only accredited press representatives and organisation personnel have access to the press room.

PARKING

The organiser must provide parking for the different categories of vehicle (teams, officials, guests, publicity caravan and partners).



Diagram. Categories of parking



- **Team parking:** this must be located after the finish line, further down the street from the finish line or in the immediate vicinity to allow the riders to quickly and easily find their team vehicles. Vehicles must be able to access this parking area quickly from the deviation point before the finish line. This parking area must be sufficiently large as teams often have several vehicles including coaches.
- **Press parking:** ideally, this is located near the press room (if the press room is not adjacent to the finish area).
- **Parking for guests and partners:** this is best placed next to the reception facilities.
- **Parking for officials:** this should also be located in the finish area.



- **Public parking:** different parking areas can be provided for the public depending on the popularity of the event. If these parking areas are not near the finish, shuttle buses can be used to bring spectators to the finish area.

SIGNPOSTING



- The whole site must be well signposted, both the parking areas and other facilities.
- Parking should be clearly indicated from the deviation point as well as from outside the site for vehicles arriving from other directions.

THE ANTI-DOPING CONTROL STATION



- The organiser must make a suitable location available for controls to be conducted after the race. This facility must be located near to the finish line and very clearly signposted. Access must be monitored and restricted solely to accredited persons involved in the anti-doping control.
- The control station consists of at least three separate rooms, namely a waiting room for approximately 10 people, an office for the Doping Control Officer and doctor, and a bathroom where the samples are taken.
- The organiser's national federation is responsible for the material resources for the post-competition control phase.
- The anti-doping control station shall have the following equipment:
 - anti-doping kits (a sufficient number to allow a choice of at least three kits),
 - containers for samples,
 - gloves,
 - temporary seal kits,
 - plastic bags,
 - cardboard boxes to dispatch the kits,
 - adhesive tape,
 - envelopes,
 - string,
 - scissors,
 - a sufficient number of drinks.
- The first room shall contain 2 tables, 8 chairs, 1 refrigerator, 1 waste bin, 1 telephone connection.
- The second room shall comprise 2 tables, 3 chairs, toilets, wash basin/shower, 1 waste bin, towels and soap, ventilation or a window that can be opened.
- The organiser must provide at least one chaperone per rider to be tested. The escort remains with and observes the rider at all times, accompanying him or her to the doping control station.

NEW PHOTO ?

The CADF chaperones no longer wear vests, but have blue chaperone accreditation cards.



4.3.8.2. Points requiring vigilance at the finish

FINISH WITH A FINISHING CIRCUIT

Depending on the length of the circuit and the time gaps between the groups, riders from different groups may mix on a finishing circuit. This may distort the concluding part of the race.



UCI REGULATIONS - ARTICLE 2.3.014

When the finish is on a circuit, riders may help one another where permitted only if they have covered the same distance in the race.

Appropriate procedures:

- Controlling entry to the finishing circuit, stopping any groups mixing with riders who are a lap ahead.
- Systematic time checks on riders each time they cross the finish line.
- If riders do mix, and in the leading group in particular, it is vital for the motorbike Commissaire, who can most easily come alongside the riders, to separate those riders who will contest the final sprint from those who are a lap or more down at the finish.
- The timekeeper and finish judge keep a record of the number of laps riders are behind if they are stopped at the entrance to the circuit or are lapped on the circuit.
- The riders must complete the race distance. All riders, as well as the broom wagon, must complete the total distance of the event unless the road is blocked.

From a practical perspective, it is normally not possible for riders who are a lap down to complete the full distance due to security related issues. These riders will finish once the leaders have finished. There needs to be a plan in place to calculate the time that will need to be added to their times in order to make up for the distance not covered.

SPRINT FINISH

Special procedures for the final sprint:

- In order to monitor the sprint and the finish, it is vital that the Commissaires and the organiser do not allow any vehicles and/or motorbikes that do not have an essential role to enter the finishing straight.
- The president of the Commissaires' panel (PCP) may request C2 to monitor the sprint, either from behind breakaway riders (depending on the time gaps), from the Commissaires' booth or using TV images. This Commissaire then assists the finish judge to draw up the results.

If a rider deviates from his or her line at the time of starting the sprint, this shall be sanctioned in accordance with the UCI scale of penalties.

The president of the Commissaires' panel is informed of all irregularities in intermediate and finishing sprints and takes appropriate measures. The most common irregularities are:

- deviation from line,
- hand slings,
- holding an opponent's jersey or saddle,
- attempted intimidation,
- blow with the helmet, knee, elbow, hand, shoulder.



In the event of a persistent dispute, video recordings are carefully examined by the Commissaires' panel including the finish judge.

The following questions must be considered in the Commissaires' decision-making process:

- Did the deviation from line change the result?
- Did the deviation endanger competitors?
- Was the deviation voluntary?
- Was there an external reason for the deviation (side wind, unexpected obstacle, rider slowing down at the head of the peloton)?
- Was the deviation by a rider who had already received a warning from the president of the Commissaires' panel?

RACE TIME AND "SPLITS"

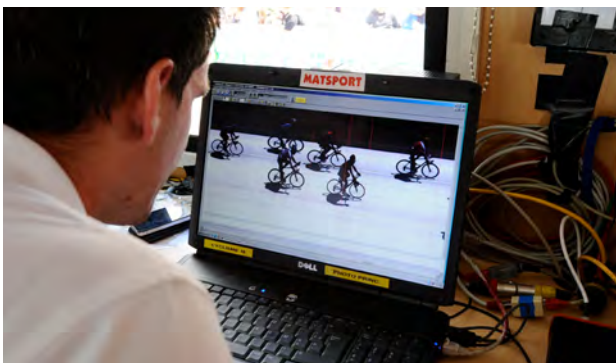
All riders who arrive together in a group are credited with the same race time. If the peloton is very strung out at the finish, there may be up to 30 seconds difference between the race time and a rider's actual time.

This advantage is removed when Commissaires consider that a rider is no longer a member of a preceding group, applying the rule on splits described in *point 7.1.* of this guide.



UCI REGULATIONS – ARTICLE 1.2.107

If there is a difference of one second or more between the back of the back wheel of the last rider in a group and the front of the front wheel of the first rider of the following group, the timekeeper-Commissaires shall give a new time taken on the first rider of this group. Any difference of one second or more (back wheel – front wheel) between riders implies a new time.



In the event of any doubt, the photo-finish recording shall prevail.



Click here for detailed description: "The timekeeper", point 7.1.

LAST THREE KILOMETRES

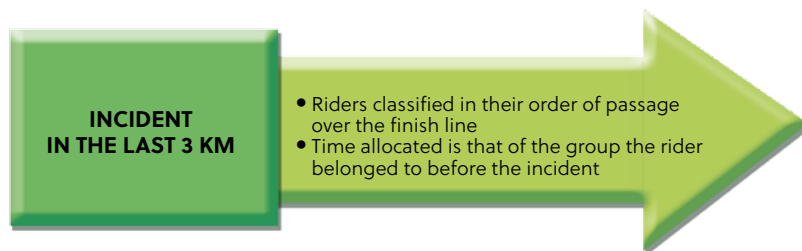


Diagram. Consequences of an incident in the last three kilometres of the race



- In the case of a duly noted fall, puncture or mechanical incident in the last three kilometres of a road race stage, the rider or riders involved shall be credited with the time of the rider or riders in whose company they were riding at the moment of the accident. His or their placing shall be determined by the order in which he or they actually cross the finishing line (**ARTICLE 2.6.027**).
- This is the equivalent of neutralisation, not of time, but of the time gaps in the last three kilometres. These time gaps cannot be changed in the event of an incident.
- If, as a result of a crash, the peloton splinters, the riders involved in the crash are given the same time as the peloton as it should have been, i.e. the time of the first group of the splintered peloton.
- It is important to note that this is not an automatic decision. Just because there was an incident does not mean that gaps will not be applied. Riders are still expected to be trying to remain with the group. Additionally, riders should also report their incident to the Commissaires to ensure they have not been missed.



UCI REGULATIONS – ARTICLE 2.6.029

ARTICLES 2.6.027 and **2.6.028** shall not apply where the finish is at the top of a hill-climb, except if the incident occurs before the climb. Every discussion regarding the qualifications “at the top of a hill-climb” and “before the climb” will be decided by the Commissaires panel.



When **ARTICLE 2.6.027** is applicable, extreme care is required as it may be very difficult to implement the neutralisation and may also completely change the general classification in a stage race.

The following arrangements apply:

- A system to record the position of the riders at 3 km from the finish (Commissaire in a fixed position, camera or transponders) **may** be useful for certain types of incident, but is **not obligatory**.



Example of the utility of a system to record the position of riders 3 km from the finish

| SITUATION | APPLICATION |
|---|--|
| The recording shows that a split had already occurred at 3 km. The Commissaires note that a rider crashes, but do not know if he belonged to the first or second group. | The recording at 3 km from the finish allows the race time of the first or second group at the finish to be allocated by identifying whether the rider who suffered the accident was in the first or second group at 3 km from the finish. The recording shows whether there were one or more splits before the incident and that the incident was not the cause of the time gaps. |
| NOTE This point is often the subject of dispute by the riders. | |

- In the last three kilometres, the Commissaires record, as accurately as possible, all incidents as well as any riders who have been dropped normally. If there is a crash, these dropped riders will not have their time gaps annulled as the crash was not the cause of these gaps. Commissaires record the following information for riders who suffer incidents:
 - race number,
 - position at the time of the incident.
- Commissaires sometimes do not have enough information to identify riders whose time gaps should be annulled, usually in the case of crashes. If they are not able to determine whether the time gaps are related to the crash(es), the Commissaires annul all the time gaps of groups that may be concerned.
- TV images from fixed cameras or helicopters may assist the Commissaires in making their decision.
- If a rider crashes in the last three kilometres and is evacuated by the medical service without crossing the finish line, he or she shall be placed last on the stage with the time of the group with which he or she was riding at the time of the accident. In this case only, the rider may start the subsequent stage the next day without having finished the previous stage.
- The timekeeper and the finish judge shall take care over the manner of presenting the results: the rule may mean that a rider is placed after other riders but has a faster time for the stage. Some programmes do not calculate these situations correctly.



Example of the time gap for three riders with application of the last three kilometres rule

| | | | | | |
|-----|-----|------------------------|-----|-----|--------------|
| 126 | 21 | GAUDIN Damien | EUC | FRA | .. |
| 127 | 5 | MARINO Jean-Marc | SOJ | FRA | .. |
| 128 | 167 | *TARRIDE Grégoire | LPM | FRA | .. |
| 129 | 12 | CLARKE William | ARG | AUS | .. |
| 130 | 57 | *VAN POPPEL Danny | VCD | NED | 22" |
| 131 | 56 | VAN POPPEL Boy | VCD | NED | 28" |
| 132 | 92 | MERTENS Tim | TSV | BEL | B.05" 00" |
| 133 | 83 | KREDER Michel | GRS | NED | .. |
| 134 | 112 | GARCIA ECHEGUIBEL Egoi | COF | ESP | .. |
| 135 | 135 | MURAVYEV Dimitriy | AST | KAZ | 05'14" |
| 136 | 132 | GUARNIERI Jacopo | AST | ITA | .. |
| 137 | 188 | *JIM Songezo | MTN | RSA | 05'15" |
| 138 | 162 | *BUSH Robert | LPM | USA | B.03" 07'02" |
| 139 | 136 | SEELDRAERS Kevin | AST | BEL | 08'14" |
| 140 | 154 | GODDAERT Kristof | IAM | BEL | 08'16" |
| 141 | 127 | VOGONDY Nicolas | AJW | FRA | 09'44" |
| 142 | 23 | *COUSIN Jérôme | EUC | FRA | .. |



This situation is explained by a specific point in the Commissaires' communiqué:

Example communiqué:

UCI ARTICLE 2.6.027: INCIDENT IN THE LAST 3 KILOMETRES OF THE STAGE

Victims of an accident or mechanical incident in the last 3 kilometres, the following riders are classified with the time of the group in which they were riding at the time of the incident, namely 3 h 38'55":

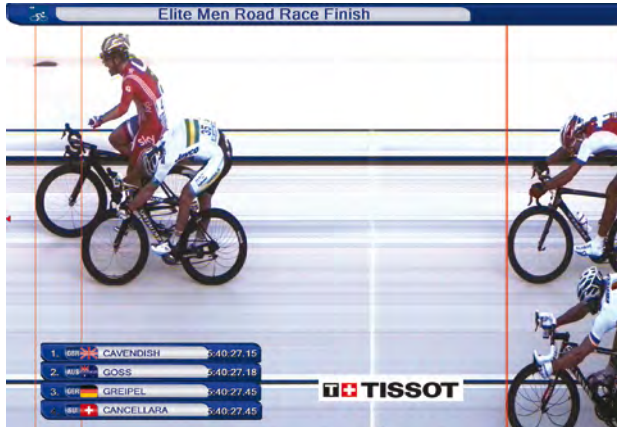
No. 92 Tim MERTENS – TOPSPORT VLAANDEREN BALOISE

No. 83 Michel KREDER – GARMIN SHARP

No. 112 Egoi GARCIA ECHEGUIBEL – COFIDIS, SOLUTIONS CREDITS

4.3.8.3. Results and classifications

DRAWING UP THE RESULTS OF A STAGE OR ONE-DAY EVENT



- The **timekeeper** records the times of the various groups and marks these on the finish judge's order of finish sheet.
- Finishes are judged at the point where the front tyre of each bike intersects with the vertical plane rising from the finish line.
- Finish times are recorded to at least a tenth of a second.



UCI REGULATIONS

- Times shall be taken using an electronic time-keeping machine (**ARTICLE 1.2.106**).
- The finish occurs at the instant that the tyre of the front wheel meets the vertical plane rising from the starting edge of the finishing line. To this end, the verdict of the photo-finish shall be final (**ARTICLE 1.2.100**).

- The **broom wagon** must cross the finish line and provide the finish judge with a list of the riders who have abandoned.
- In the case of a closely disputed finish, and before the finish judge issues a verdict, he or she should **interpret the photo-finish** recordings. The results of a stage or one-day event are drawn up in the order of finishing.
- The finish judge compiles the **definitive results** from all the available information, using a check "grid" to make sure that no riders are forgotten or classified twice. The finish judge may seek assistance if required.
- The finish judge then draws up the classifications in collaboration with the timekeepers. A checking methodology based on sampling is acceptable, focusing on the following cases:
 - The first 10 riders on the stage.
 - The first 10 riders on the general classification before the stage.
 - Riders affected by penalties or bonuses.
 - Riders who are dropped, relegated, disqualified or who abandon.
 - Riders for whom the last three kilometres rule applies.
 - Riders chosen from the results at random.
- The finish judge is subject to a certain amount of pressure due to the requirement to rapidly issue the official classifications for:
 - the press,
 - the podium ceremony,
 - TV coverage.

This information should be sent speedily, provided that it is reliable. Any information that is liable to change should be withheld (e.g. possible relegation of the winner of a bunch sprint).

- In order to facilitate this speed of action, Commissaires should promptly gather near the finish judge to inform him or her of any decisions or to confirm that there are no issues likely to lead to the result being amended.



Click here for detailed description: "At the finish", point 6.2.

THE VARIOUS STAGE RACE CLASSIFICATIONS

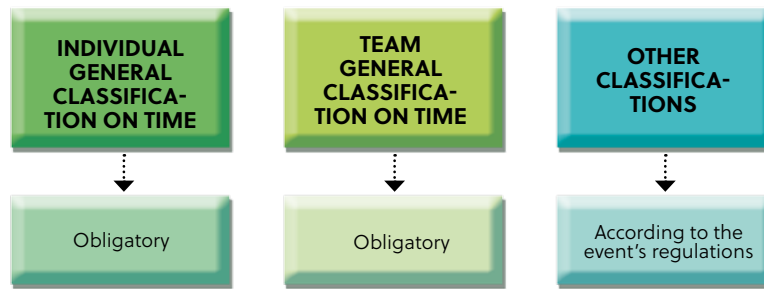


Diagram. Stage race classifications

- The individual general classification on time is obligatory.
- The team general classification on time is obligatory.
- The organiser may establish other classifications in the event's special regulations, for example:
 - individual general classification on points,
 - mountains classification,
 - sprint classification (intermediate sprints),
 - young rider, combativity and combined classifications.
- Organisers can award a limited number of leader's jerseys.



UCI REGULATIONS ARTICLE 2.6.013

Various classifications may be drawn up; they must be based exclusively on sporting criteria. The individual general classification on time and the team general classification on time are obligatory in the following events:

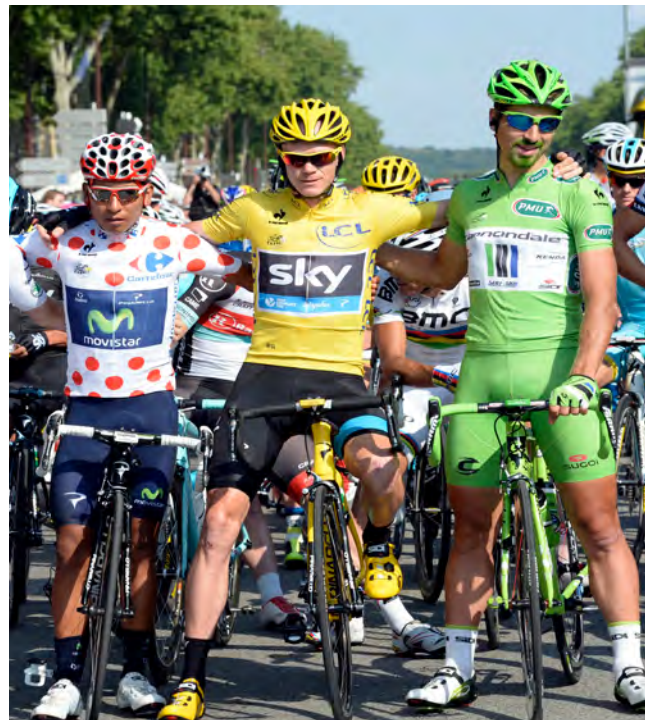
- Men events of the UCI WorldTour;
- Women events of the UCI Women's WorldTour and UCI ProSeries ;
- Men elite and under 23 events in UCI ProSeries and classes 1 and 2.

UCI REGULATIONS ARTICLE 2.6.018

On the basis of the classifications, only 4 leader's jerseys of the race can be issued in the following events:

- Men events of the UCI WorldTour;
- Women events of the UCI Women's WorldTour;
- Men elite and under 23 events of the UCI ProSeries and Class 1.

A maximum of 6 jerseys can be issued in other events. Only the leader's jersey for the individual general classification by time is compulsory.



MAXIMUM OF 4 LEADER'S JERSEYS

- UCI WorldTour events
- UCI Women's WorldTour
- UCI ProSeries and Class 1 events for Elite and U23 Men

MAXIMUM OF 6 LEADER'S JERSEYS

- Other events

Diagram. Number of leader's jerseys according to event

INDIVIDUAL GENERAL CLASSIFICATION ON TIME

The individual general classification on time is based on the sum of the following times for each rider:

- each stage time, to an accuracy of one second, including the prologue and team time trials,
- less time bonuses,
- plus time penalties.



Diagram. Establishing the individual general classification on time



UCI REGULATIONS

Where two or more riders make the same time in the general individual time placings, the fractions of a second registered during individual time trials (including the prologue) shall be added back into the total time to decide the order.

If the result is still tied or if there are no individual time trial stages the placings obtained in each stage, except team time trial stages, shall be added and, as a last resort, the place obtained in the last stage ridden shall be taken into consideration. **(ARTICLE 2.6.015).**



UCI REGULATIONS

- No bonuses may be awarded during stages or half-stages unless a bonus is also awarded at the finish **(ARTICLE 2.6.020).**
- Bonuses shall be shown only in individual general classification by time. No bonuses shall be awarded for individual or team time trial events **(ARTICLE 2.6.021)**
- Bonuses may be awarded under the following conditions:

| Applicable to all events |
|---|
| Intermediate sprints |
| <ul style="list-style-type: none"> • half-stages: 1 sprint maximum • stages: 3 sprints maximum |
| Bonuses |
| <ul style="list-style-type: none"> • intermediate sprints: 3" - 2" - 1" • half-stage finish: 6" - 4" - 2" • stage: 10" - 6" - 4" |

(ARTICLE 2.6.019)

POINTS AND MOUNTAINS CLASSIFICATIONS

These classifications are drawn up by adding up the points acquired by riders at various sprints and summits indicated in the technical guide in accordance with a points scale described by the event's special regulations.

**UCI REGULATIONS – ARTICLE 2.6.017**

- In the event of a tie in the general individual classification by points, the following criteria shall be applied in order until the riders are separated:
 1. *number of stages wins;*
 2. *number of wins in intermediate sprints counting for the general classification on points;*
 3. *general individual classification by time.*
- In the event of a tie in the general individual mountains classification, the following criteria shall be applied in order until the riders are separated:
 1. *number of first places in the highest category climbs;*
 2. *number of first places on climbs in the next inferior category and so on;*
 3. *general individual classification by time.*



TEAM GENERAL CLASSIFICATION ON TIME

The team general classification is established by adding together the three best individual times of riders for each team.

**UCI REGULATIONS – ARTICLE 2.6.016**

- The team classification of the day shall be calculated on the basis of the sum of the three best individual times from each team except the team time trial that is governed by the specific regulation of the event. In the event of a tie, the teams shall be separated by the sum of the places acquired by their three best times on the stage. If the teams are still tied, they shall be separated by the placing of their best rider on the stage classification. The team general classification shall be calculated on the basis of the sum of the three best individual times from each team in each stage ridden. In the event of a draw, the following criteria shall be applied in order until the teams are separated:
 1. *number of first places in the daily team classifications;*
 2. *number of second places in the daily team classifications; etc*
 If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.

LEADER'S JERSEYS

The leader's jerseys in a stage race are awarded and worn by riders in accordance with the sporting criteria described in the article below.



UCI REGULATIONS

- On the basis of the classifications, only 4 leader's jerseys can be issued in events of the UCI WorldTour, UCI Women's WorldTour, and the UCI ProSeries and Class 1 events for Elite and U23 Men, and a maximum of 6 jerseys in the other events. A leader's jersey for the individual general classification on time is compulsory (**ARTICLE 2.6.013**).
- The leader of each classification shall be required to wear the corresponding distinctive jersey. If a rider is leading more than one classification, the order of priority of the distinctive jerseys shall be as follows:
 1. *general classification by time;*
 2. *general classification by points;*
 3. *general climber's classification;*
 4. *other (young rider, combined, etc.); the order of priority among these other jerseys shall be set by the organiser.*

The riders of the team leading the team classification shall be required to wear the corresponding distinctive sign (**ARTICLE 2.6.018**).
- In time trial stages, leaders may wear the aerodynamic jersey or skinsuit of their teams if the organiser does not provide an aerodynamic leader's jersey or skinsuit (**ARTICLE 1.3.055**).

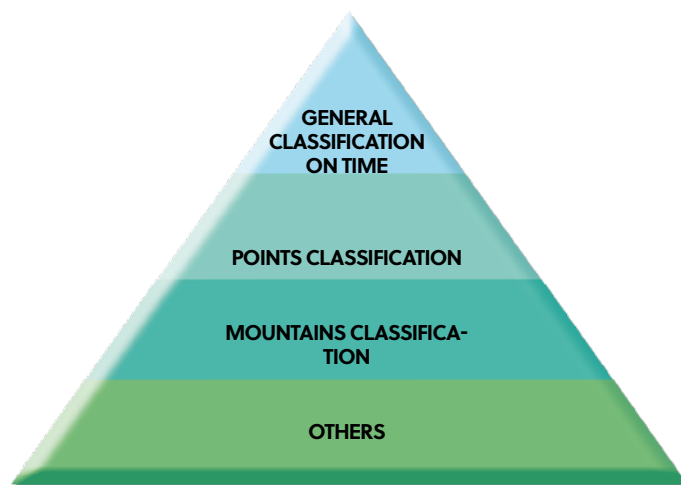


Diagram. Order of priority of wearing jerseys

DISTRIBUTION OF CLASSIFICATIONS

- In order to meet the needs of TV, the press and the podium ceremony, it is standard practice to distribute a partial classification (first 10 riders on the stage, first 5 on general classification, etc.), i.e. a provisional classification.
- The provisional classification is displayed by TV overlays shortly after the finish of the event. It may also be sent out via SMS or the Internet by press agencies. The term "provisional classification" should be included on every occasion.
- It is not useful to wait until the last riders finish or all decisions have been taken before distributing the provisional results for the day. It should be noted that this procedure is not obligatory and should not be carried out if there is a serious doubt about a possible major amendment (relegation in a sprint, time penalty, etc.).

**REQUIRED KNOWLEDGE**

- The installation standards at the finish area.
- Interpretation and application of the rule on splits between groups.
- Application of the last three kilometres rule.
- Determining the various classifications when riders or teams are level.

**WHAT TO DO**

- Establish a system for monitoring riders finishing, including on a finishing circuit and in the case of a bunch sprint.
- Ensure that there is a procedure in place to check classifications.
- Gather all information influencing classifications without delay, including Commissaires' decisions.

**WHAT NOT TO DO**

- Allow provisional classifications to be distributed if they are likely to be amended.
- Rely entirely on the timing service provider to draw up the classifications.
- Allow an organiser to arrange for too many leader's jerseys.

4.3.9. RACE RADIO

The race radio system used by vehicles in the convoy of a cycle race consists of two or more channels providing information and instructions. The main channels are known as "Radio-tour", which provides general information, and "Inter-Commissaires" used for communication between Commissaires.

The quality of the information provided by Radio-Tour is a determining factor in the success of an event. Race radio must meet the following quality criteria:

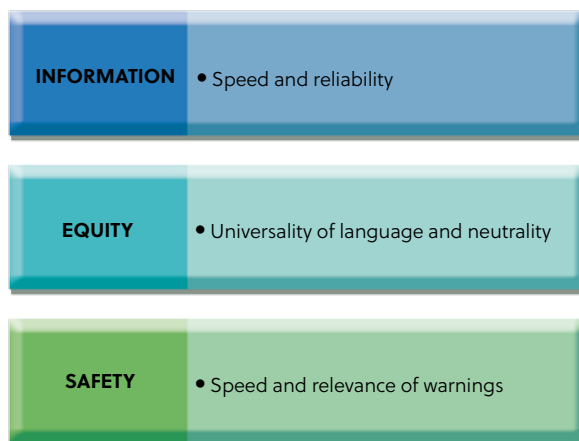
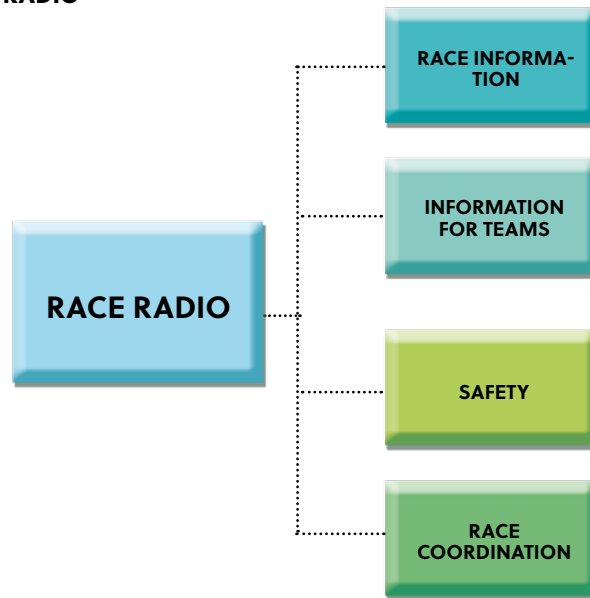


Diagram. Race radio quality criteria



UCI REGULATIONS

- (N) The organiser shall provide a "radio-tour" information service from the car of the president of the Commissaires' panel. He shall require all vehicles to be equipped with a receiver so that they can continually pick up "radio-tour" (**ARTICLE 2.2.021**).
- Accredited persons shall be given information and instructions on the progress of the race (**ARTICLE 2.2.050**).
- **Press motorcade:** Such vehicles shall bear an accreditation plate front and rear which will permit them to circulate at race level. All vehicles shall be equipped with a radio receiver so that they may permanently receive reports from radio-tour (**ARTICLE 2.2.054**).
- Information shall be conveyed in French or English and the language of the country in which the event is taking place (**ARTICLE 2.2.052**).

THE FUNCTIONS OF RACE RADIO*Diagram. The functions of race radio*

Race information: radio-tour is the official source of information on the race; it keeps everyone in the race convoy informed on the following points:

- distance covered and position of race,
- composition of groups and time gaps,
- results of intermediate sprints,
- specific points coming up (intermediate sprints, feed zones, decisive sections of the race).

Information for teams: this information allows sport directors to construct their race strategies and take action with their riders:

- on the basis of unique, identical information received simultaneously by all,
- as a result of calls to teams requested by the riders (for feeding, mechanical service, etc.).

Safety:

- important instructions on the conduct of vehicles ("speed up", "divert", etc.),
- warnings to be broadcast to everyone in the race convoy (road safety, road problems, unexpected obstacles, etc.),
- quickly relaying requests for assistance (police, doctor, ambulance, etc.),
- rapid consultation between the organiser and law enforcement agencies.

Race coordination:

- immediate, continuous and confidential consultation between the event director and Commissaires,
- Providing instructions to participants (sport directors, journalists, other officials, etc.).

RACE RADIO ARRANGEMENTS

The Radio Tour announcer travels in the car of the president of the Commissaires' panel (PCP) with whom he or she cooperates closely.

Equipment: the Radio Tour announcer may use different channels. There must be a minimum of two independent frequencies. The first frequency is known as "Radio-tour" while the second is called "Inter-Commissaires".

Other communication channels/frequencies may also be used:

- Info channel
- Medical channel
- Organisation director's channel

Radio equipment must be checked before the start and be in good working order. Any faults must be rapidly repaired.

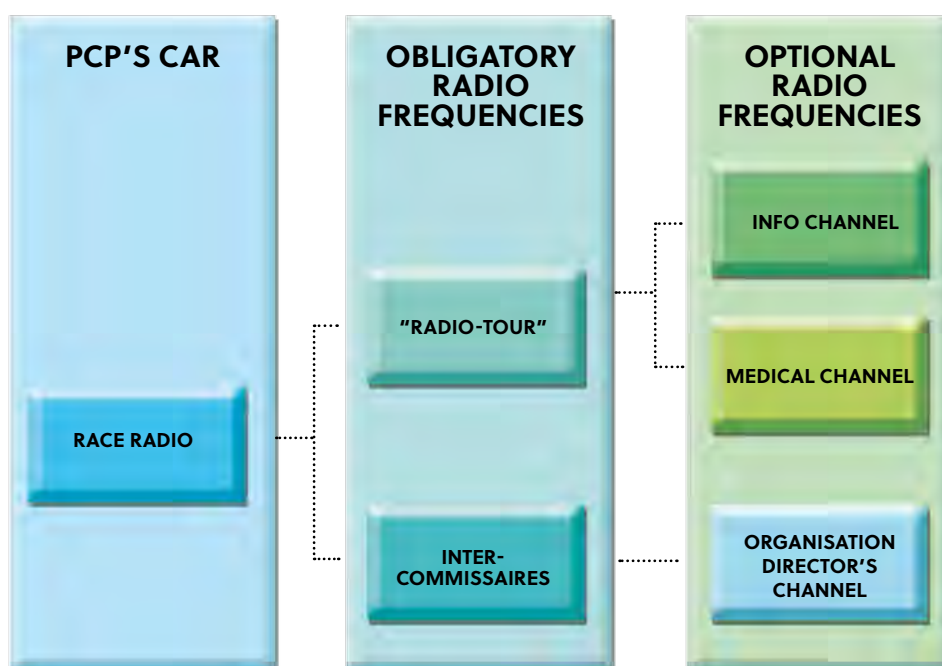


Diagram. The frequencies used by the race radio announcer

Using several frequencies requires a disciplined approach and excellent concentration:

| TRANSMITTING | RECEIVING |
|--|---|
| <ul style="list-style-type: none"> • Making sure the correct frequency is used. | <ul style="list-style-type: none"> • Listening to more than one frequency that sometimes transmit simultaneously. • Distinguishing who is transmitting, on what channel and why. • Prioritising and memorising the information received in order to act appropriately or have other parties act. |

Language: in French or English and the local language.

- The Radio Tour glossary should be respected to ensure the consistency of language; this is often technical and colourful (see the end of this chapter).
- Short sentences, repetition and a slow speech pattern should be employed to facilitate understanding among all race followers irrespective of their nationality.

Qualities required

- The Radio Tour announcer must be ready to react at all times while remaining focused.
- Many tasks are conducted almost as a "reflex", so experience is a key asset for a Radio Tour announcer.
- The Radio Tour announcer, often considered as a kind of "control tower" for the race even though he or she does not make any decisions, must have excellent observational skills and the ability to remain calm.

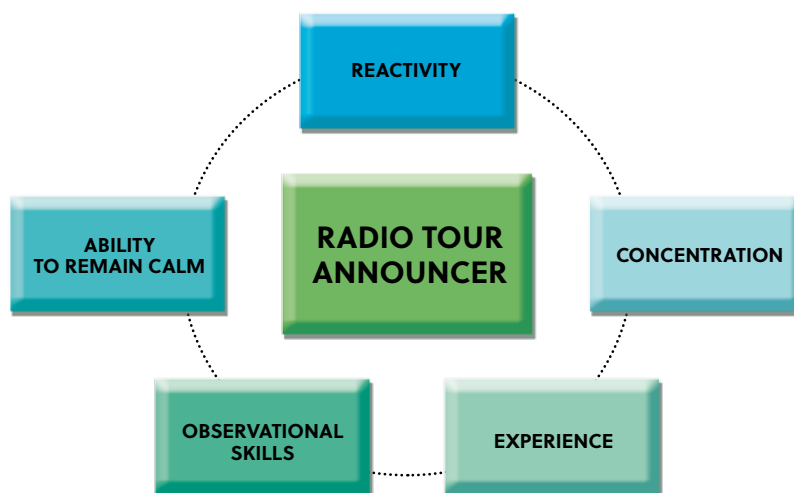


Diagram. The qualities of the race radio announcer

INTERACTIONS BETWEEN THE RADIO TOUR ANNOUNCER AND THE COMMISSAIRES' PANEL

- Although the Radio Tour announcer offers essential assistance to the Commissaires, it must be remembered that this post **is a function provided by the organisation**. The Radio Tour announcer must hold an appropriate licence.
- No one in the race convoy should expect or consider that the Radio Tour announcer should act as a Commissaire. The Radio Tour announcer **has responsibility for the quality of the information, not the decisions** taken as a consequence.
- Conversely, **Commissaires cannot replace the Radio Tour announcer** by providing information on the progress of the race, unless there is a fault with the system.
- Commissaires can use the **inter-Commissaires channel as required** in order to organise and coordinate the Commissaires' panel during the race.
- In contrast, Commissaires use the **radio-tour channel sparingly**, affording priority to the Radio Tour announcer to provide general information. It is, however, necessary for Commissaires to use the radio-tour frequency to:
 - announce a decision or instruction by the Commissaires' panel,
 - order a race follower to modify behaviour or position.

Commissaires may request the Radio Tour announcer to broadcast this information on their behalf. In this case, the Radio Tour announcer makes sure that it is clear that the instruction has been issued by the Commissaires.

"The president of the Commissaires' panel issues the information that ..."

"The distance calculated by the timekeeper for the first hour of the race is ..."

"The finish judge confirms the results of the second bonus sprint ..."

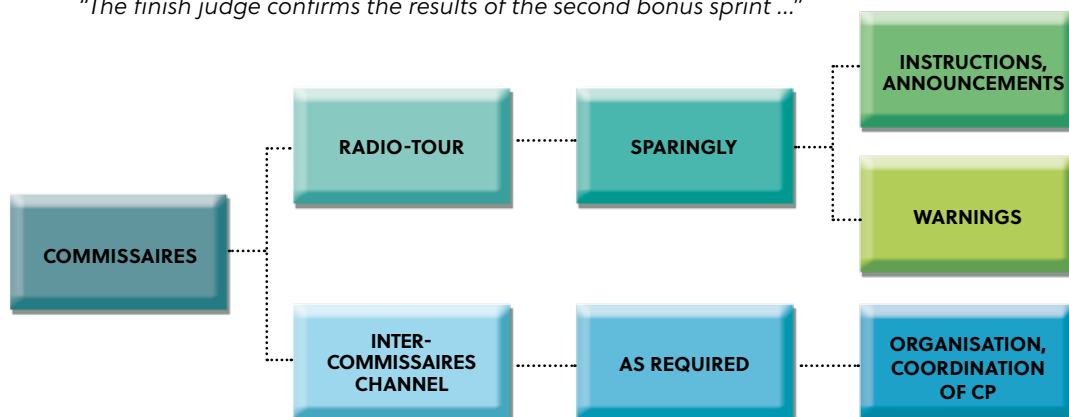


Diagram. Use of radio frequencies by Commissaires

USE OF THE RADIO BY COMMISSAIRES

The procedures that Commissaires should observe when using race radio are the same as those that apply to the Radio Tour announcer:

- Test the radio equipment before the race.
- Remain focused and always ready to intervene.
- Articulate clearly and speak slowly.
- Gain fluency in the official languages.
- Always respect the communication in progress, except in cases of absolute urgency.
- Know how to operate the microphone properly (it is highly recommended to seek the advice of the technical radio operator).

FOR COMMUNICATION BETWEEN TWO PARTIES ON THE INTER-COMMISSAIRES CHANNEL

1. The person intervening identifies him or herself.
2. This person calls the colleague and waits to receive confirmation of receipt by the latter.
3. The first person communicates the message.
4. The dialogue is limited to what is strictly necessary.

FOR MESSAGES BROADCAST ON THE RADIO-TOUR CHANNEL

1. What am I going to say?
2. To whom is the message addressed?
3. Is the frequency free?
4. Remain polite in all circumstances.
5. Only refer to subjects that are necessary or appropriate.
6. Distinguish what information is essential and what is superfluous.

IMPORTANT RADIO TOUR INFORMATION FOR COMMISSAIRES

Among the very wide range of information dealt with, the Radio Tour announcer gathers and passes on information that assists the Commissaires' panel in its actions:

- the time of the start, both neutralised and start proper,
- any changes to the list of starters and the actual number of riders starting,
- dangerous sections of the course,
- requests by riders (for clothing, mechanical assistance, medical treatment, etc.),
- changes in the situation of the peloton (attacks, dropped riders, splits in the bunch, punctures, crashes, riders or teams at the head of the peloton, time gaps, etc.) giving the riders' numbers in ascending order; if the reported change persists, the full name and team of the rider(s) in question is also given,
- reminders of the composition of groups and their position,
- action to be taken after a crash (call for the doctor, team cars, advice to drivers),
- closed level crossings,
- passing distance signs indicating the distance to intermediate sprints, the summit of climbs and the finish line,
- the order of riders crossing the line at intermediate sprints and the summit of climbs, as well as the points earned,
- average speeds for each hour,
- the winner of the event and the minor placings,
- changes to the general classification in stage races, depending on how the stage develops,
- intermediate time checks and finishing times of each rider in time trials and occasional updates of the provisional classification,
- the names of the riders who should attend the official ceremony at the end of the event.

INFORMATION MOTORBIKE

Role

- The information motorbike informs the Radio Tour announcer of the race action at a given point: the composition of breakaway groups, the position of the race, time gaps between groups, etc.

NOTE

Consult the diagrams of point 4.3.5. for different race situations.

- The information official is a motorbike rider.
- The information motorbike must never hamper or offer an advantage to a rider.
- This official respects the work of the Commissaires, photographers and TV camera operators by being flexible and discreet when approaching the riders.

Equipment

- Helmet with integrated headphones and microphone, optimised to reduce external interference (e.g. wind noise).
- Race radio receiver and transmitter on the inter-Commissaires and info channels.
- Stopwatch to measure time gaps.

RADIO EQUIPMENT

- The organiser must employ a service provider in order to establish the radio network required by UCI Regulations.
- The service provider must make a sufficient number of radio units available to allow all race vehicles to be equipped.
- The service provider gives information on the Radio Tour frequencies; this information is included in the technical guide and a reminder is issued at pre-race meetings.
- A technical operator must attend the event in order to:
 - provide the necessary equipment for transmitting and receiving,
 - install transmitter-receivers to race vehicles,
 - conduct tests to check the operation of the equipment and network,
 - intervene in the event of any problems.



REQUIRED KNOWLEDGE

- How information is exchanged between information motorbikes and the Radio Tour announcer.
- The Radio Tour announcer's limits of responsibility.



WHAT TO DO

- Make use of the Radio Tour announcer to liaise with the organiser and to provide information in other languages.
- Listen to Radio Tour information and check it when possible.
- Make a note of essential information that may be required later.
- Be responsible for radio equipment to ensure the effective communication of information.
- Become familiar with the standard language used on race radio.



WHAT NOT TO DO

- Make demands upon the Radio Tour announcer as if he or she were a colleague Commissaire.
- Allow the Radio Tour announcer to broadcast decisions that have not yet been made by the Commissaires' panel.
- Disturb the concentration of the Radio Tour announcer during intensely busy periods.
- Provide race information instead of allowing the Radio Tour announcer to do this.

RADIO TOUR GLOSSARY

The list of examples below provides a glossary of terminology, but is not exhaustive. Whatever their native language, Commissaires should become familiar with the following phrases in at least one of the languages used by Radio Tour.

| GENERAL INFORMATION |
|---|
| "Start in 1 minute; vehicles at the front please move off." |
| "Please ensure strict observance of the safety rules and be cautious." |
| "The start has been signalled by Mr/Mrs X + title." |
| "Average speed during the second hour of the race is xxx km/hour." |
| "We wish you an excellent stage (or race)." |
| WARNINGS |
| "The race is on a very rapid descent." |
| "Badly-parked vehicle on the left/right side of the road." |
| "Road narrowing; proceed in single line – caution." |
| "Attention: roundabout – passing on both sides – passing on the right/left." |
| "We are entering the town of X, beware of obstacles." |
| CALLS |
| "Rider 61 is calling the xxx team to the front of the race for a mechanical problem." |
| "Team xxx is being called to the peloton for a puncture. Rider 61 is calling his team car." |
| "Team xxx is requested at the back of the peloton for clothing." |
| "Team xxx is requested at the back of the peloton by rider 61 for food." |
| "The doctor is requested at the back of the peloton by Rider 61." |
| "Neutral service car please position yourself behind the xxx car." |
| "Neutral service is requested at the back of the peloton for Rider 61." |
| "Vehicles at the front, please accelerate." |
| "Vehicles behind the leading group, please overtake. Team vehicles please return to a position behind the PCP." |
| RACE INFORMATION |
| "A group of xxx riders is trying to catch the riders in the lead." |
| "A group of riders has opened a gap on the peloton." |
| "Rider 61 has bridged the gap." |
| "The riders at the front have an advantage of 15 seconds on the counter-attack group." |
| "The peloton has entered the town of xxx." |
| "5 seconds advantage." |
| "Rider 61 has been caught by the peloton." |
| "Rider 61 in the front group has a puncture." |

| RACE INFORMATION (CONTINUATION) |
|---|
| "Rider 61 still has a 5 second advantage." |
| "Rider 61 has been dropped by the lead group." |
| "The gap is increasing." |
| "3 riders have broken away from the lead group." |
| "Rider 61 as an advantage of 10 seconds." |
| "The 3 riders have an advantage of 10 seconds on the peloton." |
| "The riders have been caught by the peloton." |
| "Rider 61 has returned to the peloton after a puncture." |
| "The rider in question is number 31." |
| "The peloton has caught the lead group." |
| "The advantage has decreased slightly." |
| "The riders between the groups are 10 seconds behind." |
| "Still 3 riders in the lead group." |
| "The peloton is 1 km from the intermediate sprint." |
| "The peloton is being led by riders from the xxx team." |
| "3 riders with an advantage of about 10 m over the peloton." |
| "3 riders have broken away from the peloton." |
| "Split of about 10 riders at the head of the peloton." |
| "Riders 101, 95 and 61 have an advantage of about 100 m." |
| "Composition of the break: for team xxx, rider 127; for team xxx, riders 86 and 84, etc." |
| "Rider 61 has abandoned." |
| "End of the breakaway." |
| "Feed zone at xxx km." |
| "Riders together in a stretched out peloton." |
| "The 3 riders have regrouped at the front." |
| "Rider 122 is back in the peloton." |
| "The gap is stable at xxx minutes." |
| "Lead riders entering xxx (name of town) at xxx kilometres of the race." |
| "Result of the sprint: First, rider 122. Second, rider 89. Third, rider 54." |
| "The 3 riders at the front are passing through the town of xxx." |

4.3.10.**SPECIAL FEATURES OF DIFFERENT EVENTS**

Up to now, this guide has mainly focused on one-day events and stage races. This section of the guide describes the special features of the following events:

**4.3.10.1. Individual time trials****DISTANCES**

The distances of individual time trials are established in **ARTICLE 2.4.001** of the UCI Regulations.

Table. Distance of an individual time trial depending on the event type and rider category

| | MEN | WOMEN |
|--|--------------------|------------------|
| World Championships Olympic Games | Elite: 40-50 km | Elite: 20-30 km |
| World Championships | Under-23: 30-40 km | Junior: 10-15 km |
| | Junior: 20-30 km | |
| Other events, maximum distance | Elite: 80 km | Elite: 40 km |
| | Under-23: 40 km | |
| | Junior: 30 km | Junior: 15 km |

START AREA

- The start area is equipped with a start ramp that can accommodate the rider, bike holder and the Commissaire who instructs each rider to start.

**UCI REGULATIONS - ARTICLE 2.4.011****Start**

The rider shall start from a stationary position. He shall be held and then released, without being pushed, by a holder. The same holder shall perform the task for each rider. (N) The start shall be taken from a starting ramp.

- If a ramp is not available or if its use is dangerous (slippy, strong wind, etc.), then the start shall be conducted from the road, in an area protected by barriers. The Commissaire should carry out checks of the ramp and anticipate any changes in the weather, in this way making sure that all riders start under the same conditions.
- The start area also has the following facilities:
 - an area served by a PA system so that riders can be called to the start,
 - parking for following vehicles waiting for their rider to start (controlled by an official),
 - toilets,
 - an area for checking bikes and gear ratios for junior races.
- The organiser must ensure that following vehicles are available for the riders. Sport directors may carry out this function if they so request.



Click here for detailed description: "Check of the start area", Start of a time trial, point 4.3.1.1.



UCI REGULATIONS

Starting order

- The starting order shall be determined by the organiser of the event in accordance with objective criteria that are to be resumed in the programme - technical guide of the race (**ARTICLE 2.4.006**).
- The riders shall set off at identical intervals. Nevertheless this interval may be increased between riders starting last (**ARTICLE 2.4.007**).

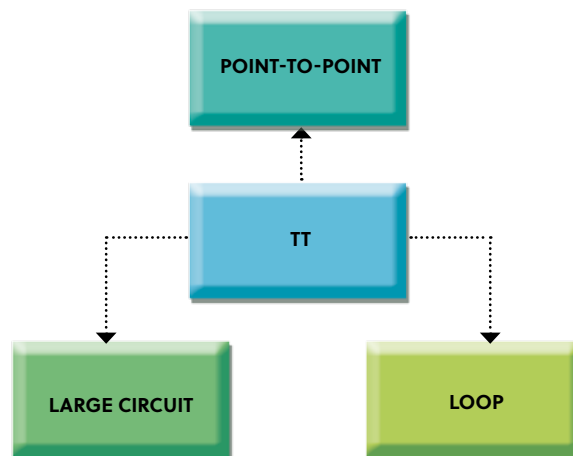


Diagram. Types of course for an individual time trial

The course of an individual time trial may be:

- point-to-point, with the start and finish in different locations,
- a loop, with the start and finish at the same location,
- a large circuit. For example, in the case of a circuit completed twice by the riders, starting waves are organised to prevent riders from hampering each other: instead of all the riders starting in minute intervals, there is a break after a certain number of riders have started. In this way, when the first rider of the wave starts his or her second lap, the last rider of the wave has already left the starting ramp.

The safety arrangements should be suitable and applicable to all riders:

- motorbike as a lead vehicle for each rider,
- no traffic on the course in either direction,
- junctions marshalled, from the first to the last rider.

The president of the Commissaires' panel (PCP) carries out a reconnaissance of the course to ensure that the lines taken by the riders do not present any danger that has not previously been identified and all the riders can choose the same line. The PCP identifies fixed points and shortcuts that can be used by members of the Commissaires' panel when observing the riders. The PCP also checks riders' access to the start ramp and the condition of the ramp.

The bike holder must be the same person for all time trial starters.

A feed zone, with team helpers on foot, may be arranged for long individual time trials.



UCI REGULATIONS

Course

- The distances remaining to be ridden shall be indicated clearly every 5 km at least. For uphill races, each kilometre shall be indicated (**ARTICLE 2.4.004**).
- (N) The organiser shall provide a warm-up circuit of at least 800 metres in the vicinity of the start (**ARTICLE 2.4.005**).

CHECKING RIDERS AND THEIR BIKES



UCI REGULATIONS - ARTICLE 2.4.010

- All riders must present themselves for checks on their bicycles no later than 15 minutes before their start time (**ARTICLE 2.4.010**).

- A tolerant attitude has been introduced: it is not the rider, but rather his or her bicycle that must be presented 15 minutes before the start. Once checked, the bicycle must remain in the starting area enclosure.
- The organisation must provide chairs and bike stands for the waiting riders in a location protected from the spectators.
- Equipment required to check bikes:
 - measuring jig,
 - scales to measure bike weight,
 - spirit level, tape measure,
 - vernier caliper,
 - saddle horizontality device.
- A check must also be conducted on the rider:
 - clothing,
 - helmet.



Click here for detailed description: "Clothing", point 8.3.

- Riders are not required to sign on before the start of a time trial

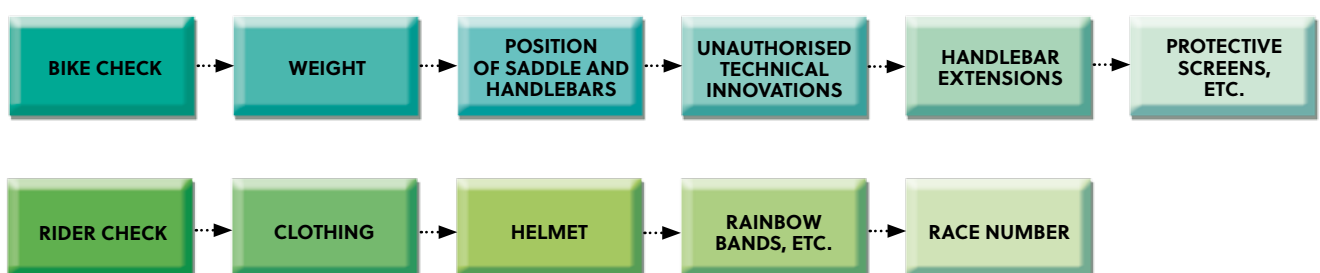


Diagram. Checks of riders and their bikes before the start of a time trial

CONDUCT OF VEHICLES IN INDIVIDUAL TIME TRIALS



- **Following vehicles** must remain behind their rider, respecting a minimum distance of 10 m. Vehicles must not come alongside riders. The use of megaphones, loudspeakers and two-way radio is authorised to communicate with the rider.
- **Mechanical assistance** is conducted by the following vehicle, providing a spare bike or wheels (wheels only if the following vehicle is a motorbike). Spare bikes may not be held outside the following vehicle. Mechanical assistance may only be provided when stationary.
- **Caught riders:** The minimum distances imposed when one rider catches another must be respected. The same principle applies to a following vehicle before it moves past an overtaken rider.



UCI REGULATIONS

- If one rider is caught up by another, he may neither lead nor follow in the slipstream of the rider who caught up (**ARTICLE 2.4.017**).
- A rider, upon catching up with another shall leave a lateral gap of at least 2 metres. After 1 km, the rider caught up shall ride at least 25 m away from the other (**ARTICLE 2.4.018**).
- If necessary, the Commissaire shall force the riders to leave the 2 metre lateral gap and the distance of 25 metres respectively, without prejudice to the penalties provided for in the scale of penalties (**ARTICLE 2.4.019**).

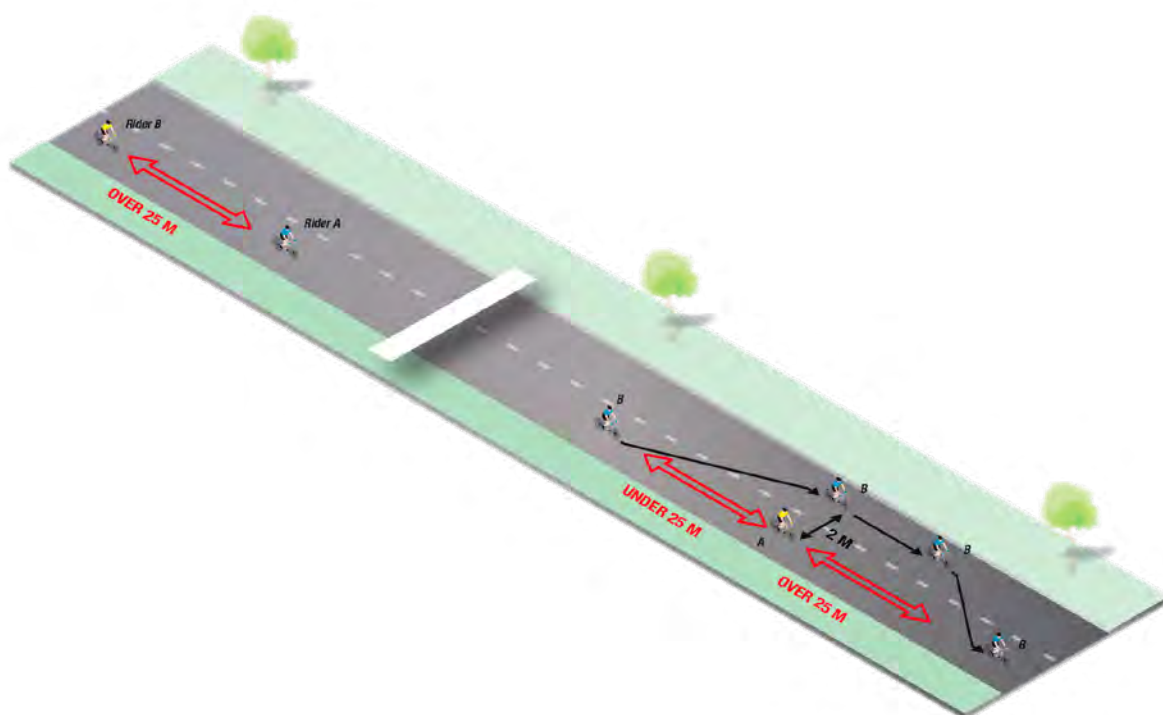


Diagram. Distances to be respected by riders when overtaking in an individual time trial

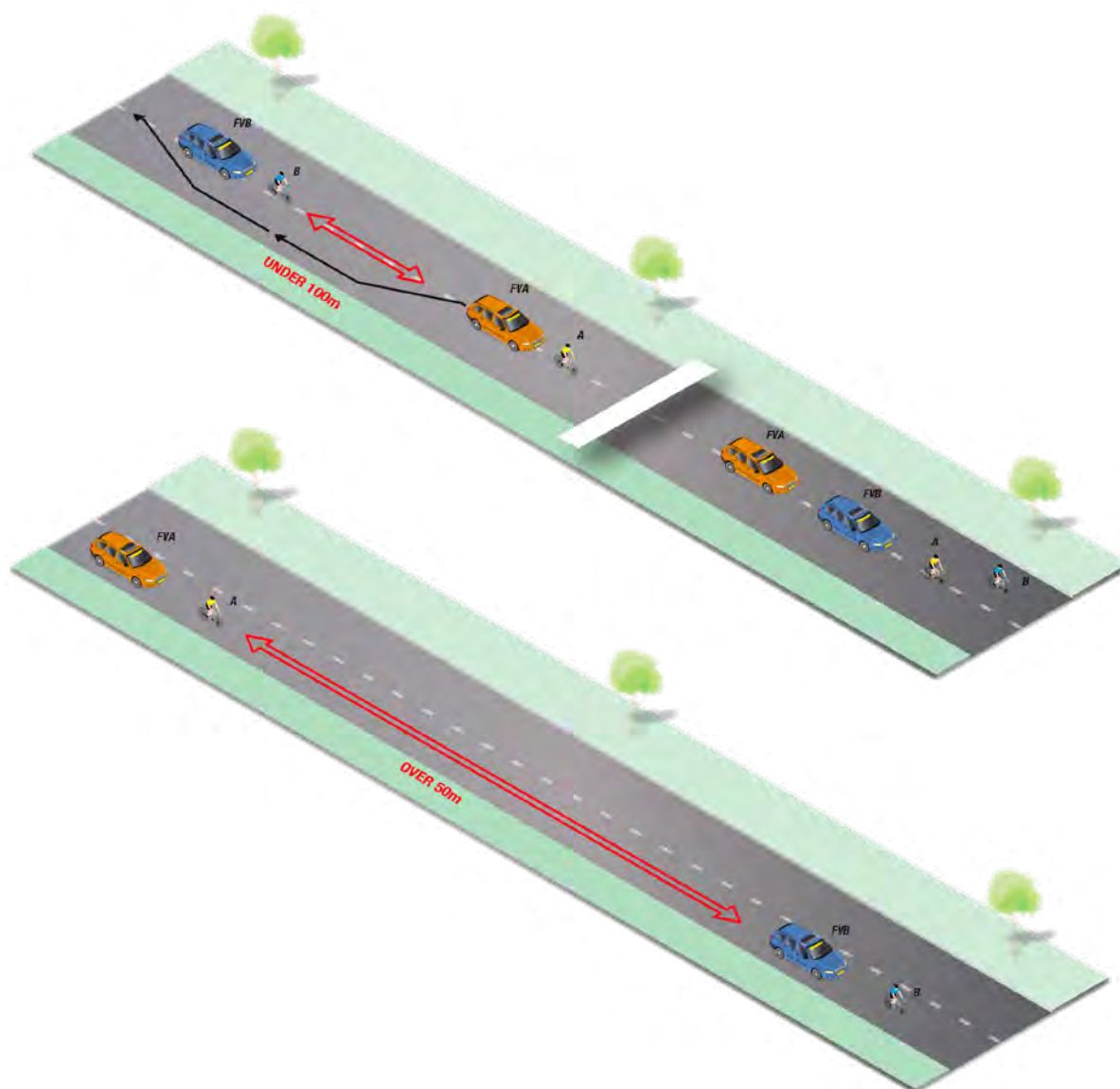


Diagram. Distances to be respected by following vehicles when overtaking in an individual time trial

THE COMMISSAIRES' TASKS

The president of the Commissaires' panel (PCP) allocates Commissaires to different roles depending on how many are available:

- At least one Commissaire is required to check riders and their bikes. The PCP should also be present at the start given the riders' great sensitivity to these checks. Nevertheless, the PCP is free to move around to oversee any exceptional circumstances that arise, whether at the start, on the course or at the finish.
- A Commissaire or assistant timekeeper oversees the start of the riders.
- The finish judge and timekeeper are posted to the finish to calculate and check the riders' times.
- Other Commissaires are assigned to follow riders from vehicles. They drop back from one rider to the next. The objective is to monitor as many riders as possible and intervene if necessary. With freedom of movement, the Commissaires focus on the strongest riders, taking into account passing through intermediate time checks and those parts of the course where overtaking is more frequent. It is recommended that Commissaires return using a parallel road, thus allowing them to carry out several rotations. In no case should the return route of Commissaires (or any other vehicle) be based on travel along the course in the opposite direction to the riders.
- If assistant Commissaires are available, they may be assigned to fixed posts at strategic points and (or) locations with a good view (straight road, top of a climb).

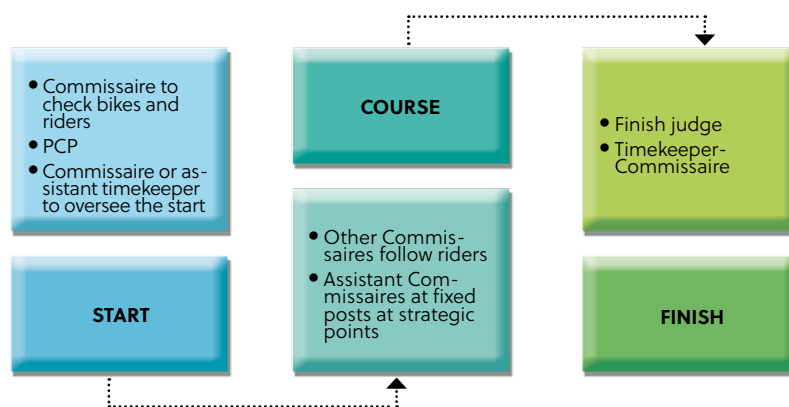


Diagram. The positions of Commissaires for an individual time trial

Following cars must not overtake the riders. Only motorbikes may be authorised to overtake by Commissaires.

TIMEKEEPING

Timekeeping is an essential task conducted by the Commissaires' panel in time trials. In cooperation with the timing service provider, the riders' times must be recorded reliably, accurately and speedily.



Click here for detailed description: "The timekeeper", point 7.1.



UCI REGULATIONS

- The rider shall start his ride under the orders of the timekeeper-Commissaire who shall countdown to the starting time, following which the timing of the ride shall start. The time of any rider who reports late to the start shall be calculated from that rider's scheduled starting time (**ARTICLE 2.4.012**).
- The start may be determined by the front tyre making contact with an electronic timing strip on the start line. If the rider starts fractionally before the countdown reaches 0 or in the following 5 seconds the time it is triggered is used. If the rider starts after this 5 second delay has elapsed or in the event of problems with the electronic timing, the rider's time shall be counted as from the start of manual timing following the countdown (**ARTICLE 2.4.013**).
- Finishing times shall be taken to the nearest one-tenth of a second at least (**ARTICLE 2.4.015**).

FINISH



- **The finish area** should be prepared in the same way as for a road race, in other words shall include:

- a deviation point, directing vehicles towards the parking area and, if required, arrows directing vehicles back to the start area,
- a platform for officials in a good position so that finishing riders can be easily seen,
- a display board showing intermediate and finishing times.

- The finish judge calls out the riders' race numbers; the timekeeper records the time of arrival and then calculates the actual time on the record sheets. The sheets are put in order according to the best time achieved.
- After the finish, the president of the Commissaires' panel calls the Commissaires' panel together to examine any infringements that may lead to sanctions.
- An intermediate timekeeping post may be used. In this case, times are announced on Radio Tour. A special communiqué gives details of the intermediate times and the provisional classification.



REQUIRED KNOWLEDGE

- The organisation standards for the course and the start area; arrangements to allow all operations to take place.



WHAT TO DO

- Organise checks by the Commissaires' panel, giving priority to operations at the start and finish.
- Arrange bike checks.
- Arrange checks of helmets and clothing.
- Remind the drivers of following vehicles about the rules on overtaking.



WHAT NOT TO DO

- Allow riders to start without having conducted a reconnaissance of the course.
- Fail to implement manual timekeeping by the Commissaires.

4.3.10.2. Team time trials

DISTANCE

The distances for team time trials are established in **ARTICLE 2.5.002** of the UCI regulations.

Table. Distance for a team time trial depending on the event type and rider category

| | MEN | WOMEN | MIXED RELAY |
|--|---------------|---------------|-------------------------|
| World Championships, maximum distance | | | Elite: 25 km per gender |
| | | | U23: 25 km per gender |
| Other events, maximum distance | Elite: 100 km | Elite: 50 km | Elite: 50 km per gender |
| | U23: 80 km | | U23: 50 km per gender |
| | Junior: 70 km | Junior: 30 km | |

PROCEDURE



The facilities and checks for a team time trial are the same as for an individual time trial.

- The start ramp should be able to accommodate all riders of a team.
- The personnel acting as bike holders should remain the same throughout the event. A briefing should be held for them to explain their roles and the rules that must be observed.

For the mixed relay, there needs to be at least two lanes marked in the start area of the relay zone.

- Several team vehicles are authorised to follow a team. This information should be defined in the event's special regulations.

An additional check for the mixed relay is the system for communication from the finish line to the relay start area that the team is now permitted to relay in.

- The special regulations drawn up by the organiser play an important role as they determine the following points:
 - Whether the time is taken on the 3rd, 4th, 5th (etc.) rider of the team.
 - The starting intervals between the teams, in accordance with the number of riders and the course.
 - The method of incorporating team time trial times into the individual general classification.
 - The method of incorporating the times of riders who are dropped into the individual general classification (incorporation of the whole time deficit should be avoided).
 - The method of incorporating team time trial times into the team classification.
 - The method of awarding leader's jerseys if the team time trial is the first stage of a race.
 - Which gender shall start first in mixed relays.
 - Which rider of the team must cross the finish line before it can relay in the other gender of its team.



UCI REGULATIONS

Participation

- The number of riders per team is determined in the programme - technical guide - and must be at least 2 and no more than 10. For mixed relay events, the number of riders per gender must be at least 2 and no more than 6. The maximum team size for mixed relay events shall be no more than 12.
- Mixed teams as defined in article 2.1.004 are forbidden (**ARTICLE 2.5.001**).

Course

- The distances remaining to be ridden shall be indicated clearly every 10 km at least. The last kilometre shall be signalled by a red triangle. For uphill races, each km shall be indicated (**ARTICLE 2.5.004**).

Start

- At the start, the riders shall be held side by side on the starting line and then released, not pushed, by "holders" who shall be the same for all teams.
- This procedure will apply to the first gender that starts a mixed relay. (**ARTICLE 2.5.011**)
- The gender that will receive the relay shall line up in the start lanes defined on the start line. At least two start lanes shall be provided.
- At the start, the riders shall be held side-by-side on the start line and then released by the holders upon the relay signal, but not pushed. The holders shall be the same in each start lane for all teams.
- Riders must respect the instructions given by the Commissaires who will supervise the relay zone and assign the start lanes.
- A false start consists of at least one rider who takes the relay before the relevant teammate crosses the relay line as per Article 2.5.014.
- A false start will be sanctioned according to the table of sanctions in Article 2.12.007. (**ARTICLE 2.5.011BIS**)

Timekeeping and classification

- The specific regulations for the event shall specify on which rider of a team crossing the finishing line the classification of teams will be timed for the finish.
- In UCI Women's WorldTour team time trials the time shall be taken on the fourth rider.
- For mixed team relay the classification of teams will be the continuous time of both genders.
- If there is a mechanical malfunction of the relay system provided by the race organisation that leads to an early or late start, the commissaires' panel may adjust the final results to take into account the actual times recorded. (**ARTICLE 2.5.014**).

- **ARTICLE 2.6.028** of the UCI Regulations applies in the event of an incident in the final kilometre.



UCI REGULATIONS – ARTICLE 2.6.028

In the case of a duly noted fall, puncture or mechanical incident beyond the red triangle in a team time trial stage, the rider or riders involved shall be credited with the time of the teammate(s) in whose company he was/they were riding at the moment of the incident.

If, as the result of a duly noted fall beyond the red triangle, a rider cannot cross the finishing line, he shall be credited with the time of the teammate(s) in whose company he was riding at the time of the accident.

This article shall not apply where the finish is at the top of a hill-climb.

- One of the points that the Commissaires must focus on is riders assisting each other:



UCI REGULATIONS

- Riders, even of the same team, may not push one another (**ARTICLE 2.5.018**).
- The exchange of food, drinks, small items of equipment, wheels and bicycles and help with running repairs shall be permitted between riders of the same team (**ARTICLE 2.5.019**).

**REQUIRED KNOWLEDGE**

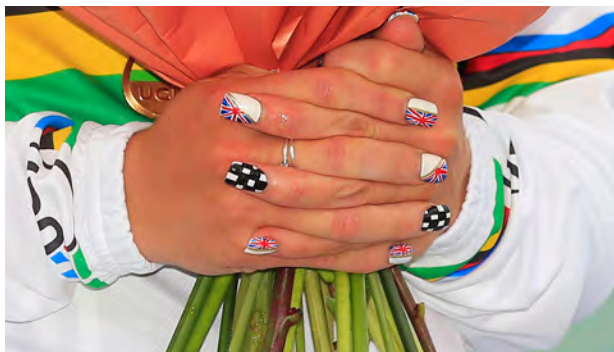
- Awareness of the formula proposed by the organiser for timekeeping and incorporating times into the general classification.

**WHAT TO DO**

- Organise an efficient bike check: a team's bikes should all be presented together.
- Check that transponders are fitted to the bikes.
- Check that helmets comply with the regulations.
- Check that riders are wearing national champion's jerseys as appropriate and not wearing prohibited piping on jerseys.
- Check the relay area and how the Commissaires will be informed a team can be relayed in.

**WHAT NOT TO DO**

- Allow riders to help each other in an illegal fashion.

4.3.10.3. Special features of the world championships - road races

The UCI Road World Championships showcase cycling to the whole world. The UCI is the sole owner of the World Championships and acts as the organiser. The World Championships for each discipline are held once a year.

In addition to taking into consideration the very special level of the event, Commissaires called upon to officiate at the UCI Road World Championships should take note of certain special requirements. These are listed mainly in Parts 2 and 9 of the UCI Regulations. Here are some examples:

**UCI REGULATIONS**

| SUBJECT | ARTICLE | INFORMATION |
|---|----------------------------------|--|
| Participation | 2.1.005 | National teams |
| Road race distances | 2.3.002 | <ul style="list-style-type: none"> • ME: 250 to 280 km • WE: 130 to 160 km • MU: 160 to 180 km • MJ: 120 to 140 km • WJ: 60 to 80 km |
| Time trial distances | 2.4.001 | <ul style="list-style-type: none"> • ME: 40 to 50 km • WE: 20 to 30 km • MU: 30 to 40 km • MJ: 20 to 30 km • WJ: 10 to 15 km |
| Order of race numbers = order of call to the line and start | 2.3.011 | According to categories and sporting value. This is the only event in which race numbers are allocated in this manner. |
| Organisation and team vehicles | 2.3.023 | Several more neutral vehicles than in other events. |
| Technical zone | 2.3.033 2.3.028 | Feeding and mechanical service are conducted from a fixed technical zone on the circuit. Each nation has its own "pit". |
| Order of nations' vehicles | 2.3.024 | Depends on categories and the number of riders starting. |
| Time limits | 2.3.039 | Only lapped riders are eliminated. |
| Timing of time trials | 2.4.016 | At the World Championships, times shall be taken and communicated to the nearest one-hundredth of a second. |
| Mixed relay | 2.5.011 | Teams shall comprise six riders, three men, who shall start first, and three women. |
| Mixed relay distances | 2.5.002 | <ul style="list-style-type: none"> • Elite: 25 km per gender • U23: 25 km per gender |
| Timing of mixed relays | 2.5.014 | <ul style="list-style-type: none"> • The women riders can relay in when the second male rider crosses the finish line. • The team's time is taken on the time of the second women rider to finish. |

In respect of administrative regulations, Part 9 of the UCI Regulations is dedicated to the World Championships for all disciplines.

For road events, the regulations cover the following topics:

- The award of the World Championships to candidate municipalities.
- The sharing of responsibilities between the local organiser and the UCI (the official organiser).
- The procedures for entries by nations, quotas per nation, participants.
- Organisation of event headquarters and pre-race meetings.
- Podium ceremony.

4.3.10 4. Special features for the olympic games



The Olympic Games are organised every four years by the International Olympic Committee. The Olympic road cycling events are held under UCI Regulations for technical matters while IOC rules apply with regards to certain administrative provisions and the image of the Olympic Games.

The points of the regulations that apply to the World Championships also apply to the Olympic Games, apart from the rules on participation. In this respect there is generally restricted participation per nation.



UCI REGULATIONS

| SUBJECT | ARTICLE | INFORMATION |
|---------------|------------------------------------|----------------|
| Participation | 2.1.005 and 11.1.001 | National teams |

In respect of administrative regulations, Part 11 of the UCI Regulations is dedicated to the Olympic Games for all disciplines.

For road events, the regulations cover the following topics:

- The procedures for entries by nations, quotas per nation, participants.
- Organisation of event headquarters and pre-race meetings.
- Podium ceremony.
- The Youth Olympic Games, open to junior categories.

4.4. AFTER THE RACE

4.4.1. RESULTS

CLASSEMENT DE L'ETAPE 4
SEYSSSEL - VALLOIRE-GALIBIER
JEUDI 30 AOÛT 2012

Distance : 167,620 km
Temps du Premier : 40'11"52"
Moyenne : 37,644 km/h

| Pi | Doc | Nom Prénom | Eq. | Nat | S | P | Ecart | Pi | Doc | Nom Prénom | Eq. | Nat | S | P | Ecart |
|----|-----|----------------------------|-----|-----|---|---|--------|-----|-----|---------------------------|-----|-----|---|---|--------|
| 1 | | SARFOLU Warren | FRA | FRA | | | 00" | 66 | | BROWN Nathan | USA | USA | | | 07'40" |
| 2 | | TATARCHENKO Denys | RUS | RUS | | | 02" | 67 | | OKSABUMRIAN Tachan | ERI | ERI | | | 08'08" |
| 3 | | CHAMORRO CHETAN Juan Em | COL | COL | | | 03" | 68 | | FUCHS Dominik | SUI | SUI | | | 08'58" |
| 4 | | OLIVERI Dean | NED | NED | | | 04" | 69 | | CAMPERO Pfrar | MEX | BOL | | | 09'11" |
| 5 | | CHERNETSKY Sergey | RUS | RUS | | | 05" | 70 | | ANDERSEN KRAIGH Aadom | DEN | DEN | | | 09'11" |
| 6 | | CATTAREO Mattia | ITA | ITA | | | 06" | 71 | | ZEPPUNTE Ruben | GER | GER | | | 09'27" |
| 7 | | MCCARTHY Jay | AUS | AUS | | | 21" | 72 | | HOFLAND Moreno | NED | NED | | | 09'31" |
| 8 | | POMOSHENOV Sergey | RUS | RUS | | | 22" | 73 | | BYSTROM Sven Erik | NOR | NOR | | | 09'31" |
| 9 | | WARWASSE Lawrence | USA | USA | | | 34" | 74 | | VAN POPPEL Danny | NED | NED | | | 10'11" |
| 10 | | LAUREAU Antoine | FRA | FRA | | | 35" | 75 | | LINGAU Philip | SWE | SWE | | | 10'23" |
| 11 | | ZUCOLI Gianfranco | ITA | ITA | | | 36" | 76 | | JENSEN August | NOR | NOR | | | 10'23" |
| 12 | | VAMPRE Thilo | FRA | FRA | | | 37" | 77 | | TEUNIS Dylan | BEL | BEL | | | 10'23" |
| 13 | | HANSEN Jasper | DEN | DEN | | | 38" | 78 | | YATSEVICH Kiril | RUS | RUS | | | 10'23" |
| 14 | | KOMRAD Patrick | AUT | AUT | | | 39" | 79 | | STUYVEN Jasper | BEL | BEL | | | 10'23" |
| 15 | | REVERA GURRIERO Ever Alex | COL | COL | | | 39" | 80 | | LANE Patrick | AUS | AUS | | | 10'23" |
| 16 | | SCHEIBL Jan | USA | USA | | | 40" | 81 | | WILSON Nabe | USA | USA | | | 10'23" |
| 17 | | LUCOVOSCH Tobias | SWE | SWE | | | 40" | 82 | | JARAMILLO GÁLVEZ James De | COL | COL | | | 11'42" |
| 18 | | BERNARDI Matteo | ERI | ERI | | | 40" | 83 | | KAMP EGESTED Alexander | DEN | DEN | | | 12'27" |
| 19 | | WILLERS Tim | BEL | BEL | | | 41" | 84 | | BRUNOS Toms | LAT | LAT | | | 12'54" |
| 20 | | WICKER David | AUT | AUT | | | 01'30" | 85 | | MIRJELI Tim | SLO | SLO | | | 12'54" |
| 21 | | POLANO Jan | SLO | SLO | | | 01'30" | 86 | | STIMULAK Klemen | SLO | SLO | | | 12'54" |
| 22 | | LUTSENKO Alexey | KAZ | KAZ | | | 01'41" | 87 | | TRATNIK Jan | SLO | SLO | | | 12'54" |
| 23 | | NIELSEN Magnus Cort | DEN | DEN | | | 02'22" | 88 | | HORSCH Alex | LUX | LUX | | | 14'03" |
| 24 | | FERNANDEZ ANDUJAR Ruben | ESP | ESP | | | 02'23" | 89 | | THILL Toms | LUX | LUX | | | 14'03" |
| 25 | | BEPUVEDA Eduardo | MEX | MEX | | | 02'23" | 90 | | FLAKSIS Andis | LAT | LAT | | | 14'03" |
| 26 | | POWRIYH Daniil | KAZ | KAZ | | | 02'51" | 91 | | SPORIS Samuel | AUS | AUS | | | 14'03" |
| 27 | | CHIRCHUK Vladimir | KAZ | KAZ | | | 02'52" | 92 | | ANDERSEN Nik | AUS | AUS | | | 14'03" |
| 28 | | DILLIER Silvan | SUI | SUI | | | 02'54" | 93 | | EDICHEM Filip | NOR | NOR | | | 14'03" |
| 29 | | IMMEYERS Floris | BEL | BEL | | | 03'07" | 94 | | FEDI Andria | ITA | ITA | | | 14'03" |
| 30 | | KAMP DREW Arman | KAZ | KAZ | | | 03'21" | 95 | | BARTON Dennis | ITA | ITA | | | 14'03" |
| 31 | | LAWO Paul | AUT | AUT | | | 03'22" | 96 | | FRISBERG Michael | AUS | AUS | | | 14'03" |
| 32 | | GALTA STRAND Fredrik | NOR | NOR | | | 03'36" | 97 | | EMERNOVS Andre | LAT | LAT | | | 14'03" |
| 33 | | VERONA QUINTANILLA Carlos | ESP | ESP | | | 03'56" | 98 | | HUFMANN Evan | USA | USA | | | 14'03" |
| 34 | | KOLMECHHOVEN Sjoerd | NED | NED | | | 03'56" | 99 | | SPRENGERS Thomas | BEL | BEL | | | 14'03" |
| 35 | | ARNOT Niklas | GER | GER | | | 04'26" | 100 | | CHENALX Adrien | SUI | SUI | | | 14'03" |
| 36 | | VOOT Mario | GER | GER | | | 04'26" | 101 | | IZQUIERRA MUELLA Jesus | ESP | ESP | | | 14'03" |
| 37 | | KOCH Michael | GER | GER | | | 04'26" | 102 | | ADDY Raphael | SUI | SUI | | | 14'03" |
| 38 | | ORJUELA GUTIERREZ Fernando | COL | COL | | | 04'30" | 103 | | BOYCE Jan | AUT | AUT | | | 14'03" |
| 39 | | SALAZAR CASTANEDA Hugo Jr | COL | COL | | | 04'30" | 104 | | CLAUSEN Patrick | DEN | DEN | | | 14'03" |
| 40 | | KOTTERLIN Jascha | GER | GER | | | 04'30" | 105 | | WIMPERT Wouter | NED | NED | | | 14'03" |
| 41 | | PROLOV Igor | RUS | RUS | | | 04'30" | 106 | | SALAS ZBORODZIK Rafi | ESP | ESP | | | 14'03" |
| 42 | | PHILAN Adam | AUS | AUS | | | 04'30" | 107 | | ERDIN Peter | SUI | SUI | | | 14'03" |
| 43 | | BAUHL Florian | AUT | AUT | | | 04'30" | 108 | | ORBE URRUTIA Haritz | ESP | ESP | | | 14'03" |
| 44 | | TEQUEL Erwan | FRA | FRA | | | 04'30" | 109 | | SPRIONACHAI Saravut | MEX | THA | | | 21'00" |
| 45 | | MARTIN HERNANDEZ Victor | ESP | ESP | | | 04'41" | 110 | | AMARUEL Marco | ERI | ERI | | | 21'00" |
| 46 | | ANDERSON Mate | SWE | SWE | | | 04'41" | 111 | | SCHLECHTER PE | LUX | LUX | | | 22'11" |
| 47 | | DAKTERIS Janis | LAT | LAT | | | 04'41" | 112 | | DEBESAY Nekuto | ERI | ERI | | | 22'48" |
| 48 | | VILLELLA Denise | ITA | ITA | | | 04'41" | | | | | | | | |
| 49 | | BLUPRA Hildebrand | NOR | NOR | | | 04'41" | | | | | | | | |
| 50 | | SCHOENBROODT Bob | NED | NED | | | 04'41" | | | | | | | | |
| 51 | | POSTLBERGER Lukas | AUT | AUT | | | 04'41" | | | | | | | | |
| 52 | | QUINN Alexia | FRA | FRA | | | 04'41" | | | | | | | | |
| 53 | | TULIK Angelo | FRA | FRA | | | 04'41" | | | | | | | | |
| 54 | | VAN DYCK Niklas | BEL | BEL | | | 04'41" | | | | | | | | |
| 55 | | ARENSER Marcel | SLO | SLO | | | 04'41" | | | | | | | | |
| 56 | | POISSINER Lukas | SLO | SLO | | | 04'41" | | | | | | | | |
| 57 | | MAHONSON Kim | SWE | SWE | | | 04'41" | | | | | | | | |
| 58 | | BORTNER Jascha | SLO | SLO | | | 04'41" | | | | | | | | |
| 59 | | JUNDEL Slob | LUX | LUX | | | 04'41" | | | | | | | | |
| 60 | | STEDMILLER Jakob | GER | GER | | | 04'41" | | | | | | | | |
| 61 | | UMERBEROV Nikita | KAZ | KAZ | | | 04'41" | | | | | | | | |
| 62 | | ISHANOV Abdurrahman | KAZ | KAZ | | | 04'41" | | | | | | | | |
| 63 | | PARDES AVILLANEDA Cesar | COL | COL | | | 04'41" | | | | | | | | |

Abandon :

| | | | | | | | |
|-----|--|------------------------|-----|-----|--|--|--|
| 82 | | FEISBERG Kevin | LUX | LUX | | | |
| 84 | | KOHLVELTER Martin | LUX | LUX | | | |
| 102 | | AHLSTRAND Jonas | SWE | SWE | | | |
| 106 | | FÖLDER Robert | SWE | SWE | | | |
| 142 | | FOLIFOROV Alexander | RUS | RUS | | | |
| 184 | | BUSH Robert | USA | USA | | | |
| 172 | | APFELBERG Elyse | ERI | ERI | | | |
| 203 | | CASTILLO Uribe Alfredo | MEX | MEX | | | |
| 204 | | CISSE Isaka | MEX | CHI | | | |
| 206 | | DROBISCH Thi | MEX | NAM | | | |

19 courriers(s).

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Chronométrage - Photo Finish - Edition des Résultats : MATSPORT TIMING 04.75.52.53.60 - <http://www.matsport.com>

Logos: E, FIM, ALDEN, le dauphiné, CRAFT, Hertz

The results are input into a computer. After the results are produced, the finish judge checks the originals of all the classifications. The organiser is then responsible for copying and distributing the classifications.



UCI REGULATIONS

- (N) The organiser must distribute the results to teams at the finish or, failing that, send them by fax [mail] as soon as possible (**ARTICLE 2.6.035**)
- (N) The organiser shall provide the Commissaires with the equipment necessary for the electronic transmission to the UCI and to the national federation of the results of the race or the stage together with the list of riders having taken the start (**ARTICLE 2.2.013**).
- (N) The national federation of the organiser shall without delay communicate to the UCI any changes made to the results communicated by the organiser (**ARTICLE 2.2.014**).
- The list of starters and complete results, set out according to the UCI model shown in articles 2.2.087 and 2.2.088, shall be made available to the press as soon as possible (**ARTICLE 2.2.083**).

UCI DATARIDE

The UCI has its own internal data management system for sport, known as UCI DataRide. Amongst other things, all results are managed through this system.

All International Commissaires have been provided with a unique user ID and password for the system.

When International Commissaires log in to UCI DataRide, they see the competitions they have been assigned to as PCP (they will also be able to see past competitions at which they acted as PCP – going back to 2016 only).

By clicking on the name of the competition they will be able to see the events that make up that competition. For stage races this will include each stage and all the classifications for each day, plus final overall classifications.

Within 2 hours of the end of the race, or stage, the results need to be loaded up into the DataRide system. This also includes any of the major classifications for stage races.

There are specific templates that must be used when loading in the results, and these are available from the Commissaire Extranet. The President of the Commissaires' Panel is responsible for uploading the results.

It is also possible to allow the Timing Company to upload the results. In this case the President of the Commissaires' Panel will need to provide them with their user id and password so they can access the race on UCI DataRide. Even in this case, the President of the Commissaires' Panel still remains responsible for uploading the results, and should verify that they have been uploaded correctly.

Specific training guides have been provided on the Commissaires' Extranet to assist International Commissaires with fulfilling their responsibilities in this area.

After the results of each event have been uploaded, the ranking is calculated by the UCI DataRide system and displayed on the UCI website according to the timelines established in the UCI Regulations.

The results of all international competitions are displayed on the UCI website. The President of the Commissaires' Panel should also check the results displayed on the UCI website for the event to make sure they are correct.

4.4.2. PENALTIES

The president of the Commissaires' panel examines all the race incidents with the Commissaires' panel and issues any necessary penalties in accordance with the regulations and the scale of penalties. It is important to objectively analyse and evaluate the degree of seriousness of the infringements, on the basis of the incidents and the scale of penalties, and to ensure the fair application of sanctions.

During stage races, the objective is to preserve credibility and continuity as the race unfolds, striking a balance between not being too harsh nor too lenient with penalties.



UCI REGULATIONS

- The Commissaires' Panel is competent to judge and sanction all race incidents according to the tables of race incidents applicable to the different disciplines. Except for Road cycling, the Parts of the Regulations pertaining to the different disciplines may contain specific provisions conferring competence to the Commissaires' Panel to sanction other infringements. **(ARTICLE 12.5.001)**
- Decisions are notified by means of the publication of a communiqué by the Commissaires' Panel. They may also be notified verbally to the individual in question or his team. **(ARTICLE 12.5.002)**

In serious cases, depending on the race incidents, the president of the Commissaires' panel (PCP) may summon the rider and sport director to allow them to present their version of events.

Any penalties are described in a communiqué appended to the classifications. Depending on the severity of the race incidents, the PCP may draw up an accurate report of the circumstances. This report is attached to the race dossier sent to the UCI.

The PCP draws up a file of infringements committed by each team that is subsequently sent to the UCI. The file of infringements is sent to the UCI together with the race report using the UCI OwnCloud system.



UCI REGULATIONS

- Statements made by commissaires in reports and minutes shall have probative force unless proven otherwise. **(ARTICLE 12.6.009).**
- Unsporting behaviour, race incidents and infringements of the UCI Constitution, Regulations, decisions and directives shall be punished by disciplinary measures. **(ARTICLE 12.2.001).**
- The infringement related to race incidents concerning riders, teams and other licence holders observed in the context of road events are sanctioned as set out in the table of race incidents defined in article 2.12.007, in accordance with article 12.4.001. **(ARTICLE 2.12.001)**
- The infringements relating to race incidents are those listed in the tables of race incidents as set out in the articles below:
 - 2.12.007 for Road;
 The table of race incidents applicable to the other disciplines is appended to this Part.
 These infringements are exclusively pronounced by Commissaires. They are not subject to appeal except in the case of fines exceeding the following amounts:

ROAD

fine over CHF 1,000.

fine over CHF 500.

fine over CHF 200.

- Unless otherwise stated, sanctions are to be applied "per infringement" and "for the licence holder involved"
- When a penalty is imposed regarding "points from UCI rankings", the points will be removed from all UCI individual rankings in which the rider may be ranked. As a consequence, the sanction will also impact other UCI rankings (by team, by nation, etc.) that are calculated on the basis of the points scored by the rider in an individual ranking.
- When a "time penalty" or "points penalty" is imposed, the penalty is applied to the general classification (time or points) of the event. The penalty is rounded up to the nearest whole number.
- The word "poussette" in French equates to "nudge" in English and refers to the action of one rider touching another in order to indicate how to move. "Pushing" is one rider assisting the movement of another in order to gain an advantage.
- Unless otherwise stated, sanctions for a "Sport Director" are given to the Sport Director in charge of the team.
- If a licence holder cannot be specifically identified by the commissaire(s), a fine may be imposed directly on the team or the Sport Director in charge of the team.
- In stage races, all sanctions and penalties relate to individual general classifications. These may, depending on their severity, and upon the decision of the Commissaires' Panel, also be applied to the individual stage results. If the Commissaires' Panel considers that the infringement committed by a rider benefits his or her team in the general classification on time, a further 30 second penalty is applied.
- Upon the request of the sanctioned licence holder, the Commissaires' Panel will provide the reasoning behind the sanction applied. **(ARTICLE 2.12.007BIS)**

TYPES OF PENALTIES

A penalty falls into one of the following categories:

- warning,
- fine,
- relegation: the rider is classified in last place of the group in which he or she finished,
- time penalty: only applicable during stage races and time trials.
- classification points penalties: only applicable during stage races,
- disqualification or start refused: the rider is excluded from the results,
- UCI Ranking Points penalties,
- other penalties: demotion in the order of following team vehicles for the next day's stage; points penalty.
- disqualification or start refused: the rider is excluded from the results,

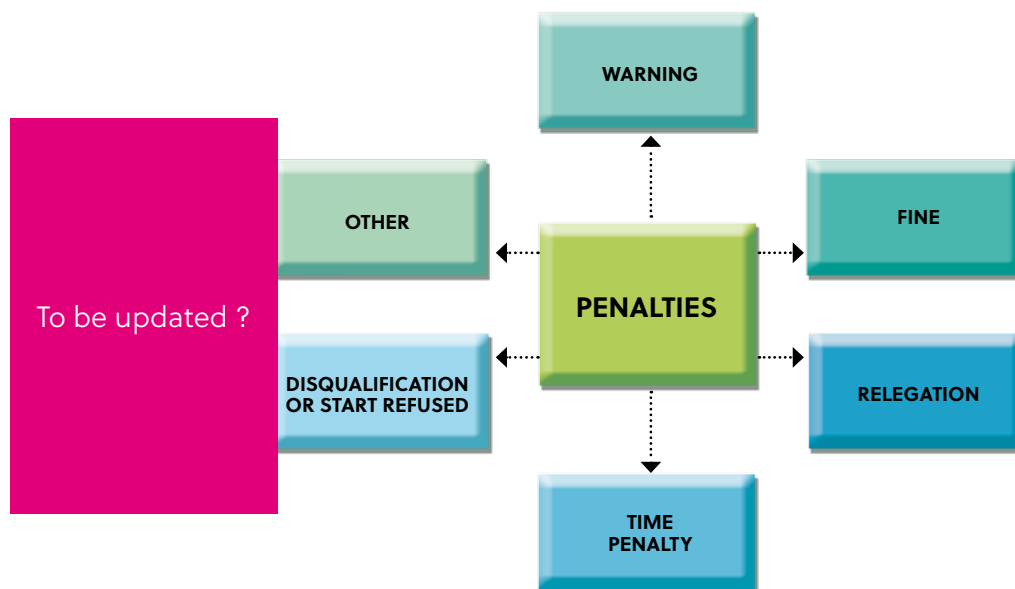


Diagram. The range of penalties available

Any fines that arise as the result of an infringement shall be charged exclusively in Swiss francs. The amount of a fine depends on the level of the event, namely the UCI calendar to which the event belongs.

| | Colonne 1 | Colonne 2 | Colonne 3 |
|--|--|---|---|
| | Jeux et Championnats Jeux Olympiques Championnat du Monde Elite UCI Epreuves Homme Elite UCI WorldTour | Jeux et Championnats Championnats du monde Moins de 23 ans et Juniors UCI Championnats Continentaux Jeux Continentaux Epreuves Homme Elite UCI ProSeries Classe 1 Epreuves Femme Elite UCI Women's WorldTour UCI ProSeries Paracyclisme Jeux Paralympiques Championnats du Monde Coupes du Monde | Epreuves Homme Elite Classe 2 Epreuves Femme Elite Classe 1 et Classe 2 Epreuves Moins de 23 ans Coupes des Nations UCI Autres épreuves Autres épreuves Coupes des Nations Juniors UCI Epreuves Juniors Epreuves Nationales Autres épreuves Paracyclisme Autres épreuves |
| 1. Opérations de départ et d'arrivée et opérations protocolaires | | | |
| 1.1 Départ sans contrôle de signature, non-respect de l'ordre ou de l'horaire de la signature de la feuille de départ ou de la présentation des équipes | Coureur : 500 par coureur concerné et 15 points aux classements UCI Directeur sportif : 500 (peu importe le nombre de coureurs concernés) | Coureur : 200 et 5 points aux classements UCI par coureur concerné Directeur sportif : 200 (peu importe le nombre de coureurs concernés) | Coureur : 50 et 2 points aux classements UCI par coureur concerné Directeur Sportif : 50 (peu importe le nombre de coureurs concernés) |
| En plus des dispositions ci-dessus, le collège des commissaires peut dans les cas sérieux, procurant un avantage, lors d'infractions répétées ou en cas de circonstances aggravantes prononcer la mise hors compétition ou la disqualification d'un coureur. | | | |

Extract from the UCI Regulations on the scale of penalties - **ARTICLE 12.1.040**

Commissaires do not have to know the scale of penalties by heart, but should be able to consult the scale without delay.

It is however necessary to be fully aware of the circumstances in which disqualification applies as this penalty must be imposed immediately during the event. It should also be noted that Commissaires have very little time to check whether an infringement is subject to disqualification or a different penalty.



UCI REGULATIONS

- The disqualification of a rider or team shall invalidate all results and classifications achieved in the events in question and the forfeiture of all related prizes, points and medals. (**ARTICLE 12.3.004**).

The same infringement may be penalised in different ways:

- depending on the severity of the transgression (see example below where serious cases can be penalised with disqualification),
- depending on whether it is a one day or stage race,
- depending on whether it is a first offence or subsequent offence (see example below where a range of penalties allow for penalisation of subsequent offences).

| | | | |
|---|---|---|--|
| 4.7 Abri derrière un véhicule ou prise du sillage d'un véhicule | | | |
| Epreuves d'une journée | Coureur : 200 par infraction Conducteur : 500 par infraction Directeur sportif responsable du véhicule : 500 par infraction | Coureur : 100 par infraction Conducteur : 200 par infraction Directeur sportif responsable du véhicule : 200 par infraction | Coureur : 1 ^{re} infraction : 50 2 ^e infraction : 100 Conducteur : 1 ^{re} infraction : Avertissement 2 ^e infraction : 100 Directeur sportif responsable du véhicule : 1 ^{re} infraction : Avertissement 2 ^e infraction : 100 |
| En plus des dispositions ci-dessus, le collège des commissaires peut dans les cas sérieux, lors d'infractions répétées ou de circonstances aggravantes prononcer la mise hors compétition ou la disqualification d'un coureur et/ou l'exclusion d'un autre licencié. | | | |
| Epreuves par étapes | Coureur : 200 et 20%** de pénalité au classement par points et au classement de la montagne et entre 20 secondes et 5 minutes de pénalité par infraction Conducteur : 500 Directeur sportif responsable du véhicule : 500 | Coureur : 100 et 20%** de pénalité au classement par points et au classement de la montagne et entre 20 secondes et 5 minutes de pénalité par infraction Conducteur : 200 Directeur sportif responsable du véhicule : 200 | Coureur : 50 et 20%** de pénalité au classement par points et au classement de la montagne et entre 20 secondes et 5 minutes de pénalité par infraction Conducteur : 100 Directeur sportif responsable du véhicule : 100 |
| En plus des dispositions ci-dessus, le collège des commissaires peut dans les cas sérieux, procurant un avantage, lors d'infractions répétées ou de circonstances aggravantes prononcer la mise hors compétition ou la disqualification d'un coureur et/ou l'exclusion d'un autre licencié. | | | |

Extract from the UCI Regulations on the scale of penalties (penalties in CHF and seconds)

The scale of penalties, as is the case for all UCI Regulations, is a document that evolves according to UCI decisions, current practice and Commissaires' proposals. Commissaires should regularly review the regulations and take care to apply the latest scale of penalties. The headings used in communiqués must appear as they do in the regulations to avoid any misinterpretation or misunderstanding.

The communiqué must mention:

- the relevant article,
- the penalty applied and the reason,
- to whom the penalty applies: surname, first name, UCI ID and team.

DECISION-MAKING PROCESS

When confronted by an infringement, the UCI scale of penalties is sufficiently detailed to allow a Commissaire to make a variety of decisions. Some race incidents are subject to prior reflection on whether they should be subject to a penalty or not. All licence holders are subject to penalties (including drivers, mechanics, sport directors, etc.).

NOTE

The most common type of infringement is an irregular sprint at the end of an event or stage. This situation is often a source of significant misunderstanding among riders, teams, the media and spectators.

There are very many examples of events where riders have "deviated from their line" and are sometimes penalised by the Commissaires' panel, but sometimes not.

The considerations listed below may influence the decision-making process. The order and significance of these considerations are appreciated in accordance with the circumstances and the Commissaires' experience:

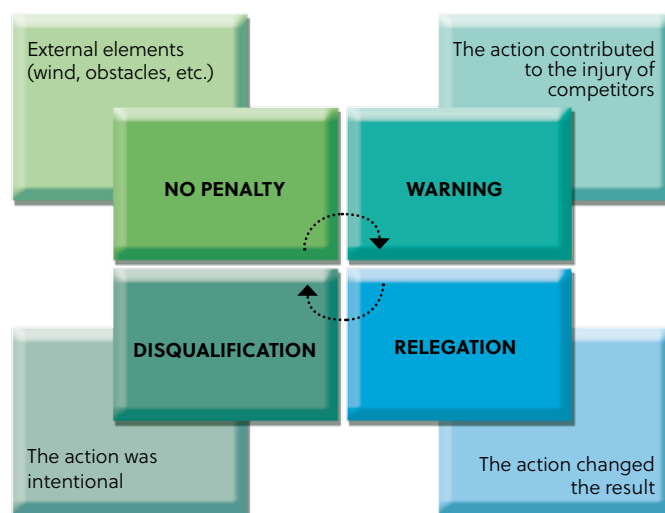


Diagram. Decision-making process concerning a penalty for an infringement

APPEALS



Decisions by the Commissaires' Panel on race incidents are only open to appeal if a fine, exceeding a certain amount as defined by the class of event, is imposed (**ARTICLE 12.4.001**). In this case, licence holders may appeal to the UCI Disciplinary Commission which shall provide a definitive decision on the issue. The appeal must be lodged within 10 days of the end of the event (**ARTICLES 12.4.001, 12.5.002, 12.5.004**).

If the fine issued is over the appealable amount, the Commissaires' Panel should summon and hear the parties concerned if it is possible.



UCI REGULATIONS

- Decisions are notified by means of the publication of a communiqué by the Commissaires' Panel. They may also be notified verbally to the individual in question or his team.
- Any appeal under the terms of article 12.4.001 must be lodged within ten days of notification of the decision.
- The Disciplinary Commission may, at its own initiative or upon request, decide to suspend the implementation of a decision by the Commissaires' Panel. (**ARTICLE 12.5.002**)

4.4.3. COMMUNIQUÉS

In addition to all the results and classifications, the Commissaires' panel ensures that the event administration staff distributes:

- the Commissaires' communiqué.

And in stage races:

- the order of team cars,
- the order of start for a time trial,
- the organisation communiqué if necessary.

The communiqué issued by the Commissaires' panel makes public the decisions taken during or at the end of the race. This communiqué must be factual and offer sufficient detail as it informs the participants of any penalties.



Example of a Commissaires' communiqué

COMMISSAIRES' COMMUNIQUE

1 PENALTY & FINE FOR STAGE 3

UCI regulations 2.12.007

1.1 Article 8.4

Discarding litter outside the authorised litter zones

The following rider is fined CHF50

Rider nbr. 152 SEANAUMNUAYPHON Tanaphon UCI ID 10011237533 of ROJ

1.2 Article 4.7

Sheltering behind a vehicle

The following riders are fined CHF50, 20% penalty in the points classifications (3 points) and penalised 30 seconds

Rider nbr. 33 MENDOZA Aidan James UCI ID 10052799104 of 7RP

Rider nbr. 151 KLAHAN Chalophon UCI ID 10091395909 of ROJ

The following team directors are fined CHF100 for allowing a rider to shelter behind their vehicle

Manager RODRIGUEZ David Ric UCI ID 10052018252 of Team 7ELEVEN CLIQQ - AIR21 BY ROADBIKE PHILIPPINES

Manager PANALAK Panita UCI ID 10091397727 of Team ROOJAI.COM CYCLING TEAM

The drivers of the following team vehicles are fined CHF100 for allowing a rider to shelter behind their vehicle

Team 7ELEVEN CLIQQ - AIR21 BY ROADBIKE PHILIPPINES

Team ROOJAI.COM CYCLING TEAM

4.4.4.**DEBRIEFING OF THE COMMISSAIRES' PANEL**

The Commissaires' debriefing is carried out in two stages:

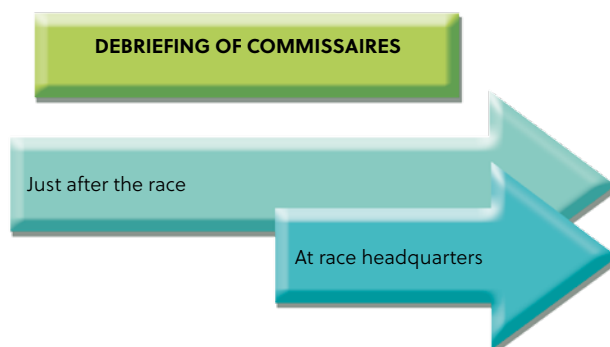


Diagram. Two-stage debriefing of Commissaires

- 1 - Just after the finish, in the vicinity of the officials drawing up the results, in order to identify and communicate any decisions influencing the results for the day.
- 2 - At race headquarters, in particular to:
 - a. gather opinions on the organisation of the event,
 - b. prepare the debriefing with the organiser,
 - c. offer feedback on the Commissaires' work.

The president of the Commissaires' panel (PCP) conducts an informal evaluation of the operation of the Commissaires' panel as a whole with regards to officiating at the event, in particular to:

- congratulate and motivate Commissaires with regards to positive points,
- implement corrective action for negative points.

The PCP asks the Commissaires for their views on the general organisation of the event and their comments and suggestions for improvements. The PCP should also share his or her assessment of the event in order to compare his or her views and expectations with the Commissaires' opinions and possibly with local practice.

4.4.5.**DEBRIEFING WITH THE ORGANISER**

For all events, the president of the Commissaires' panel and the international Commissaires have a meeting with the organiser before leaving the venue, in order to discuss the positive and negative points of the race.

The following diagram offers guidelines for this debriefing:

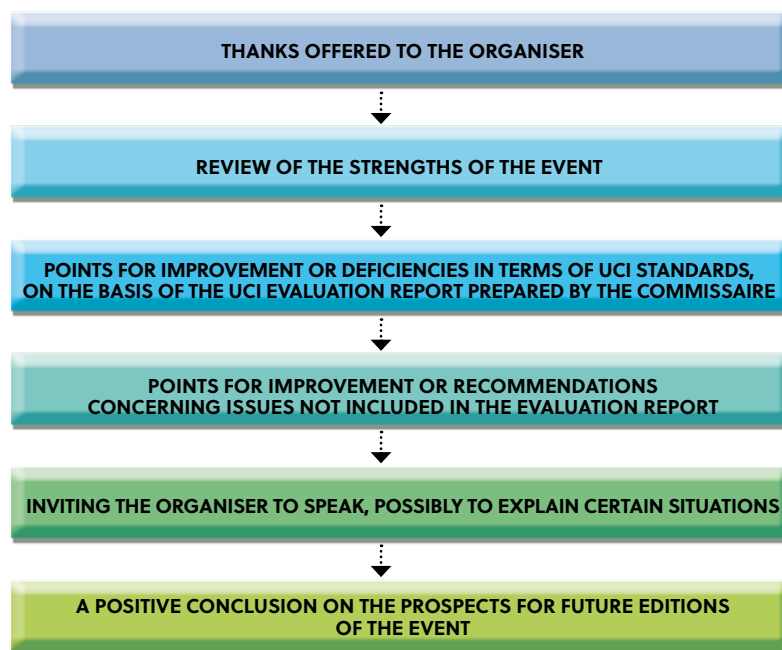


Diagram. Debriefing with the organiser

- It is important to be comprehensive when referring to the points described in the UCI report. The organisation will receive a summary of significant points (positive and negative) from the UCI which may come from various sources (teams, riders, officials, media, etc.). If points appear in this summary without having been mentioned during the debriefing, this may affect the credibility of the president of the Commissaires' panel and Commissaires appointed to future events.
- There are several of these meetings in a stage race, allowing the organiser to be informed of points that can be improved without delay. Any criticism by Commissaires should be constructive in order to encourage the organiser to develop the event. It is essential, particularly in stage races, to give the organiser the opportunity to address any problems encountered during the day.
- It is standard practice to conduct the final debriefing of a stage race on the morning of the final stage as there are often points to address. A slimmed-down version of the stage debriefing then takes place at the end of the final stage.
- It is not acceptable to leave an event without conducting this debriefing. If it is genuinely impossible to hold the debriefing (logistical reasons, organiser detained due to podium ceremony obligations, etc.), then a telephone conference should be held as soon as possible.
- Presenting a criticism can be a delicate matter. The Commissaire should proceed diplomatically otherwise an organiser may feel hurt or become stubborn; this is not conducive to correcting behaviour.

EXPRESS CRITICISM

Expressing criticism requires a great deal of diplomacy from the Commissaire to avoid the organiser feeling hurt or balking at suggestions. An organiser who is not in a positive frame of mind or who feels targeted, will be less willing to follow advice and implement suggested improvements or corrections.

The Commissaire should adapt his or her tone and the wording of the criticism to the **CIRCUMSTANCES** and the **ORGANISER'S SITUATION**:

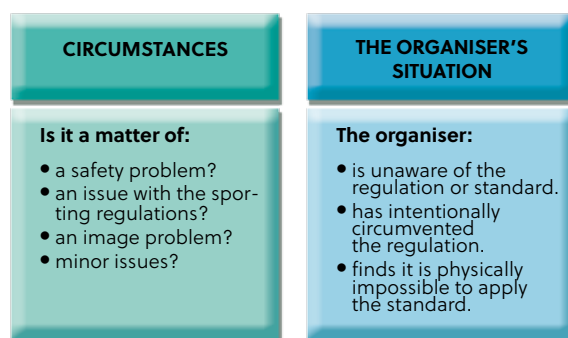


Diagram. Adapting the Commissaire's tone and wording of criticisms to the situation

- After emphasising a point that requires improvement, the president of the Commissaires' panel (PCP) should suggest a solution on the basis of his or her experience. Organisers often feel that there is an element of competition between them, so it is not recommended to cite another event as an example, especially if this event is of an equal or lower standard.
- The PCP must bear in mind the Commissaires' scope of action. Positive points may be made about issues that do not fall within the remit of Commissaires, but the PCP should not criticise such matters (e.g. communication, marketing, image, podium ceremonies, environment, atmosphere, etc.).
- The evaluation of negative points should also take into account the preceding PCP's report on the previous edition of the event (a copy of the evaluation is sent to the subsequent PCP). Any correction or progress made should be emphasised. However, if an undesirable situation remains unresolved, this must be highlighted.

4.4.6.

UCI EVALUATION REPORT

The form for the UCI evaluation report is available on the Commissaires extranet. This form is updated from time to time, and so the PCP should make sure he has the latest version. The president of the Commissaires' panel (PCP) completes the form.

The evaluation report is completed in Excel, and consists of 2 pages:

- Information
- Dashboard

The information page is used to record important information about the event, together with the contact information for key personnel, including:

- Organisation
- Results
- Media

The PCP must make sure to get this information before leaving the race. On this page the PCP can indicate if the UCI should prioritise this report, and add any notes for the UCI that will not be sent to the organiser.

Importantly, the PCP should also record whether the organiser wants the report in English or French. Depending on the language indicated by the organiser, the PCP completes the report in that language. It may be necessary for the PCP to ask a colleague for help if he is not able to prepare the report in that language.

The dashboard page is used to record the way in which the event proceeded. The race is evaluated in 6 key areas:

- Specifics for events outside Europe
- Team accommodation
- Organisation
- Safety
- TV Production
- Spectators and course.

A spotlight system is used to conduct the overall evaluation of each area, as well as an overall general evaluation.

The PCP also writes a short review of each of the areas of evaluation, as well as for the event overall, in the language indicated by the organiser.

These summaries are provided to the organiser in the report they will receive from the UCI. It is thus very important for the PCP to consider carefully what is noted here, as well as the use of language.

NOTE

A complementary report may be attached to the evaluation report by the PCP if necessary. This may offer justification of a particularly negative point or an issue that gave rise to exceptional decisions. It is also the occasion for the PCP to report any positive developments to the UCI (e.g. innovation by the organiser).

The race report is a very important document for UCI sports coordinators as it is the only reference material that allows an objective opinion to be formed on both the quality of the event organisation and the application of the regulations.

4.4.7.**SENDING THE RACE DOSSIER TO THE UCI**

The race dossier must be sent to the UCI electronically within two week of the event. Do not mail these documents to the UCI. If there are circumstances that delay the dispatch of the dossier to the UCI, the PCP informs the coordinator.

The following document must be included:

- Race report using the latest Excel form from the Commissaire extranet;
- Expenses form (in Excel) with relevant supporting documents and receipts (scanned or photographed);
- Race incidents and sanctions (in Word);
- Race Technical Guide (in Word or PDF);
- Drivers' list (in PDF, Word, or Excel);
- Entry List / Start List (in PDF, Word, or Excel).

The files must be grouped together in a single folder, and a zip file created. The zip file must be named as follows:

- *ROA_YYYYMMDD_NAT_Name of Race.zip*.

An example would be:

- *ROA_20200105_CAM_Cambodia Bay Tour.zip*

In the case of a stage race, the date must be the date of the final stage.

The folder must then be uploaded to the UCI using the ownCloud link they provide all International Commissaires.

The results do not need to be sent as they would already have been uploaded to UCI DataRide.

It is recommended that a copy of this dossier be retained in case anything gets lost in the transfer.

**REQUIRED KNOWLEDGE**

- The organiser and timing service provider must use UCI results format and templates.
- The results are uploaded to UCI DataRide by the PCP, who may be assisted by the Timing Company.
- Drawing up the Commissaires' communiqué.
- Applying the scale of penalties from the UCI Regulations.
- Organising the Commissaires' debriefing.
- Preparing and conducting the debriefing with the organiser.

**WHAT TO DO**

- In the event of serious race incidents, listen to those involved before issuing a penalty.
- In debriefings, firstly refer to positive points and improvements.
- Direct debriefings towards obtaining corrections without offering offence to any individuals taking part.
- In the case of anything exceptional, draw up a complementary report of positive or negative points not covered by the items on the UCI report.
- Only submit the UCI Race Dossier using the prescribed format through ownCloud.
- Complete the UCI evaluation report in the language (French or English) requested by the organiser.

**WHAT NOT TO DO**

- Impose a penalty that is not on the UCI scale of penalties or does not apply in the situation in question (incorrect penalty).
- Impose a penalty without issuing a Commissaires' communiqué.
- Use an obsolete version of the UCI evaluation report form.
- Fail to raise a point described in the UCI report with the organiser.
- Send the UCI dossier by mail.


A motorbike commissaire is shown from behind, wearing a white helmet with 'KOMMISSÄR' and 'bss MOTORCYCLE FASHION' logos, and a white and blue jacket. The jacket has 'vaudoise presents' and 'SECURITE' printed on it. A large orange 'TOPKOM Events' storage box is mounted on the back of the bike, with a silver megaphone attached to it. A yellow license plate with the text 'COMMISSAIRE' is visible. The Swiss license plate at the bottom reads 'LU 22016'. In the background, other cyclists are visible on a road.

CHAPTER 5

MOTORBIKE COMMISSAIRE

A motorbike Commissaire (MC) is a Commissaire in his or her own right who is assigned tasks that differ from those carried out by other members of the Commissaires' panel. Travelling by motorbike, this Commissaire is more mobile and has more flexibility when taking up positions in the race convoy than Commissaires in cars.

The MC travels on the pillion of a motorbike, as a passenger. The Commissaire is not allowed to drive the motorbike. It is important to note that, during the event, the MC cannot carry out other tasks assigned to motorbikes, such as acting as the regulator, information official or blackboard official.

 The number of MCs varies from **one to six as described by ARTICLE 1.2.116** and depends on the level and type (one-day or stage race) of the event. The appointments are made by the organiser's national federation, depending on the number of participants and the nature of the course.



Exemples

- Grand Tours: 3-6 MCs
- Class 1: 2-6 MCs
- Class 2: 0-2 MCs

Although the UCI Regulations allow a national federation not to appoint any MCs, there are few events where the absence of an MC will not be detrimental.

From 1...

... to 6 motorbike Commissaires



Diagram. Number of Commissaires depending on the type of event

THE TASKS OF THE MOTORBIKE COMMISSAIRE

Motorbike Commissaires are assigned the following tasks:

- **CHECKING** situations in which the presence of a Commissaire's car could hamper the race:
 - small time gaps,
 - narrow roads,
 - moving on the opposite side of the road to the race convoy vehicles.
- **INTERVENING** where other vehicles cannot reach:
 - giving information to a rider in the peloton,
 - moving a vehicle that is incorrectly positioned between two groups.
- **ACTING AS A REPLACEMENT** in coordination with other Commissaires (in cars and on motorbikes), i.e. taking over when a Commissaire has to leave a position:
 - to join another group (successive groups of riders dropped),
 - if time gaps reduce, etc.

- **MONITORING:** the MC monitors intermediate and finishing sprints. The president of the Commissaires' panel may also allocate specific sections of the race to be monitored (climbs, descents, etc.).
- **ASSISTING:** the MC notes the exact composition (race numbers) of a group to facilitate the tasks carried out by the finish judge (FJ). The MC can assist the FJ at the finish (checking riders off as they cross the line, providing information on the composition of groups).

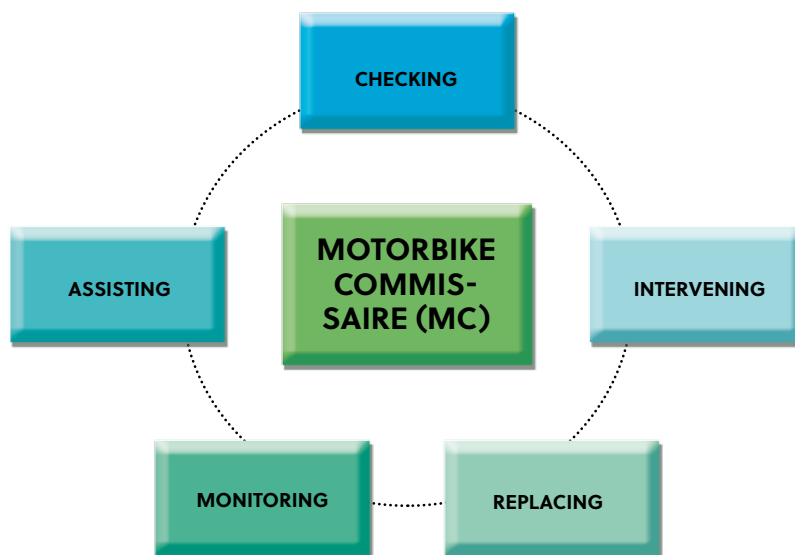


Diagram. The motorbike Commissaire's tasks

With this wide range of responsibilities, the MC must remain **focused** and **proactive**. The MC must follow the race attentively, determining situations, anticipating problems and preventing infringements. The MC always tries to take up the most effective position possible in order to carry out these tasks, depending on the race situation.

ADDITIONAL QUALITIES

In addition to technical competence, an MC must demonstrate other characteristics:

- Good physical fitness – travelling several hours on a motorbike at the peloton's speed can be physically demanding. As is the case for the riders, stretching exercises before and after the race are advised.
- A certain flexibility and relaxation that assists the rider in controlling the motorbike.
- A lack of fear on the motorbike, particularly when accelerating, taking bends and descending.
- Suitable equipment: an approved helmet, motorbike jacket, sturdy shoes, protection for hands and eyes and, in general, clothing that is thick enough to protect the skin in the event of a crash.
- The ability to put up with bad weather conditions: cold, rain, wind and heat.
- A relationship of trust: the MC should feel at ease with the motorbike rider. The two should be able to communicate fluently, including on the bike.

WORK EQUIPMENT

Documents: the motorbike Commissaire (MC) consults the documents for the race or stage (technical guide, maps and profiles, special regulations, list of starters, etc.). The MC adapts some of these documents to a format to allow them to be easily consulted while on the motorbike (small format, protection against rain).



Disc, baton or red flag to indicate a block on vehicles (see 4.3.5. chapter on race situations).

Whistle.

Stopwatch.

Two voice recorders and spare batteries to note details of group compositions.

Writing materials, for use in difficult circumstances: pencils with rubbers, small writing pad.

Race radio equipment: check with the motorbike rider that the radio equipment includes a radio-tour receiver (general information) and a transmitter/receiver working on a reserved channel to allow communication with other Commissaires. This is often a portable unit. Note that this equipment has a shorter range than standard units. As a result, the MC should regularly check radio contact with colleagues during the race.

TASKS BEFORE THE RACE

Meetings: the MC must attend the meetings for Commissaires, sport directors and also for motorbike drivers. The latter meeting may be obligatory depending on the level of the event.

Pre-race briefing: specifies the MC's tasks and basic race position with the Commissaires' panel, agreeing on communication, visual cues, specific points (intermediate sprints, level crossings, entrance to a circuit, etc.).

Signing on: the MC may replace the finish judge to oversee the riders' signing on.

START OF THE RACE

There is generally just one MC in the front race convoy (MC1), while the others (MC2, MC3, etc.) travel behind the peloton. The MCs take up appropriate positions at the start of the race.

- MC2 assists in arranging the riders and vehicles in the start area (as appropriate).
- MC2 checks that all vehicles are using dipped headlights and that the race convoy's radios are working.
- If necessary, an MC takes up a position at KM 0 to assist with a standing or rolling start.
- The MC must be vigilant and keep a look out for incidents that may occur between the neutralised start and the start proper and ensure that any riders affected return to the peloton.

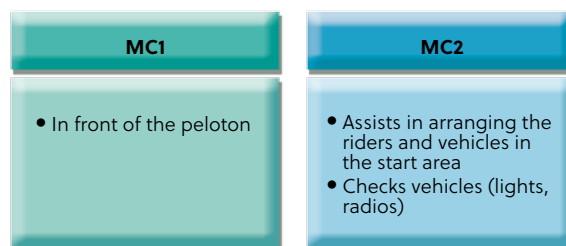


Diagram. The role of motorbike Commissaires at the start of the race

ACTIONS DURING THE RACE

Motorbike Commissaires should follow the instructions of the members of the Commissaires' panel issued on the reserved radio channel. They should provide all useful information, in particular their position, specifying with which group they are travelling or which groups they are between.

THE ROLE OF THE FRONT MOTORBIKE COMMISSAIRE

- Acts as a regulator if the organisation regulators are not available.
- Oversees the intermediate sprints.
- Oversees the finishing sprint.
- Carries out monitoring duties behind the leading group in chronological order; first the break, then counter-attacks.

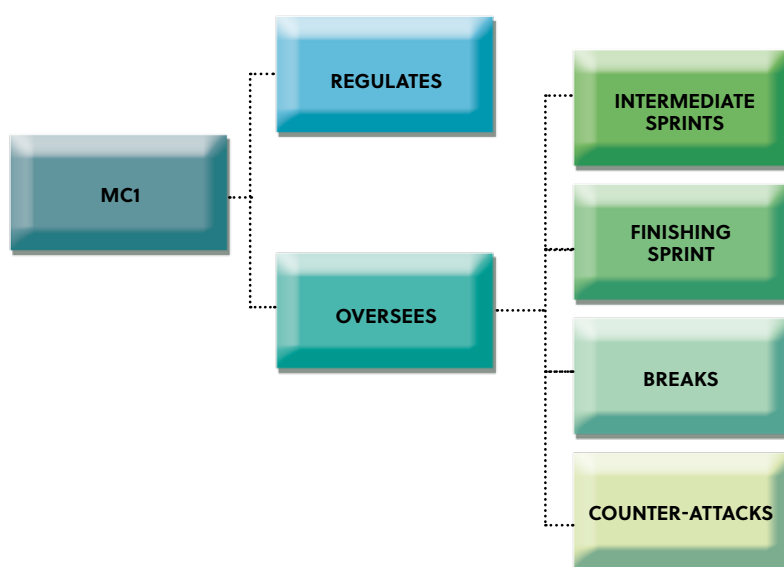


Diagram. Role of the front motorbike Commissaire



Click here for detailed description: "Movement of race vehicles and race situations", point 4.3.5.

Situations supervised by front motorbike Commissaires (MC)

Compact peloton

- MC1 travels ahead of C2 and the peloton.

A break or counter-attack develops

- MC1 monitors the space between the peloton and the breakaway riders (distance, gap in seconds).

Significant gap

- When the time gap increases (20-30 seconds), and providing that the gap is stable or increasing, the neutral service vehicle (NSV) and C2 move behind the break. MC1 falls back to take up a position ahead of the following group to monitor any counter-attacks.

Several groups at the front

- MC1 takes up a position as instructed by C2 depending on the time gaps, etc. The priorities for monitoring are groups in which the riders seem stronger and those accompanied by team cars.
- If the gaps are minimal, the MC1 moves from one group to another or takes up a position between groups (except in the mountains) and maintains visual contact, in this way monitoring more than one group.

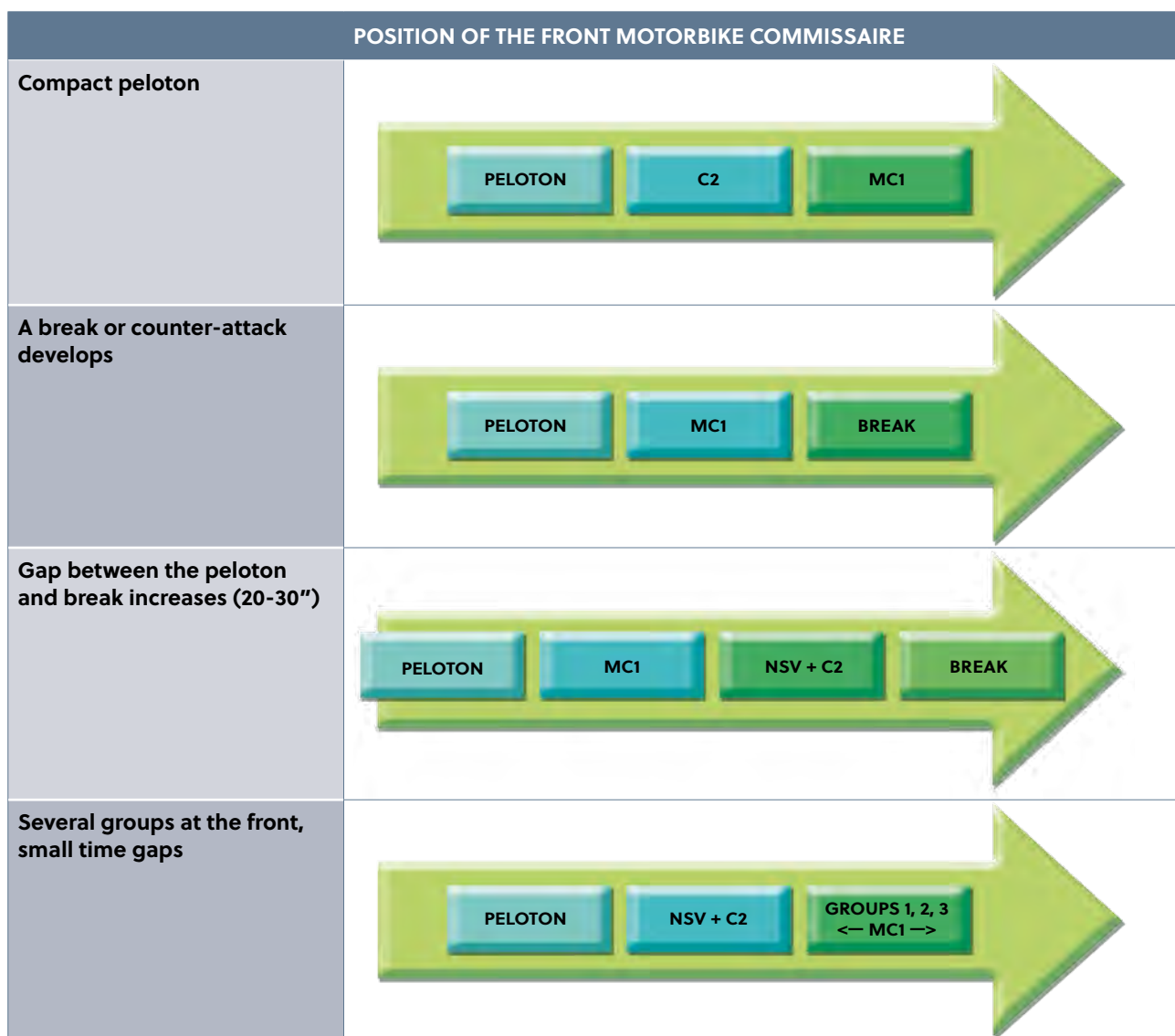


Diagram. The position taken up by the front motorbike Commissaire depending on the race situation

Level crossing



- The motorbike Commissaire (MC) moves ahead to stop and take up a position by the level crossing barriers. The MC issues a warning by radio if the barriers close.
- If the barriers close, the race is neutralised and the MC records the groups and time gaps.
- When the barriers reopen, the MC ensures that all vehicles and riders pass over the level crossing and then assists in restarting the race, with the appropriate groups and time gaps if necessary.

THE ROLE OF THE REAR MOTORBIKE COMMISSAIRE

- The rear motorbike Commissaires (MC2, MC3, etc.) monitor the part of the race from C3 or C4 to the broom wagon if there are no groups or riders dropped from the peloton.
- In one day UCI WorldTour races as well as stage races in the UCI WorldTour, UCI ProSeries and Class 1 categories, each team is allowed two team cars in the race convoy. For those vehicles traveling behind the race, they travel in two columns (first team vehicles, nos. 1 to N; second team vehicles - remembering that second team vehicles may choose to circulate in front of the race). The rear MCs spread out along the two columns of team vehicles.
- If the number of dropped groups and riders increases, the rear motorbike Commissaires divide up the tasks, taking over from the Commissaire (in a car) who moves between them.

Situations supervised by rear motorbike Commissaires

Dropped groups

- The rear motorbike Commissaire records the riders' race numbers.
- Depending on instructions and race situations, the MC initiates or reinstates a block, **bearing in mind the risk that riders may return to the peloton by taking advantage of the slipstream of passing vehicles.**
- If a group of dropped riders rapidly decreases its deficit on the preceding group, the MC warns the Commissaires ahead on the reserved radio channel. If necessary, the MC moves up the column of vehicles and reinstates the block to stop or slow down the column to allow the riders to pass without benefiting from slipstreams.
- When the time gap between a group of dropped riders and the last vehicle following the preceding group is significant (e.g. 1 minute on the flat), the MC moves back up to the preceding group to resume duties as before. The MC may take over from the Commissaire travelling ahead or stop to rejoin the following group.

In the mountains

- The number of isolated riders and/or groups is often greater than the number of Commissaires available, including MCs.
- Priority goes to the groups nearest the head of the race, or those that include one or more potential race leaders.
- The MCs work using a "shuttle" method with their colleagues, i.e. moving up and down between the groups such that there is always a Commissaire with the main groups. Whatever the situation, the order of travel of the Commissaires established in the briefing must be respected.
- The last MCs on the road constantly move between dropped groups of riders.
- When climbing mountain tops, the MCs may stop at locations offering a good view several kilometres down the mountain.

Autobus

- The term “autobus” or “gruppetto” is used by the peloton to describe non-climbers who group together on mountainous stages to adopt a speed that will allow them to finish inside the time limit. This group often includes sprinters and their teammates. Special care must be taken to check that the rules are observed.
- When the autobus forms, an motorbike Commissaire (MC) is permanently allocated to this group.
- During stages in the high mountains, it is important to make sure that the sprinters and riders in the autobus climb the mountains without illegal assistance.
- If the MC demonstrates vigilance by continuous or regular monitoring, this dissuades riders from illegal practices.



Riders returning to the peloton after a puncture or mechanical incident

- The MCs make sure that the riders concerned do not return to the peloton by taking shelter behind a team car or with illegal assistance such as a push by a mechanic when leaning out of the car to adjust brakes, etc.

Crashes

- The MCs act in order to protect any injured individuals and allow other riders and vehicles to pass.
- They note the race numbers of the riders who have crashed and give information via radio of any riders who subsequently abandon.

Riders abandoning

- Confirm that a rider has actually abandoned.
- Provide information via radio of riders who have abandoned during the event, after crashes and at feed zones.
- Do not insist on physically taking the rider's race number away, it is sufficient to take a note of the number. Respect the fact that the rider may be in some distress.

Feeding



- Check feeding from team cars, in particular look out for “sticky bottles” which are prohibited under **ARTICLE 2.12.007 §4.11**, “Irregular feeding (“sticky bottle” for a short distance)”.

Disqualification

- Disqualify riders who are holding on to vehicles and inform the nearest colleague Commissaire (i.e. Commissaire in a car).

TASKS AT THE FINISH OF THE EVENT

Finish on a circuit

- At the entrance to the circuit, stop any dropped groups who may be lapped by the leading group.
- Avoid groups mixing: dropped riders must give way to riders who are a lap ahead.

Order of riders finishing

- Monitor the legality of group sprints.
- Provide the finish judge with details of the compositions of groups recorded during the race.
- Take over from the finish judge (FJ) to record the order of passage of the later-arriving riders. This allows the FJ to examine the photo-finish recordings, check and upload results into the system, etc.

After the finish

- Inform the president of the Commissaires' panel (PCP) of any race incidents or infringements to allow decisions to be taken. Remain available to provide any additional details.
- Take part in all debriefings which require the attendance of Commissaires.



REQUIRED KNOWLEDGE

- How to take up appropriate positions depending on the various race situations.
- The management of race incidents and the different circumstances pertaining to dropped riders.
- Monitoring riders using the "shuttle" technique. Transferring responsibilities between Commissaires and dropping back to take up alternative positions.
- Situations leading to disqualification.



WHAT TO DO

- Remain available to cooperate with the PCP and other Commissaires, whatever the task allocated, before, during and after the race.
- Prepare appropriate race documents so that they can be used when on the motorbike.
- Move frequently between groups that are not otherwise covered by Commissaires.
- Record all information that may be useful to the finish judge when drawing up and checking the order of riders finishing.
- Give an accurate account of positions taken up at the debriefing after the stage/race.



WHAT NOT TO DO

- Carry out other functions by motorbike during the event that are not related to a Commissaire's duties.
- Fail to take an interest in the work of other members of the Commissaires' panel and fail to attend all the meetings before and after the race.
- Change the order of Commissaires in the race convoy.
- Allow the autobus to proceed without monitoring.
- For the PCP: consider motorbike Commissaires as additional Commissaires and give less credit to their information and decisions.

CHAPTER 6 FINISH JUDGE



The finish judge (FJ) is a Commissaire and member of the Commissaires' panel. Before the start of the event and up until the point at which the finish judge moves ahead of the race convoy to take up a position at the finish line before the arrival of the first riders, the finish judge participates in the sporting control of the race in the same way as other Commissaires.

The finish judge has sole responsibility for determining the order of riders at the finish. He or she records the order of finishing, points earned and, if there is a finishing circuit, laps completed. This information is then passed on to the Commissaires' panel.

6.1. BEFORE AND DURING THE RACE

APPOINTMENT

The appointment of the FJ depends on the event's status:



Diagram. Method of appointment of the finish judge depending on an event's status



UCI REGULATIONS

- One of the members of the commissaires' panel shall act as finish line-commissaire.
- The finish line commissaire may, on his own responsibility, co-opt other persons appointed and licensed by the national federation of the organiser to assist him.
- The finish line commissaire shall be the sole judge of the finish. He shall, on a special form that he shall sign and hand in to the president of the commissaires' panel, note the finishing order, the number of points won and the number of laps covered. **(ARTICLE 1.2.119).**

THE FINISH JUDGE'S MISSION AND RESPONSIBILITIES

- The finish judge (FJ) works in collaboration with the timekeeper(s) to draw up the results.
- The FJ is responsible for the results, while the timekeeper is responsible for the times allocated to the riders.
- The FJ may have the help of an assistant who acts entirely under the FJ's responsibility when assigned specific tasks.
- The FJ draws up the results for all competitors at the finish as well as all intermediate classifications (sprints, bonuses, mountains, etc.).
- The FJ records the order of passage of the riders on the result sheets as he or she judges it, without initially taking into account any decisions by the Commissaires' panel (relegations, time penalties, disqualifications, etc.).
- The FJ's decisions cannot be appealed.
- The FJ personally examines the photo-finish film in close collaboration with the photo-finish service provider staff who are specialists in the use of the equipment.

RESOURCES AND EQUIPMENT

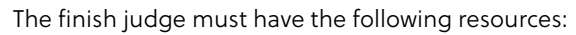
The **photo-finish equipment** allows very high-definition, high-speed digital images to be recorded at the finish. The organiser appoints a timing service provider and ensures that this service operates smoothly. The timing service provider is responsible for setting up and operating the photo-finish equipment (see [Timekeeping Guide for Provider](#)).

The organiser must provide a **safe, stable, raised platform** that can be easily accessed.



UCI REGULATIONS – ARTICLE 1.2.121

(N) The finish line Commissaire shall be provided with a raised and sheltered podium level with the finish line (**ARTICLE 1.2.120**).



- [illegible]

- Order of finishing sheets.
- Final result sheets.

ROLE AT RACE HEADQUARTERS AT THE START

The finish judge (FJ) assists with checking the registration of riders and teams.

- The FJ checks the accuracy of the list of starters after confirmation and before photocopying:

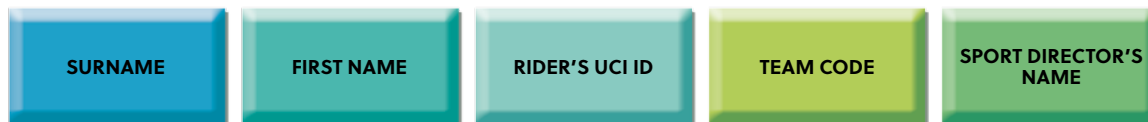


Diagram. Information to check on the list of starters

The finish judge:

- oversees the drawing up of the signing on sheets and checks them,
- prepares the necessary administrative documents required to monitor the event,
- collaborates with other members of the Commissaires' panel,
- checks the compliance of riders' body numbers and frame numbers.

ROLE BEFORE THE START



- The finish judge checks that all riders have signed the signing on sheet (motorbike Commissaires and the broom wagon Commissaire may assist with this task).
- The FJ makes sure that all riders are wearing their identification numbers (2 body numbers and 1 frame number, or 1 body number for time trials).
- The FJ makes sure that riders remedy any incorrectly positioned numbers and notes those riders who have modified or folded numbers, for the application of penalties.
- The presence of transponders on bikes is also checked.
- Compliance with the rules on wearing distinctive jerseys is verified.
- In stage races, new race numbers may be distributed to riders who have lost or forgotten their original numbers, in conjunction with an organisation representative. Broken frame numbers may also be replaced.
- The FJ closes the signing on desk at the scheduled time.
- The FJ informs the president of the Commissaires' panel of any non-starters and riders who have not signed the signing on sheet. Many organisers use large boards, on display to the spectators, as signing on sheets (a photograph of this board can serve as proof of starters).

ROLE DURING THE RACE

- The finish judge (FJ) listens to race radio and records the details of riders who abandon.
- As is the case for other Commissaires, the FJ is free to move about the race.
- The FJ is allocated a position in the convoy of vehicles that moves ahead of the race. In circuit races, the FJ may travel behind the race, in this way gaining accurate information on the distribution of the riders.
- The FJ gathers details of the intermediate classifications, working with one of the motorbike Commissaires. The information motorbike can be very useful when drawing up the order of riders crossing the line. Once the intermediate classification has been judged, this information is immediately communicated to the Radio Tour announcer who informs the whole race convoy.
- The FJ checks the distance the riders have covered; this is used to establish the riders' average speed.
- The compositions of the various groups are noted (breaks, counter-attacks).
- A list is drawn up of all riders who abandon (as confirmed by the broom wagon and Commissaires who operate behind the peloton).
- The FJ accelerates away from the race approximately 20 km before the finish to allow sufficient time to prepare for judging the order of arrival of the riders at the finish line.
- Upon reaching the finish, the FJ informs the computing service of all relevant information (riders abandoning, non-starters, intermediate classifications, etc.). In collaboration with the computing service, the FJ carries out a quick check of the riders leading the intermediate classifications (mountains, sprints, etc.) and passes this information on to the race announcer.

Race check sheet

The work carried out by the finish judge during the race is an important step towards verifying the classifications. These verifications are conducted with the assistance of a race check sheet.

The race check sheet displays the riders' race numbers. All the information for each race number is noted on the check sheet and verified to ensure coherence as and when this information reaches the Commissaires' panel.

| Liste des partants - Dimanche 8 Septembre 2013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 |
| Leontine/Team | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



REQUIRED KNOWLEDGE - DRAWING UP A RACE CHECK SHEET

- Identify unallocated race numbers.
- Identify non-starters.
- Identify riders who have abandoned.
- Of the remaining riders – by deduction:
 - Record which riders have been dropped from the main group (with the assistance of the rear Commissaires).
 - Record the compositions of the various leading groups (with the assistance of the front Commissaires).
 - Record the race numbers read by the technical resources (photo-finish/transponders).
- Checks:
 - A race number must not feature in the order of arrival of riders at the finish if the number belongs to a non-starter, a rider who abandoned or if it is unallocated.
 - The compositions of known groups must correspond to those recorded at the finish.
 - A race number must not be classified more than once.
 - A rider cannot be categorised as "no information", but rather must be marked as a non-starter, a rider who abandoned or a classified finisher.

6.2. AT THE FINISH

ROLE AT THE FINISH

- Before the riders cross the finish line, the finish judge (FJ) gives the organisation representative responsible for podium ceremonies a list of the confirmed leaders in the intermediate classifications (mountains, sprints).



- Preparations must be made to record the finish **as if photo-finish equipment was not available**:

- the FJ calls out the numbers of as many riders as possible until the last rider of the peloton crosses the line,
- the FJ examines the photo-finish recording with the operator to draw up the provisional results in coordination with the timekeeper,
- the FJ establishes the order of arrival of all riders, working with the photo-finish operator, until the broom wagon arrives (riders who have crossed the line, riders who abandon, riders who started but are not identified as crossing the line),
- if necessary, the FJ checks the order of passage of the riders against the composition of the various groups with which the Commissaires and motorbike Commissaires finished (checks conducted using the check list),
- the FJ checks the various classifications, taking into account any time penalties imposed by the Commissaires' panel in agreement with the timekeepers. These penalties are applicable to the individual general classification on time and sometimes (in serious cases) to the stage results.

- The FJ informs the race announcer and the media of the top 10 finishers as quickly as possible. The FJ's call of the riders' numbers may be considered definitive. However, in cases of doubt, the photo-finish technicians should be consulted to confirm a decision.
- In a stage race, the FJ calculates the points classification so that the leader can be presented during the podium ceremony.
- The FJ is obliged to wait for the last rider to finish and thus the broom wagon. The broom wagon Commissaire provides the FJ with a list of numbers of the riders who have abandoned. It is mandatory for the broom wagon to cross the finish line. The finishing straight should remain clear until this happens.
- The FJ must check and approve the classifications before they are sent for photocopying and distribution.
- The race is only considered finished after the official podium ceremony.
- Once the finish operations have been completed, the FJ draws up the classification and checks its distribution.

ROLE AT FINISH HEADQUARTERS

- The finish judge (FJ) provides the organisation staff with the originals of the results and classifications (intermediate and general). The FJ will often work with the Timing Company and PCP to ensure that the results are sent to UCI DataRide.
- After a prologue or first stage, the FJ uses the individual general classification to draw up the order of team vehicles for the next day, taking into account the best placed rider from each team.
- In a stage race, the FJ requests the computer services operator to draw up working documents for the following day's stage:
 - an updated list of starters,
 - the race monitoring check list,
 - the general classification listed by race number,
 - the various classifications with full details of all intermediate classifications to 100th of a second in order to be able to separate riders who are level on time.
- The FJ must receive all communiqués relating to the stage to allow distribution to all members of the Commissaires' panel.

METHOD OF JUDGING AND CLASSIFICATION OF RIDERS



The finish line

The finish line comprises a 4 cm wide black line painted on a white strip 72 cm wide, thus leaving 34 cm of white on each side of the black line (matt paint).

It is permissible for the finish line to be indicated by a ribbon or a line of at least 5 cm width in the event of problems drawing a regulatory line or due to bad weather.

The finish line must be painted perpendicularly to the direction of the road at the centre of the roadway in the finishing straight. Consequently a rider's chances will be the same irrespective of which side he or she chooses to sprint.

The photo-finish equipment is aligned with the regulatory finish line.



Results

Finishes are judged at the point where the front tyre of each bike forms a tangent with the vertical plane rising from the finish line.

In time trials, the finish may be determined by the passage of the wheel over a contact strip or in front of an optic cell.

Transponders

If transponders are used, it must be remembered that these do not allow the order of riders crossing a line to be ascertained, only the composition of a group or peloton.

Some riders may have changed to bikes that do not have a transponder fitted. It is also possible that teammates may have swapped bikes, meaning that the transponder does not correspond to the rider's race number.

All this information must be passed on to the finish judge who takes it into account when drawing up the actual order of passage of the riders.

IMPORTANT REMINDERS

Crashes and equipment failures

In order to be classified as finishing, a rider who has suffered an accident can cross the finish line by carrying, dragging or rolling his or her bike, but must not have any assistance. The rider will be classified as finishing if in possession of his or her bike.



Stage races (where time is used for the general classification)

Prologue:

- If a rider suffers an accident and cannot finish the prologue (a fact duly noted by a Commissaire), he or she is classified as last in the prologue and given the time of the last-finishing rider.
- All riders are obliged to start a prologue, in all cases.

In the event of a crash or mechanical incident after passing the last 3 km sign



- Rider(s) who suffer an accident are credited with the time of the group to which they belonged at the time of the crash provided that the incident is observed by a Commissaire or the finish judge or indicated by the organisation director.
- These provisions do not apply to individual or team time trials nor for summit finishes on mountains or steep climbs.
- If, after a crash near the finish, a rider cannot cross the finish line, he or she shall be placed last on the stage.
- In individual and team time trials, the FJ must record all riders who cross the finish line in the order of passage to allow the timekeeper to allocate a time and check whether an elimination time limit has been exceeded.

One-day event without the appointment of an official timekeeper

One-day races may be held without the services of a timekeeper (TK). In this case, the finish judge (FJ) records the actual time of start of the race, the time of finish and the gaps between riders or groups of riders, with the assistance of the photo-finish technician, in order to draw up the results.

Finishing circuits on the road



If a finishing circuit is used, the FJ, assisted by the TK, should ensure that all riders have completed the race distance and the scheduled number of laps in order to be classified. Failing this they shall be classified as having abandoned.

The FJ informs the appropriate official to ring the bell when the riders are starting their final lap of the circuit.

The maximum number of laps and length of the circuit are described in the UCI Regulations (**ARTICLES 2.3.008 AND 2.6.031**).

Velodrome finishes

For finishes on a track, organisers ensure that the riders cover the distance between the velodrome entrance and the finish line, plus a maximum of one complete lap.



- The time is taken on entry to the velodrome. This may cause some differences between the results noted by the TK and those recorded by the finish judge.
- If the track has become slippery, the Commissaires and FJ may consider the results recorded by the TK.
- The race Commissaires reserve the right to stop any group at the entrance to the stadium if the track is congested with previous group(s) and to only allow them to restart once the track has cleared.

Roll call

The finish judge (FJ) must call out the numbers of as many riders as possible as they cross the finish line.

- In the case of a group finish, the FJ calls out as many rider numbers as possible without overlooking any. All competitors who arrive in the group after the FJ finds it impossible to call out any more riders' numbers will be regarded as tied until the FJ is able, without interruption, to resume calling out the riders' numbers of the arrivals at the back of the bunch.
- The classification will be approved after the photo-finish has been analysed.
- In the event of the absence or lack of photo-finish equipment, the FJ must rely on the recording made of calling out the riders' numbers.
- If there is no photo-finish equipment available, the FJ may classify the riders as **dead heat** or tied, as described below:

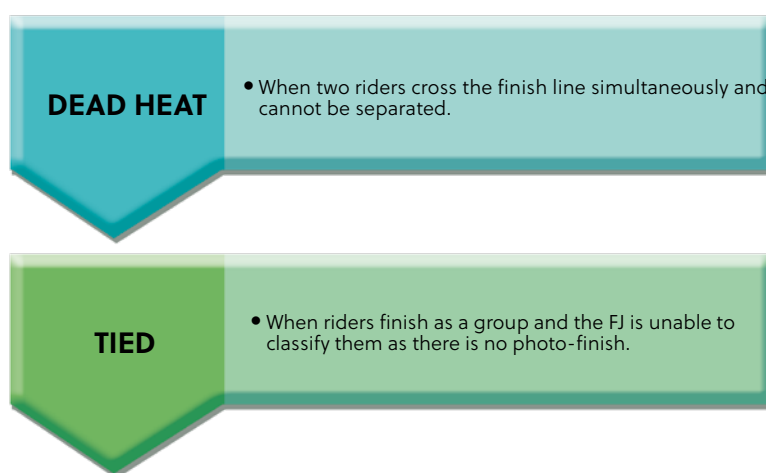


Diagram. Dead heat and tied

THE FINISH JUDGE'S RESERVATIONS



- In the case of a closely disputed finish, and before the finish judge issues a verdict, he or she should interpret the photo-finish recordings.
- The president of the Commissaires' panel is informed of any irregularities in intermediate and finishing sprints and takes appropriate measures.
- In the event of a persistent dispute, video recordings are carefully examined by the Commissaires' panel including the FJ.

PENALTIES APPLIED BY THE FINISH JUDGE IN AGREEMENT WITH THE COMMISSAIRES' PANEL



Diagram. Penalties that may be applied by the FJ

- Any rider who crosses the finish line with a race number that is incorrectly placed, badly attached, torn or covered by a jersey, bag or rain jacket, may be subject to the appropriate penalty.
- Riders who are not sporting when contesting the finish may be subject to penalties. The finish judge must draw up a report on any unfair manoeuvres and present it to the president of the Commissaires' panel.



REQUIRED KNOWLEDGE

- The tasks entrusted to the finish judge.
- The finish judge's responsibilities.
- The judging procedures at the finish.
- The ability to call out many riders' numbers in a short space of time without error or omission.
- The ability to draw up results quickly while under pressure from the media.
- Calculating the average speed.
- Knowledge of the limits of the equipment available.
- The use of transponders.
- The difference between a dead heat and tied riders.
- The rules on clothing.
- The reason why riders sign the signing on sheet.
- Issuing reservations on the results if necessary (disorderly sprint, etc.).
- Knowledge of specific regulations (crashes, stage races, finish on a circuit or velodrome).
- Knowledge of the applicable penalties (why? when?).



WHAT TO DO

- Remain calm and collected in all circumstances.
- Be a good observer.
- Adapt to all situations and react quickly.
- Be organised and methodical.
- Practice reading out the riders' numbers in order to be as efficient as possible at the finish.
- Be prepared to ride pillion on a motorbike.
- Establish a climate of trust with the organisation's service providers.
- Work in close partnership with the timekeeper(s).
- Act in the same way as other Commissaires to ensure the sporting control of an event.
- Check the list of starters.
- Check that riders' race numbers comply with the regulations.
- Check the race distance.
- Quickly draw up information for podium ceremonies.
- Make sure classifications sent to the organisation have been checked before distribution.
- Possession of suitable travel documents.
- Ability to express doubts or problems over judged orders of arrival.



WHAT NOT TO DO

- Be unaware of which riders are non-starters.
- Draw up the results without referring to the race check list.
- Fail to inform the PCP of any riders not signing on.
- Fail to check or approve the results before distribution to the media.
- Take over operation of the photo-finish equipment from the service provider.
- Communicate stress to others.
- Refuse to admit a mistake and review the results or order of passage (intermediate or finish sprint).
- Allow a rider to start with race numbers incorrectly positioned.
- Lack of knowledge of the rules on clothing (distinctive jerseys, leader's jerseys, etc.).
- Allow a rider to start if not equipped in accordance with the regulations.
- Considered that modern technology is infallible and not carry out manual operations.
- Fail to comment if some race numbers cannot be read when drawing up results.

CHAPTER 7 TIMEKEEPING



7.1. THE TIMEKEEPER

ROLE AND RESPONSIBILITIES

The timekeeper (TK) is part of the Commissaires' panel. His special function is the measurement of the race time for each rider or group of riders.

The TK must guarantee that the technical resources conform to the UCI Regulations such that all competitors in an event are afforded sporting equity; the TK must also be able to allocate a race time to each rider.

A trusting relationship based on respect and professionalism must be built up between Commissaires and TKs as well as the service providers employed by the organiser. The aim is to produce the official results of events as quickly as possible, with great reliability and precision, whether road races, stage races or time trials.

The TK bears responsibility as soon as a time is allocated to a rider or group of riders. The TK must thus ensure that the highest levels of skill possible are employed when carrying out this function and TKs must demonstrate both integrity and impartiality. The TK's strong point is speed of execution associated with positive human qualities and relationship skills.

APPOINTMENT

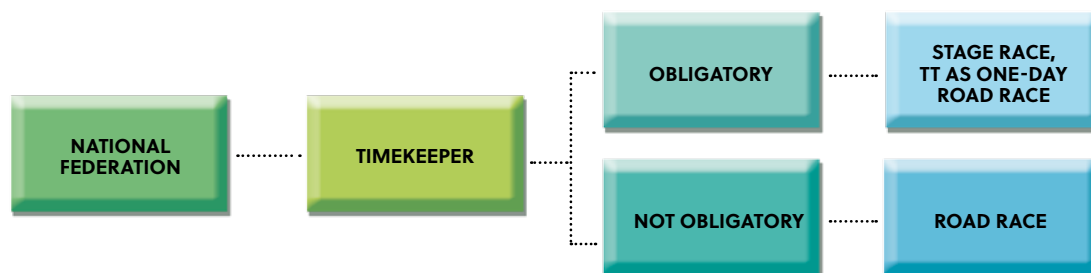


Diagram. The appointment of timekeepers

- The TK is appointed by the organiser's national federation.
- It is not mandatory to appoint a timekeeper for **one-day road races** (the finish judge (FJ) can calculate the average speeds for each hour of the race and record race times).
- A dedicated TK is essential for **stage races**.
- If the stage race includes time trials, two timekeepers have to be appointed:
 - a first timekeeper to oversee the start,
 - a second timekeeper responsible for recording riders' times (in collaboration with the FJ).
- In no case may an official TK simultaneously carry out the role of TK and race Commissaire.

TIMEKEEPING TECHNIQUES AND SPECIAL CONSIDERATIONS WHEN RECORDING TIME

- The units of time used by timekeepers (TK) are hours, minutes and seconds as well as tenths, hundredths and thousandths of a second.
- TKs use pocket calculators to convert, add, subtract, divide and multiply times as well as carry out other complex number operations.
- The following symbols are used for units of time:

| | |
|------------------------|--------|
| Hour | h |
| Minute | ' |
| Second | " |
| Tenth of a second | 1/10 |
| Hundredth of a second | 1/100 |
| Thousandth of a second | 1/1000 |

Reminder:

1 hour = 60 minutes (60') or 3,600 seconds (3,600")

1 minute = 60 seconds (60")

1 second = 10/10ths or 100/100ths or 1000/1000ths

- **Official time of day:** before the start of each stage, the TKs must synchronise their various stopwatches by consulting the official time provided by the Timing Company, or the website [time.is](https://www.time.is). They then inform the race officials and race announcer of the official time of day.
- **Official time:** if more than one TK is appointed to the event, there may be minor discrepancies in the times recorded (manual timekeeping). In this case, the following regulations apply:
 - If two TKs record the same time, this time is considered official. If they disagree, **the slower time recorded** is the sole official time.
 - If three TKs discover that one or more times are different, **the intermediate time** is considered official rather than the average time.
- **Accuracy of measurement:** times are recorded to 1/10 or 1/100 of a second (to establish checks for splits between two groups). The fractions of a second are discarded for road races while the time to 1/100 is retained for time trials.
- **Separating riders:** if riders are equal on time, they are separated by adding up their race times including the 1/100ths of seconds recorded in time trials. If still level, their placings are added up.
- Recording times using recording equipment or automatic sensors is only allowed if the equipment is operated under the exclusive responsibility of an official timekeeper.
- The organiser must ensure that the timing service provider installs and uses equipment that meets the specific requirements of the event in question. This equipment must be certified as compliant and must be calibrated by independent bodies on a regular basis.

DEFINITIONS

Time gap:

- A time gap exists when two individual riders, or one rider and the first rider of a following group, are separated by at least a second.
- The gap is measured between the vertical tangent of the front wheel of the lone rider and that of the following rider, whether alone or the first rider in a group.
- A group comprises at least two riders.

Split:

- A split exists when two individual riders, or a group and a lone rider, are separated by at least a second.
- The split is measured between the tangent of the rear wheel of the last rider in a group and the tangent of the front wheel of the first rider in the following group (or individual rider).
- A group comprises at least two riders.

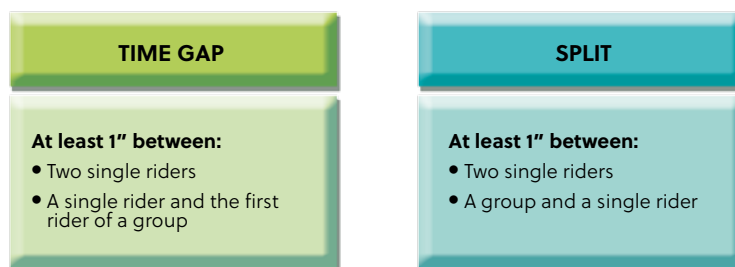


Diagram. The differences between the terms "time gap" and "split"

ROLE BEFORE THE START

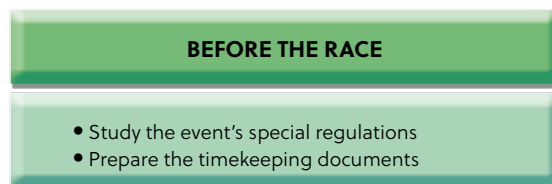


Diagram. The timekeeper's role before the race

The timekeeper must study all the relevant points of the event's special regulations and, in particular, all issues concerning timing, i.e.:

- The proposed time bonuses and whether these comply with the regulations.
- The time limits.
- Whether there are any level crossings.
- For team time trials, checking the definition of when the time will be taken:
 - On what rider is the time taken?
 - Is there an upper limit on times?

This information allows the timekeeping documents to be prepared.

ROLE DURING THE RACE

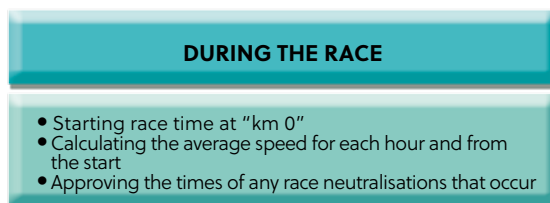


Diagram. The timekeeper's role during the race

- The timekeeper (TK) always travels in the front race convoy, ahead of the riders and the front of the race.
- The TK's vehicle must not hinder the progress of the riders or other race vehicles.
- The race time is started at **"km 0"** by the TK.
- The TK calculates the average speed for each hour and from the start of the race and communicates this via the information channel of race radio.
- The TK must be present to approve the times of any race neutralisations that take place.
- The TK must be able to move ahead of the race without problem in order to set up at the finish ready to record the riders' times. There may be a considerable amount of traffic at the head of the race and the timekeeper must allow time to park at the finish. These are issues that must be considered in advance.

ROLE AT THE FINISH

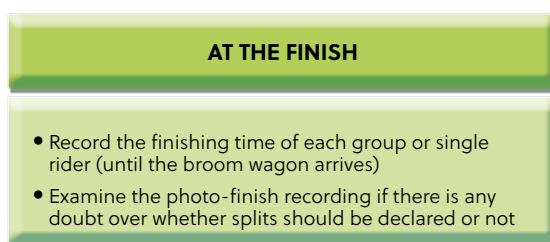


Diagram. The timekeeper's role at the finish

- The TK synchronises the race time with the service provider as soon as possible in order to make displays visible to the public, race announcer and the media.
- The time of each group at the finish is recorded (the race numbers of the first and last riders in each group should be noted as a minimum).
- When the riders pass through the 3 km to go point, the service provider shows the TKs the compositions of the various groups on a computer screen. This is an essential tool that allows any changes in the classifications to be anticipated without disregarding the fact that, unless there is an incident in the final 3 km, the actual time gaps have to be taken into account. Final decisions are taken by the Commissaires' panel.
- All the riders of a group are credited with the same time at the finish.
- If there are any splits in a group that are equal to or over one second, the TK records a new time for the following group.
- In the event of any doubt over whether splits have occurred or not, the photo-finish recording is examined with the operator to confirm the time differences of any splits observed. (Time difference between the vertical tangent of the rear wheel of the last rider crossing the line and the vertical tangent of the front wheel of the next rider over the line).

- If there is more than one timekeeper (TK), timekeeper A records the time of each of the groups at the finish in accordance with the compositions of which he or she has been informed by the finish judge or timekeeper B. Timekeeper A records all the times until the arrival of the broom wagon. Timekeeper B is responsible for checking the presence of the various leaders on time and calculating any changes for the award of leader's jerseys for classifications based on time and the team classification as quickly as possible in order to inform the organisation for the podium ceremony.
- The TK carries out duties until the broom wagon crosses the finish line and communicates the times of any riders who are outside the time limit to the Commissaires.
- All times at the finish are rounded down to the nearest second, with fractions of a second disregarded, except for elimination times which are always rounded up to the next second.
- The TK calculates the time limit at the finish. This limit is set by the organiser in the event's special regulations for stage races and is 8% for one-day races.

ROLE AFTER THE FINISH

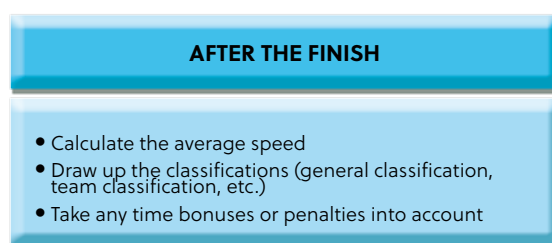


Diagram. The timekeeper's role after the finish

- The TK calculates the average speed, rounded down to the nearest metre, on the basis of the actual time without time bonuses or penalties.
- The TK draws up general classification.
- The TK also draws up the obligatory team classification. This is established by adding together the individual times of each team's three best placed riders. If teams are equal on time, they are separated by adding together the placings of their three best riders. If the teams are still level, they are separated by the placing of their best rider. If a team is reduced to less than three riders it is eliminated from the team classification.
- The times recorded by the TKs are incorporated into the general classification on time.
- Time bonuses are only taken into account for the individual general classification.
- Time penalties are applied to the general classifications.
- The TK checks the classifications and times allocated with the finish judge before distribution.
- Where two or more riders are on the same time in the individual general classification, the hundredths of a second recorded during individual time trials (including the prologue) are taken into account. This accumulation is not however included in the general classification on time.

NOTE

Reintegration: this involves the tenths or hundredths of a second being considered for the general classification time which then loses its feature of being calculated to the second. If an event includes more than one individual time trial, this can lead to mathematical inconsistency that may lead to challenges (on the following page).

Table. Example of mathematical inconsistency in an individual general classification*

| | Rider X | Rider Y | Rider Z |
|-------------------------|---|-----------------|-----------------|
| | Time recorded to the second | | |
| Prologue | 00.10'20" | 00.10'19" | 00.10'19" |
| TT | 00.26'45" | 00.26'45" | 00.26'45" |
| Total | 00.37'05" | 00.37'04" | 00.37'04" |
| Classification position | 3 rd | 2 nd | 1 st |
| | Time with reintegration of hundredths of a second | | |
| Prologue | 00.10'20"10 | 00.10'19"90 | 00.10'19"31 |
| TT | 00.26'45"17 | 00.26'45"92 | 00.26'45"63 |
| Total | 00.37'05"27 | 00.37'05"82 | 00.37'04"94 |
| Classification position | 2 nd | 3 rd | 1 st |

*Change of classification illustrated with and without integration of hundredths of a second.

ROLE DURING TIME TRIALS (INDIVIDUAL AND TEAM)

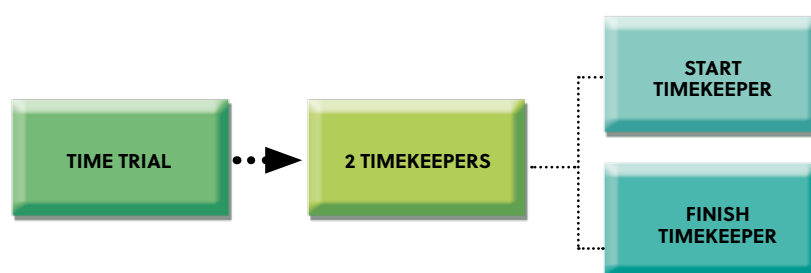


Diagram. Timekeepers during a time trial

START



Diagram. The timekeeper's role at the start

- The start timekeeper (TK) informs the race announcer of the official start time 15 minutes before the first rider is due to start. This allows the initial starters and the spectators to be kept informed with a countdown of 5, 4, 3, 2 and 1 minutes before the first rider starts.
- The TK ensures that each rider at the start is actually the individual identified on the order of start sheet.
- The TK counts down the minutes before the start (depending on the intervals between starters) and then counts down 30, 20, 10, 5, 4, 3, 2, 1 seconds before the starting "beep" sounds.
- The rider starts from a stationary position. The rider is held and then released, without being pushed, by a holder. The same holder performs the task for every rider.
- If a rider is late at the start, he or she must come to the start line and stop with his foot on the ground, and wait for the TK to tell him to start. This rider's race time is calculated on the basis of the start time that had been allocated. In all cases, a rider starting at his/her proper time shall have priority.

- The timekeeper (TK) records any riders who start early and communicates this to the Commissaires' panel.
- If the start time is recorded using an electronic loop or cell, the distance between the point of contact of the front tyre with the ground and the electronic loop shall be 10 cm.
 - If the rider starts fractionally before the beep at 0 or in the final 5 seconds of the countdown, the time that the system is triggered is taken into account.
 - If the rider starts after this 5-second period or in the event of problems with the electronic timing, the rider's time shall be counted from the start of manual timing following the countdown (official start time).

FINISH

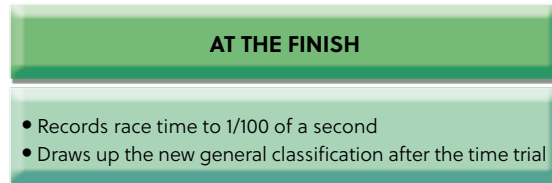


Diagram. The timekeeper's role at the finish

- The finish timekeeper records riders' race times to one hundredth of a second, thus allowing those who are equal on time in the general classification to be separated. However, the times are given to the second in official communiqués, on display boards and on control screens.
- The TK notes each rider's race number and time of finish on an order of finish sheet. The finish time is written on each rider's individual sheet on which the start time has previously been recorded. The rider's race time is calculated and checked using the electronic timing resources available. The TK then ranks the riders' sheets from the fastest time to the slowest, calculates the average speed of each new best time and, with the assistance of the finish judge, draws up the new general classification after the time trial in order to establish new classification leaders as soon as possible after the last rider has finished.
- At the World Championships and Olympic Games, the times are recorded and communicated to one hundredth of a second using electronic timing.
- In all cases, the TK manually backs up the electronic timing at the finish using a manual stopwatch.
- The finish timekeeper is solely responsible for determining the order of riders at the finish.

TIME TRIAL

Team time trial

The starting order for team time trials is the reverse order of the team general classification. Failing this, the starting order is decided randomly.

- In stage races, the team of the leader of the individual general classification on time starts last even if the team is not leading the team classification.
- The results of team time trial stages count towards the individual general classification on time as well as the team classification.
- The event's special regulations establish the method of incorporation of these times, including for dropped riders.
- A team's time is recorded on the 3rd, 4th or 5th rider depending on the event's special regulations.
- All riders finishing together in a group are credited with the same time even if they finish ahead of the reference rider upon whom the time is recorded.
- Riders who finish after this reference rider (split of over one second) are credited with their actual time.
- Each rider who finishes with the team has the time recorded by the team added to their standing on the individual general classification on time. In some events, the special regulations establish a time ceiling for teams and dropped riders in relation to the finishing time of the best team.
- For the team classification, the actual time of the reference rider (3rd, 4th or 5th) is considered and multiplied by the number of riders in question.
- The TK informs the Commissaires' panel of those riders or teams finishing outside the time limit.

Individual time trial in a stage race

- The starting order for individual time trials in stage races is the reverse order of the general classification on time before the stage. The Commissaires' panel may modify this order to avoid two riders of the same team riding consecutively.
- For a prologue or if the first stage of an event is an individual time trial, the order of start of teams is established by the organiser in agreement with the Commissaires' panel. Each team then determines the order of start of its riders.
- The special regulations of an event establish the time interval between each rider at the start, either 1, 2 or 3 minutes depending on the distance and number of starters. This time interval may be increased for the leading 10, 15 or 20 riders on the general classification.
- When drawing up an order of start for an individual time trial, the timekeeper (TK) consults the organiser about the desired time of finish for the last competitor, taking into account either the podium ceremony or TV scheduling.
- The TK then bases the order of start on the desired finish time for the last competitor.



Example

Event distance: 37.500 km, 78 riders starting every 2 minutes except for the top 15 riders of the general classification who start at 3-minute intervals.

- Desired finish time for last competitor: 16:40.
- Estimated race time of last starter calculated on the basis of the course profile, with an envisaged average speed of 50 km/h.
- $37.500 \text{ km} \div 50 \text{ km/h} = 45'$ race time.
- Start time for final competitor: $16:40 - 45' = 15:55$.

Calculation details:

- 15 riders with a time interval of 3', i.e. 45'.
- 62 riders with a time interval of 2', i.e. 124'.
i.e. 169' or 2h49.
- The first rider should thus start at $15:55 - 2:49 = 13:06$.

Time penalties in individual and team time trials

- Time penalties are set out by a UCI scale depending on the infringement involved. These may range from a rider taking advantage of another rider's slipstream, a sport director coming alongside his or her rider or other infringement.
- The time penalties are calculated taking into account the distance over which the infringement occurred and the speed of the rider involved in the infringement.
- These penalties are incorporated into the individual general classification or the team classification depending on the decision taken by the Commissaires' panel.

Table. Time penalties in seconds according to the speed of the rider involved in the infringement and the distance over which the infringement occurred

| Dist. in metres | Speed in km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|---------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 150 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 250 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 7 | 8 | 8 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 300 | 2 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 9 | 9 | 10 | 10 | 11 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 350 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 7 | 8 | 8 | 8 | 9 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 400 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 6 | 6 | 7 | 7 | 7 | 8 | 8 | 9 | 9 | 9 | 10 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 450 | 4 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 7 | 7 | 8 | 8 | 9 | 9 | 10 | 11 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 22 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 500 | 4 | 4 | 4 | 5 | 5 | 5 | 6 | 6 | 7 | 7 | 7 | 8 | 8 | 9 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 19 | 20 | 21 | 23 | 24 | 25 | 26 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 550 | 5 | 5 | 5 | 6 | 6 | 6 | 7 | 7 | 8 | 8 | 8 | 9 | 10 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 20 | 22 | 24 | 26 | 27 | 29 | 31 | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 600 | 5 | 5 | 5 | 6 | 6 | 7 | 7 | 8 | 8 | 9 | 9 | 10 | 11 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 19 | 20 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 650 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 8 | 8 | 9 | 10 | 11 | 12 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 20 | 22 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 700 | 6 | 6 | 7 | 7 | 8 | 8 | 9 | 9 | 10 | 10 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 36 | 38 | 40 | 42 | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 750 | 6 | 7 | 7 | 8 | 8 | 8 | 9 | 10 | 11 | 12 | 14 | 15 | 16 | 17 | 18 | 20 | 21 | 22 | 24 | 26 | 28 | 30 | 32 | 35 | 37 | 40 | 42 | 44 | 47 | 50 | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 800 | 7 | 7 | 7 | 8 | 8 | 9 | 9 | 10 | 11 | 13 | 14 | 15 | 16 | 17 | 19 | 21 | 23 | 24 | 25 | 27 | 29 | 31 | 33 | 36 | 39 | 42 | 45 | 47 | 49 | 52 | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 850 | 7 | 7 | 8 | 9 | 9 | 10 | 11 | 13 | 14 | 15 | 17 | 18 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 40 | 43 | 47 | 50 | 53 | 56 | 59 | 62 | 68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 900 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 19 | 20 | 22 | 24 | 26 | 28 | 30 | 32 | 34 | 36 | 39 | 42 | 45 | 48 | 51 | 55 | 58 | 61 | 65 | 69 | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 950 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | 37 | 39 | 42 | 45 | 48 | 51 | 55 | 60 | 64 | 67 | 71 | 75 | 82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1000 | 8 | 9 | 11 | 12 | 13 | 14 | 15 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 34 | 36 | 38 | 40 | 43 | 46 | 49 | 52 | 56 | 60 | 64 | 68 | 72 | 77 | 82 | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Example

A rider takes advantage of the slipstream of an overtaking rider for 800 m. The speed of the overtaken rider is 41 km/h. The table above shows that the penalty is 16".



UCI REGULATIONS

- (N) Timekeeping shall be conducted at several points along the distance, so distributed as to ensure that riders and spectators alike be continually informed of the progress of the race (**ARTICLES 2.4.014 AND 2.5.012**).
- Finishing times shall be taken to the nearest one-tenth of a second at least (**ARTICLE 2.4.015 AND 2.5.013**).

SUPPORTING DOCUMENTS FOR TIMEKEEPING IN ROAD EVENTS

- Time recording sheets numbered 1 to 99 to record the time of each group, its composition, time behind the winner, average speed, time limits and elimination times, list of non-starters and riders who have abandoned.
- Order of passage at the finish sheet (in conjunction with the finish judge).
- Daily team result sheet.
- Overall team classification form.
- Individual general classification form (one for each stage of the event).
- Individual time form for TT and prologue.
- Team time form for TTs.
- TT order of start sheet (individual or team).
- Sheet for recording distances and average speeds.
- Race follow-up sheet.

THE TIMEKEEPER'S EQUIPMENT

Timing devices

- "Lanyard" stopwatch: a manual stopwatch with digital display showing time of day (time trial start), the race time and the intermediate times with a minimum memory capacity of 30 times.
- Electronic stopwatch with integrated printer.
- Electronic desk-top chronometer that can be linked to a video-finish system, starting gate, display panel and TV overlays (equipment mainly used in velodromes or made available by service providers for major road events).

Calculator

- The calculator used must be suitable for time calculations: calculating averages, time limits, addition, subtraction and multiplication of time. There are several brands appropriate for time calculations.

SIMPLE FORMULAE USED IN TIMEKEEPING CALCULATIONS



Click here for detailed description and example calculations: "Practical timekeeper's guide", pages 4 -19

| | |
|---------------------------|-------------------|
| Calculating average speed | $Av = D / T$ |
| Calculating a distance | $D = T \times Av$ |
| Calculating a time | $T = D / Av$ |

D = distance in kilometres

T = time in hours, minutes, seconds

Av = average speed in kilometres/hour

LEVEL CROSSING



Click here for detailed description: "Level crossings", point 4.3.5.6.

The timekeeper (TK) should be prepared to record times and time gaps if the race has to stop.

PROLOGUE

The methods and conditions for holding a prologue are described in *point 4.2.2.1*. Important points for the TK to consider:

- The prologue takes the form of an individual time trial. If more than 60 riders are competing, the start interval between each rider must not exceed one minute.
- The prologue counts towards the individual general classification. The prologue may also count towards the team classification (see the event's special regulations).
- If a rider crashes during the prologue and cannot finish, he or she will be allowed to start the following day. The rider is credited with the same time as the slowest rider.

FINISH

The finish is the critical period of every event. Certain incidents may influence the final stage or event results. For example:

- an incident (crash, puncture, mechanical problem) that is duly observed in the final 3 km,
- an incident (crash, puncture, mechanical problem) that is duly observed after passing under the red kite at 1 km from the finish,
- summit finish,
- circuit finish,
- velodrome finish.



UCI REGULATIONS

- In the case of a duly noted incident in the last three kilometres of a road race stage, the rider or riders affected shall be credited with the time of the rider or riders in whose company they were riding at the moment of the incident. His or their placing shall be determined by the order in which he or they actually cross the finishing line. Is considered as an incident, any event independent from the physical capacity of the rider (fall, mechanical problem, puncture) and his will of remaining with the riders in whose company he was riding at the moment of the incident.
Riders affected by an incident are asked to make themselves known to a commissaire by rising their hand and report to a commissaire after the finish of the stage.
If, as the result of a duly noted fall in the last three kilometres, a rider cannot cross the finishing line, he shall be placed last in the stage and credited with the time of the rider or riders in whose company he was riding at the time of the fall.
This article shall not apply where the finish is at the top of a hill-climb.
Decisions related to this article are taken independently by the commissaires' panel. **(ARTICLE 2.6.027).**
- In the case of a duly noted fall, puncture or mechanical incident beyond the red triangle in a team time trial stage, the rider or riders involved shall be credited with the time of the teammate(s) in whose company he was/they were riding at the moment of the incident.
If, as the result of a duly noted fall beyond the red triangle, a rider cannot cross the finishing line, he shall be credited with the time of the teammate(s) in whose company he was riding at the time of the accident.
This article shall not apply where the finish is at the top of a hill-climb.
Decisions related to this article are taken independently by the commissaires' panel. **(ARTICLE 2.6.028).**
- **Finish on a circuit:** Even if a stage finishes on a circuit, times shall always be taken on the finish line **(ARTICLE 2.6.030).**
- **Velodrome finish:** Riders' times may be recorded as they enter the track. Moreover, the Commissaires may decide on a neutralisation at the entrance to the track in order to avoid the mixing of riders from different bunches. If the track is impracticable, the finishing line shall be moved off the track and riders shall be informed by all available means **(ARTICLE 2.3.042).**

For finishes on a track, organisers ensure that the riders cover the distance between the velodrome entrance and the finish line, plus a maximum of one complete lap.

For the general classification, only the time taken by the timekeeper at the entry to the velodrome is considered whatever the final placing of the rider(s) in the stage results.



REQUIRED KNOWLEDGE

- Technical timing specifications in accordance with the class of the event.
- Units of time.
- Skills in basic calculations and the more complex procedures required to draw up classifications.
- The implications of a summit finish for the allocation of times.
- The 3 kilometers rule and how it affects results.
- Applicable bonuses, depending on the class of event.
- How to apply bonuses.
- How to apply time penalties.
- How to separate riders and teams if level on time.
- Time trial starts and countdown method.
- Ability to explain the difference between a time gap and a split.



WHAT TO DO

- Ensure good communication with the organisation's service providers.
- Work quickly and accurately.
- Stay calm.
- Be organised and methodical.
- Calculate the time limit.
- Inform the president of the Commissaires' panel of riders who finish outside the time limit.
- Draw up the orders of start for individual and team time trials.
- Take up a position at any level crossings described by the technical guide.



WHAT NOT TO DO

- Fail to coordinate with other members of the Commissaires' panel.
- Allow classifications to be distributed without checking the times.
- Forget to synchronise official time with the service providers.
- Consider that a neutralisation is not the concern of the timekeepers.

7.2. THE TIMING SERVICE PROVIDER



Click here for detailed description: *"Timekeeping guide for provider", available on the UCI website.*

The timing service provider is appointed by the organiser and operates under the organiser's responsibility.

This service provider's mission is to supply, install and operate the technical resources used to provide information and judge the finish of an event: photo-finish equipment, transponder system, display equipment.

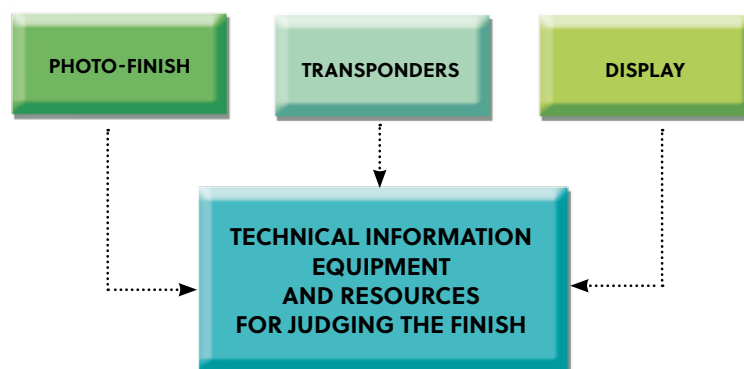


Diagram. Technical information equipment and resources for judging the finish

The timekeeper (TK) and finish judge make sure that all the technical resources provided by the organiser and timing service provider comply with the UCI Regulations and that the specifications established for the timing service provider are observed.

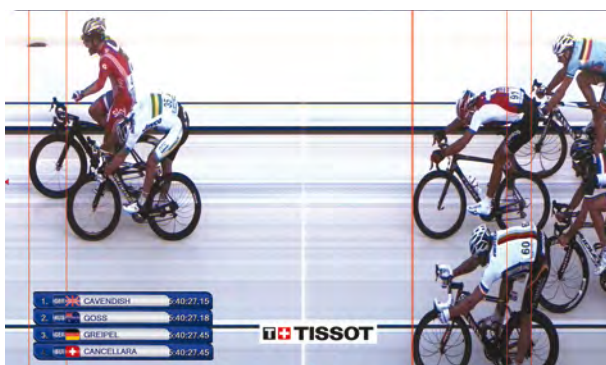


UCI REGULATIONS

- For each race, the national federation of the organiser shall designate a sufficient number of timekeeper-Commissaires duly licensed by it. Timekeeper-Commissaires may be helped in matters other than time-keeping operations proper by other persons licensed by the national federation of the organiser (**ARTICLE 1.2.104**).
- Timekeeper-Commissaires shall record the times on a form that they shall sign and hand to the finishing judge (**ARTICLE 1.2.105**).

PHOTO-FINISH

The photo-finish is the reference material that allows all competitors to be allocated a finishing position and time.



- A photo-finish comprises a series of high-definition photos taken one after another. These images are automatically time stamped in a very accurate manner.
- All photo-finish equipment must allow a time-indexed digital recording of images to an **accuracy of one thousandth of a second**.
- Synchronisation: the photo-finish cameras must be connected to the official timing device. The TK appointed to the event issues a synchronisation pulse to all timekeeping equipment.
- The official time used to draw up the classifications shall be that of the photo-finish.

TRANSPONDERS

This system identifies riders passing over a line and should be used to obtain a snapshot of the race at a specific point, thus allowing the composition of groups to be established. Transponders do not replace the obligatory use of photo-finish equipment.

NOTE

If riders change bikes during the event this can affect the information provided by transponders. Commissaires and the finish judge should be alert to this possibility.

Limits of the system:

- The position of the transponder on the bicycle is never exactly the same for all competitors.
- The orientation of the transponder within the detection field can be significant and can afford an advantage to an individual competitor.
- Splits between groups of riders are determined by the difference between the vertical tangent of the rear wheel of the last rider in a group and the vertical tangent of the front wheel of the first rider in the following group (or individual rider). This rule cannot be applied when time is measured using transponders.



Installation

Transponders must be attached to the bicycle at a fixed distance from the tangent of the front wheel. They must not be carried by the athletes.

The use of transponders

The use of transponders in a cycle race allows:

- a rider to be located in a group,
- laps of a circuit to be counted,
- the order of passage at an intermediate point to be determined,
- information to be provided for TV production.

In stage races, information on groups of riders must be transmitted in real time from the transponder check point located 3 kilometres from the finish to the control station at the finish line. A printout of the race situation at this point must be made available to the timekeepers and Commissaires. This report allows the position of each competitor in the various groups at 3 kilometres from the finish to be established in the event of a crash during the final 3 km.

DISPLAY



The display units on the finish line gantry provide the riders and spectators with certain information on the race time and situation.

The display must allow information to be read at a minimum distance of 100 m.

Table. Minimum requirement levels for technical information resources and finish-line judging depending on event category

| | PHOTO-FINISH | TRANSPONDERS | DISPLAY |
|--|--------------|----------------------|---------|
| OLYMPIC GAMES | 1 | 2 | 1 |
| UCI WORLD CHAMPIONSHIPS | 1 | 2 | 1 |
| UCI WORLD TOUR – one-day race | 1 | 2 (recommended) | 1 |
| UCI WORLD TOUR – stage race | 1 | 1 | 1 |
| EUROPE TOUR | | | |
| CONTINENTAL CHAMPIONSHIPS | 2 | | |
| HC events – one-day race | 1 | 2 or 3 (recommended) | 2 |
| HC events – stage race | 1 | 1 (recommended) | 2 |
| Class 1 event | 2 | | |
| Class 2 event | 3 | | |
| AFRICA TOUR – AMERICA TOUR – ASIA TOUR – OCEANIA TOUR | | | |
| CONTINENTAL CHAMPIONSHIPS | 3 | | |
| HC event | 2 | | |
| Class 1 event | 3 | | |
| Class 2 event | 3 | | |

Note that this table is no longer accurate

TIME TRIALS

Intermediate time checks are required by the riders and teams as well as the media covering the event.

Individual time trials

Timing is extremely important in this type of event and indeed represents the essence of the competition.

- The basic facilities are as follows:
 - **At the start**, display or recording of each rider's time.
 - **At the finish**, recording of each rider's time.
- **Means of dissemination of information:** radio-tour and display (optional). Particular attention must be paid to the information communicated to riders and team managers.
- **Implementation:**
 - All equipment must be synchronised at least one hour before the start of the event in the presence of the timekeepers (TK). It is important that the timing service provider, in coordination with the official timekeeper, adjusts equipment to the official time of day for the host country (by consulting the website time.is).
 - A manual backup is conducted at the finish by the TKs appointed to the event.
 - Times are recorded using a capture device (cell or contact strip). The times are passed on to the official timekeeper and distributed.
 - If the equipment fails, the TK's manual timings are used.

Team time trials

In a team time trial, the time is recorded on the nth rider of the team in accordance with the event's special regulations. The rule on splits is applied, meaning that all riders are allocated a time.

- **Photo-finish:** Photo-finish equipment must be used in the event to record the actual time of passage of all competitors.
- **Implementation:**
 - All equipment must be synchronised at least one hour before the start of the event in the presence of the TKs.
 - A means of effecting synchronisation must be available to TKs at the start.
 - In a team time trial, the time of start is not recorded using a cell, it is solely the scheduled start time.
 - The photo-finish is the main system for allocating times to riders.
 - A document showing the order of passage of riders as well as the times allocated is made available to the Commissaires' panel.
 - A manual backup is implemented at the finish by the TKs appointed to the event.

DRAWING UP THE RESULTS

- The results are drawn up by the service provider, overseen by the timekeeper (TK) and finish judge (FJ). The FJ is responsible for the results. The FJ personally examines the photo-finish film even if the operator offers to do this.
- The results are compiled using software that complies with UCI Regulations.
- The results are drawn up and approved by the TKs or Commissaires at the finish within a reasonable period of time. In WorldTour events, partial **provisional** results may be distributed within 20 minutes of the first rider finishing. In all events, the full **official** results must be distributed within 60 minutes of the first rider finishing.

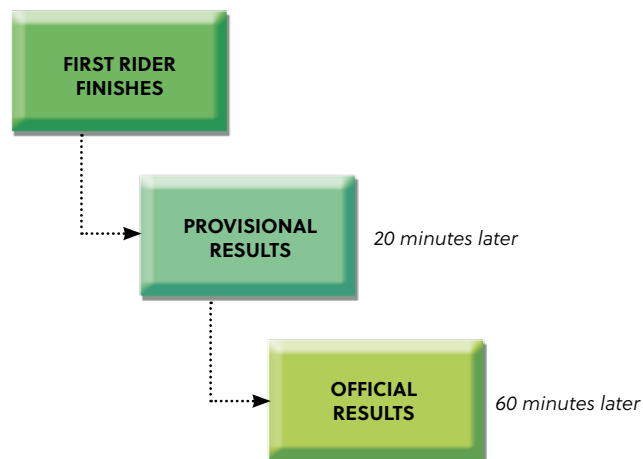


Diagram. Provisional and official results

- The software must allow the various classifications to be printed and exported in the formats required by the UCI.
- **Chronology of publication**
 - **At race headquarters:** lists drawn up (registered riders and starters) in UCI formats (licence numbers with UCI IDs).
 - **On the day of the event:** printouts of provisional results for the media; printout of results approved by Commissaires; all final results uploaded to UCI DataRide.
 - **After the event:** printouts of results in UCI format (**ARTICLE 2.2.088**).

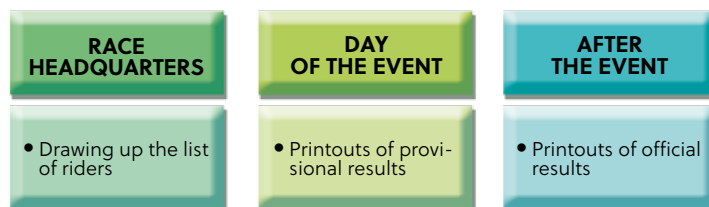




Diagram. Chronology of publication of results

|  CLASSEMENT PAR POINTS POINTS CLASSIFICATION Sibiu - Băneasa Lac | | | | | | | | | |
|---|------|-----------------------------|------|--------|---|-----|------|-----------------------------|-----|
| Date : 12/07/2013 Organisateur - Organizer : Clubul Sportiv Sibiu Sport Project Epreuve - Race : Sibiu Tour Etape - Stage : 1 | | | | | | | | | |
| Classement de l'Étape - Stage classification | | | | | Classement général - General classification | | | | |
| Rg | Clas | Nom Pétion | Nat. | Equipe | Pts | Rg | Clas | Nom Pétion | Pts |
| Actifs | | | | | | | | | |
| 1 | 26 | REBELLIN Davide | ITA | CCC | 25 | 10* | 1 | REBELLIN Davide | 25 |
| 2 | 51 | WILMANN Frederik | NOR | CWG | 20 | 8* | 2 | WILMANN Frederik | 20 |
| 3 | 64 | KUJALA Matti | CRO | GMS | 18 | 4* | 3 | KUJALA Matti | 18 |
| 4 | 22 | HONKESZ Andri | POL | CCC | 14 | 7 | 4 | HONKESZ Andri | 14 |
| 5 | 90 | ZANALLA GUTIERREZ Cesarinho | ESP | CWG | 12 | 6 | 5 | ZANALLA GUTIERREZ Cesarinho | 12 |
| 6 | 85 | SCHMIDTKE Stefan | GER | CWG | 10 | 9 | 6 | SCHMIDTKE Stefan | 10 |
| 7 | 58 | VANDVOCK Neel | BEL | WVL | 9 | 8 | 7 | VANDVOCK Neel | 9 |
| 8 | 65 | PÖSTLEBERGER Lukas | AUT | GMS | 8 | 10 | 8 | PÖSTLEBERGER Lukas | 8 |
| 9 | 1 | DE LA PENTE Victor | ESP | SPT | 7 | 11 | 9 | DE LA PENTE Victor | 7 |
| 10 | 34 | SHAYDULOV Nauray | RUS | CCC | 6 | 12 | 10 | SHAYDULOV Nauray | 6 |
| 11 | 34 | KUCZTOR Peter | HUN | UTE | 5 | 13 | 11 | KUCZTOR Peter | 5 |
| 12 | 44 | PAVUTSOV Anatoliy | UKR | ISD | 4 | 14 | 12 | PAVUTSOV Anatoliy | 4 |
| 13 | 100 | DI SERAFINO Matteo | ITA | AND | 3 | 15 | 13 | DI SERAFINO Matteo | 3 |
| 14 | 17 | SHIEL Oliver | GBR | CCC | 2 | 16 | 14 | SHIEL Oliver | 2 |
| 15 | 116 | LADKUTTI Sergey | UKR | KLS | 1 | 17 | 15 | LADKUTTI Sergey | 1 |

|  CLASSEMENT DES SPRINTS SPRINTS CLASSIFICATION Sibiu - Băneasa Lac | | | | | | | | | |
|---|------|-------------------|------|--------|---|----|------|-------------------|-----|
| Date : 12/07/2013 Organisateur - Organizer : Clubul Sportiv Sibiu Sport Project Epreuve - Race : Sibiu Tour Etape - Stage : 1 | | | | | | | | | |
| Classement de l'Étape - Stage classification | | | | | Classement général - General classification | | | | |
| Rg | Clas | Nom Pétion | Nat. | Equipe | Pts | Rg | Clas | Nom Pétion | Pts |
| km 28.4 - Nipoceti | | | | | | | | | |
| 1 | 55 | PAUDRAS Olivier | BEL | WVL | 3 | 3 | 1 | PAUDRAS Olivier | 3 |
| 2 | 49 | AGARKOV Yuriy | UKR | ISD | 2 | 2 | 2 | AGARKOV Yuriy | 2 |
| 3 | 84 | STEVIC Ivan | SRB | TCT | 1 | 1 | 3 | STEVIC Ivan | 1 |
| km 24 - Agnita | | | | | | | | | |
| 1 | 75 | KAJUKAS Gediminas | LTU | CCD | 3 | 3 | 1 | KAJUKAS Gediminas | 3 |
| 2 | 66 | MARIN Matej | SLO | GMS | 2 | 2 | 2 | MARIN Matej | 2 |
| 3 | 71 | GRATEROS Javi | ESP | CCC | 1 | 1 | 3 | GRATEROS Javi | 1 |
| km 24 - Mergulindul | | | | | | | | | |
| 1 | 75 | KAJUKAS Gediminas | LTU | CCD | 3 | 3 | 1 | KAJUKAS Gediminas | 3 |
| 2 | 109 | MARGAR Martin | SVK | SVK | 2 | 2 | 2 | MARGAR Martin | 2 |
| 3 | 117 | KUJALA Matti | FIN | KLS | 1 | 1 | 3 | KUJALA Matti | 1 |

picture to be updated

NOTE

In addition to the timing service, a secretarial service may also exist that is responsible for drawing up lists of registered riders and starters and even publishing the results. The timing service remains responsible for recording the riders' times and carrying out the relevant calculations. If this is the case, the information provided must be entirely consistent.



Click here for detailed description: "The finish judge", point 6.

**UCI REGULATIONS**

Unless otherwise specified, the organiser must provide all the equipment required for the organisation of the event, including all timing equipment (**ARTICLE 1.2.035**).

**REQUIRED KNOWLEDGE**

- The role and functions of service providers at an event.
- The limits of systems in order to appreciate how they operate.
- Understanding the need to change results after decisions made by the Commissaires' panel.

**WHAT TO DO**

- Maintain a good working relationship with the service providers.
- Encourage cooperation.
- Explain the specific needs and requirements of the Commissaires' panel.

**WHAT NOT TO DO**

- Fail to adopt a respectful, polite attitude towards timing system operators.
- Assume that all operators are aware of the UCI Regulations and the specific needs of cycling.

CHAPTER 7BIS

THE SUPPORT - COMMISSAIRE





In 2018 the UCI introduced a new Commissaire role, the Support - Commissaire. This role is appointed by the UCI to only a few very specific events on the International Calendar. Primarily, these are events on the WorldTour, the Olympic Games, and the Road World Championships.

NOTE

Not all WorldTour races have a Support - Commissaire appointed to it.

The Support - Commissaire is a member of the Commissaires' Panel whose primary role is to strengthen the overall Commissaires Panel by allowing for more informed decisions at critical moments in the race.

The role is a very specialised one, and only a few International Commissaires have received the specialised training to complete this task. Their work involves following the race through monitoring the live broadcast TV feeds and the various social media site. To be able to fully perform their work they are required to speak the language of the country where they have been appointed to.

The UCI has a dedicated van, together with expert video technicians to connect and monitor all the equipment that is used by the Support - Commissaire.

The van is parked near the TV compound at the finish area of the race so that all the necessary video feeds can be attached to it.



The van itself is equipped as follows:

- Radio-receiver that can reach to the start area. It must be able to receive Radio-Tour and receive and transmit on the Commissaire channel.
- Video server that can:
 - isolate video sequences or images;
 - rewind, fast forward, return to live;
 - slow motion;
 - zoom in on a video sequence or image;
 - export a video sequence or image to an external device.
- Two TV monitors divided into subsidiary screens;
 - Enabling a Commissaire to monitor 8 different feeds simultaneously.
- Power supply, cabling, air conditioning, heating system, etc.

The people that may enter the van are limited to:

- Commissaires and staff of the UCI
- The UCI video technician and van driver
- People who the Commissaires invite into the van.

ROLE OF THE SUPPORT - COMMISSAIRE

The Support - Commissaire arrives at the finish line prior to the start of the race. The UCI technicians should already have the video feeds connected to the UCI van. The Support - Commissaire follows the race by watching the various TV feeds. Their job is to ensure the regulations are being properly applied, and to ensure that the best decisions can be made due to having all the necessary information.

RELATIONSHIP WITH THE COMMISSAIRES' PANEL

The Support - Commissaire is a full member of the Commissaires' Panel. However, unlike the other Commissaire roles, due to his location outside of the race itself, he cannot immediately sanction any riders. He needs to work with the President of the Commissaires' Panel.

In most cases he can wait until the end of the race, and then present the video evidence to the PCP, who can then discuss the matter with the Commissaires' Panel in order to take any decisions. The video images constitute enough proof of the infraction (**ARTICLE 12.6.008**). In some cases, when the infraction is particularly serious or has the risk of distorting the outcome of the race, it may be necessary to act immediately. In these cases the Support - Commissaire must immediately contact the PCP using a secure communication method and inform him of the incident and recommended action. If possible, the relevant images or video sequences should also be sent to him. In the way the PCP can take immediate action to solve the matter.

Immediately after the race, the Commissaires must go to the UCI van to confirm the regularity of the sprint, as well as if any decisions must be taken that can impact the results of the race.



UCI REGULATIONS

One of the members of the commissaires' panel shall act as support-commissaire when required as per article 1.2.116. (**ARTICLE 1.2.121**)

Infringements may be established by any reliable means of evidence. The means of evidence are, in particular:

- a) documents;
- b) official reports;
- c) the statements of the parties;
- d) witness statements;
- e) audio or video recordings;
- f) expert opinions;
- g) any other evidence relevant to the case. (**ARTICLE 12.6.008**)

ACTIVITIES BEFORE THE START

The Support - Commissaire is accommodated with the rest of the Commissaires's Panel. This allows for proper strategic preparation with the rest of the Commissaires. Importantly, a good communication strategy can be established.

TIP: Sensitive communications should not be sent over radio channels. It is better to make use of mobile phones. While not considered completely secure, it is also possible to send images and videos using various apps. The Support - Commissaire and PCP should ensure they have each others phone numbers, and a plan on how images can be sent if need be.

The Support - Commissaire should attend the Team Managers' Meeting. However, as with all the other Commissaire roles, it is only the PCP who represents the Commissaires at this meeting. If there is any information the Support - Commissaire wants to provide to the sport directors, this is done through the PCP.

The PCP and Support - Commissaire should meet with the organiser the evening before the start of the race to ensure all the logistics are in place to support the work of this role. This will include things such as:

- Ensuring the UCI van has the right access stickers to get into the broadcast compound;
- Ensuring there is space for the UCI van at the broadcast compound;
- Ensuring access for the Support - Commissaire to the route and to the finish line;
- Providing contact information for the various broadcast personnel, for example, TV producer, that may need to be contacted;
- Ensuring the Commissaires' Panel can easily access the UCI van at the end of the race;
- Ensuring the necessary radio systems have been connected to the UCI van.



ACTIVITIES DURING THE RACE

The Support - Commissaire normally has to leave the accommodation early in the morning to ensure he arrives at the finish before the race starts,

Once the race starts he monitors the event on the various screens. He usually gets images from multiple sources:

- 2 TV helicopters;
- 4 to 5 TV motorbikes;
- 4 to 5 fixed cameras at the finish;
- 2 fixed cameras after the finish.

He needs to quickly decide which camera images he wants to focus on, and then use the various tools at his disposal to analyse the images. If necessary, he can then decide to isolate and save these images to discuss with the Commissaires' Panel, or to send to the UCI.

He should also monitor various social media sites, starting from the evening before, to see what discussions are taking place. This could allow for more informed decisions around what to monitor during the race.

At the end of the race the PCP is required to complete various documents, including the penalty summary sheets, and the race report. The Support - Commissaire can help with this task by having any content ready that he wants added to the report, or having the infringement details ready for the communiqué and summary sheet.

IMAGES TO FOCUS ON

The Support - Commissaire is not restricted to just monitoring the conduct of the riders. He can also monitor the conduct of:

- Sport directors;
- Organisation personnel;
- Media;
- Drivers;
- Other license holders.

The goal is to ensure the race happens in the fairest, safest way possible, and that everyone respects the regulations. It may be necessary to speak to various people to have behaviours corrected. While it is not a requirement to show them the images, having them can help explain the issues, and can often result in corrective action.

Some of the key items being focused on are:

- Riders holding on to vehicles;
- Riders sheltering behind vehicles;
- Irregular sprinting;
- Violent behaviour;
- Actions which detract from the image of cycling (for example, public urination, littering, etc);
- Driving on the course;
- Security issues.

Additionally, the Support - Commissaire should also pay attention to any video sequences that can be useful to the UCI in other contexts, for example:

- Training at Commissaire seminars;
- Training at the Sport Directors' course;
- Improving race security;
- Presentations for the Junior Conference;
- Presentations at the WorldTour Organisers' Seminar;
- Etc.

**REQUIRED KNOWLEDGE**

- The role and function of the Support - Commissaire.
- How the Support - Commissaire works with the Commissaires' Panel.
- The scope of images to be monitored.

**WHAT TO DO**

- Establish a communication strategy between the PCP and Support - Commissaire
- Ensure the PCP, Support - Commissaire and organiser meet to resolve logistics issues
- Know where to find the UCI van at the end of the race

**WHAT NOT TO DO**

- Fail to meet with the Support - Commissaire at the end of the race.
- Fail to react immediately to serious infringements.



CHAPTER 8

EQUIPMENT AND CLOTHING

8.1. EQUIPMENT

The equipment regulations are of primary importance in cycle sport. The development of equipment has required rules that assert the primacy of humans over machines. Observance of the UCI regulations by all parties facilitates sporting fairness and safety during competition.

The Lugano Charter which came into effect in 1996, illustrates the UCI's determination to counter any loss of control over technical issues and reasserts that the purpose of cycle sport is to allow riders to compete on an equal basis in order to determine which athlete is the best in physical terms.

The practical guide entitled [Clarification Guide of the UCI Technical Regulation](#) is available on the UCI website. It is important that all Commissaires are conversant in the use of this publication.

All the articles relating to the equipment regulations are published in Part I, Chapter III, §1 and §2 of the UCI Regulations.

8.1.1.

PRINCIPLES



- It is important to emphasise the **"primacy of humans over machines"**.
- Licence holders are responsible for the equipment they use in competition. The equipment must comply with the prevailing safety standards (**ARTICLE 1.3.001**).
- Equipment must not constitute a danger to the rider or other competitors (**ARTICLE 1.3.001**).
- Competitors and/or team helpers are not authorised to modify equipment from the condition in which it was supplied by the manufacturer (**ARTICLE 1.3.002**) for obvious safety reasons. The act of modifying equipment is also prohibited as it annuls the guarantee in the majority of cases.

NOTE

The addition of handlebar tape to improve a rider's grip and any addition of adhesive tape to maintain, avoid abrasion, provide visual continuity or any other function is authorized on condition it does not constitute an excrescence (create a bulge) or enlarge the general shape of the equipment.



- Commissaires are authorised to carry out checks at any time, as considered appropriate, on equipment used in competition, whether during or after an event (**ARTICLE 1.3.003**).

FOR THE BICYCLE:

- The wheels shall be of equal diameter. The front wheel shall be steerable and the rear wheel driven.
- The bicycle is propelled only by the rider's legs.
- The steering system must be reliable and allow manoeuvres to be conducted in complete safety.
- Bikes used in competition must be models that are made commercially available by the manufacturers. Any equipment in development phase and not yet available for sale (prototype) must be the subject of an authorisation request to the UCI Equipment Unit before its use.
- The rider normally assumes a sitting position on the bicycle. The only points of support authorised are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle.

Commissaires must be aware of the approved dimensions for bicycles. These dimensions concern the following issues:

- overall size: the total length, width and height of the complete bike,
- the position of the saddle in relation to the bottom bracket and handlebars; the saddle's horizontality,
- technical safety specifications relating to manoeuvrability and any impairment of manoeuvrability,
- the required minimum weight,
- configuration and structure

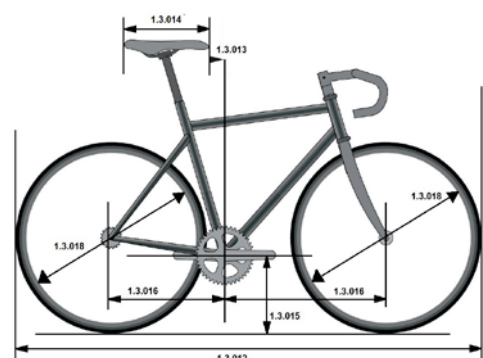


Diagram. Dimensions of the bicycle



Commissaires are authorised to check that the equipment used by riders fulfils the regulatory criteria defined in **ARTICLES 1.3.011 TO 1.3.025**.

NOTE

If the frame has a valid frame label, the Commissaires are not required to check the dimensions of the frame itself. They are still required to check the dimensions of the accessories if necessary.

NOTE

The Frame and Fork Approval Procedure does not apply to frames and forks which, on 1 January 2011, were already manufactured, on the market, or already at the production stage.

8.1.2.

APPROVAL PROCEDURES

The UCI has well-established Equipment Approval Procedures with the aim of ensuring a level playing field through compliance with the current UCI Regulations. It also serves to facilitate the on-site work of the Commissaires.

- All new models of frame and forks produced after 1 January 2011 must be approved for use in competition (road, track and cyclo-cross).
- The approval procedure is not obligatory for older models.
- The [list of approved models](#) is available on the UCI website.
- The first UCI check of approved frames and forks conducted in the field took place at the 2012 Tour de France using a three-dimensional scanner.

PROTOTYPE APPROVAL PROCEDURE



The approval procedure is based on **ART 1.3.006** and ensures that any piece of equipment in development phase and not yet available for sale (prototype) can be used in competitions with respect of the current UCI Regulations.

NOTE

Due to the diversity of production procedures, the UCI Prototype Label can be placed on top of the varnish.



Diagram. Sample images of the UCI Prototype Label

NOTE

Equipment that has the Prototype Use Authorisation was checked for compliance by the UCI Technical Unit. Thus, Commissaires can rely on the UCI Prototype Label and/or Prototype Use Authorisation when checking this equipment.

NOTE

Each piece of prototype equipment should be labeled with the UCI Prototype Label and it should be visible for inspection. Should the placement of the label be impossible, a team representative must provide the Prototype Use Authorisation signed by the UCI Technical Unit employee to the Commissaires.

8.1.3. TECHNICAL INNOVATION

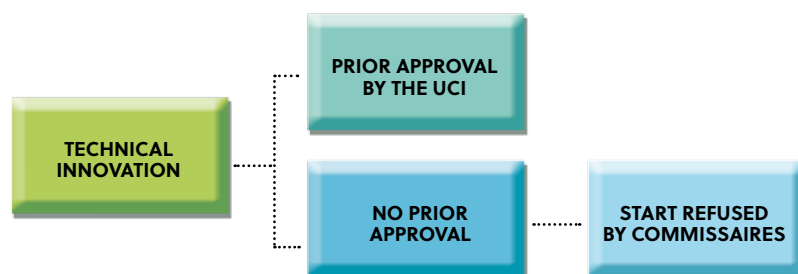


Diagram. Technical innovation and approval by the UCI



- No technical innovation may be used in competition until approved by the UCI (**ARTICLE 1.3.004**).
- If a competitor attempts to use a technical innovation that has not received the prior approval of the UCI, the Commissaires prohibit the rider from starting (**ARTICLE 1.3.005**).

8.1.4. EQUIPMENT

FRAME AND FORK

Frame & fork approval procedure

The approval procedure for the development of new generation bicycle frames and forks implemented by the UCI came into force on 1 January 2011 in accordance with article 1.3.001bis of the UCI Regulations. From this date, all new frames and forks used by licence holders in road, track and cyclo-cross events must be approved on the basis of this Protocol. Approval by the UCI certifies that the new equipment meets the shape requirements set out in the UCI regulations.

This procedure does not apply to frames and forks which were commercialised before 1 January 2011.

Checking UCI Frame and Fork Labels

Commissaires should make sure that the label affixed to the frame and fork of a bike being checked corresponds to the manufacturer and model.

Table. Examples of labels showing the bike manufacturer and model

| BIKE MANUFACTURER AND MODEL | LABELS |
|------------------------------|--------------|
| Pinarello, FPDUE, Road | PINA-F737-RD |
| Scott, Plasma 3, TT | SCOT-PLA3-TT |
| Corima, VIF, Track | CORI-VIF-TR |
| Richard Sachs, Signature, CX | SACH-RSS-CX |



Diagram. Contents of a frame label

- In the event of any doubt or problem with compliance, the frame/fork identification codes should be noted.
- It is also necessary to check that the label is the correct size and shape, visible, indelible and cannot be removed from the frame and/or fork. If this is not the case, this must be mentioned in the report.
- The Commissaire must inform the UCI of any suspicion of a frame or fork model manufactured after 2011 that does not have an approval label.

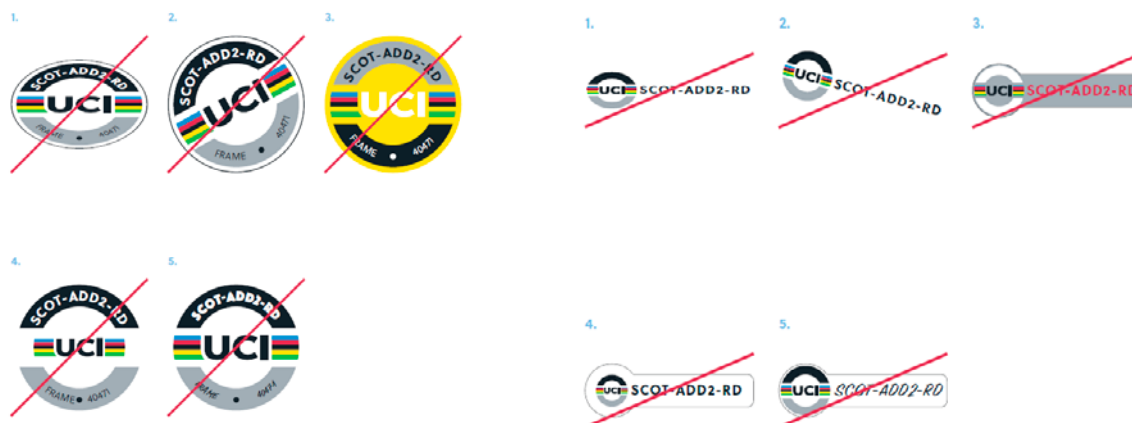


Diagram. Examples of non-compliant labels – prohibited

Checks to be conducted

Only the manufacturer is authorised to apply these labels and repaint frames and forks. Extensive checks will be conducted at major road, track and cyclo-cross events.

In the event of non-compliance of approved models during checks:

- The manufacturer's approval will be withdrawn.
The manufacturer will be fined CHF 10,000-100,000.
— The manufacturer is responsible for the equipment it produces.
- Disqualification of rider.
Investigation of the team concerned.
- Performances not recognised.
— The licence holder is responsible for the equipment he or she rides.

Repainting may be done by third parties as long as the frame and fork label are kept.

NOTE

The frame and fork are labeled separately. It must not be assumed that because the frame has a label, the fork also has a label.



Diagram. Frame and fork label

WHEELS



Wheel approval procedure

Wheels are considered non-standard if:

- rim height is greater than or equal to 25mm;
- rim material is not an alloy;
- they have fewer than 20 spokes;
- the spokes are not detachable;
- all components of the wheel are not identifiable and commercially available.

Non-Standard wheels

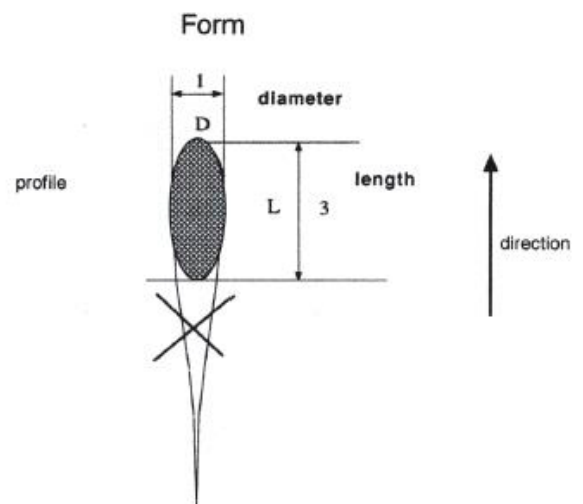
- All wheels used in massed start road races must either be traditional (standard wheels) or have been approved by the UCI.
- An approval process for wheels was introduced in 2000. The method for approving wheels was changed in 2016.
- The current [approval process](#) for non-standard wheels in massed start competitions can be found on the UCI website.
- There are two lists of approved non-standard wheels. The first list concerns wheels that were approved using the protocol in place [prior to 2016](#), and the second list concerns wheels [approved from 2016](#) onwards.
- Non-standard wheels that appear on either of these lists may be used in massed start competitions.
- Other than size, and considerations around technical innovations and commercialisation, riders are free to use any wheels in time trial events.

OTHER EQUIPMENT



Frame and fork accessories

- The 3:1 rule applies to fuselage forms and is applicable to all elements of the bicycle which are frame and fork accessories (nonintegrated seat post, handlebars, handlebar extension, stem, elbow rests and handlebar extension risers) with the exception of moving parts (wheels and chainset), front and rear derailleur bodies, braking systems for wheels, saddle, and pedals.
- The terms «height» and "thickness" should be understood to be the largest and smallest section dimensions of the tubes respectively, i.e. the maximum and minimum dimensions authorised in any direction.
- As for brake levers, derailleur controls, bottle cages and other items not subject to the 3:1 rule, "knife profile" shapes are not allowed.
- For elements subject to the 3:1 rule, a tolerance of one millimeter is allowed when carrying out checks at events to account for the thickness of surface coatings (paint and sponsors' logos).
- The addition of tape to modify the section of any equipment that is subject to the 3:1 rule to bring it into compliance is prohibited.
- Regarding the seat posts, whether they are integrated or not to the frame, the 3:1 rule applies from a distance of 60 mm from the fixture of the saddle on the seat post.



The 3:1 Ratio must be applied to all sections that are perpendicular/normal to the general shape of the element. This is demonstrated in the following examples:



Diagram. Example 3:1 Ratio

NOTE

The 3:1 rule does not apply to frame and fork tubes.

NOTE

Starting from 1 January 2021, non-integrated seat posts will no longer be required to comply with the 3:1 rule. Both, integrated and non-integrated seat post will become part of the frame and fork approval procedure. It will not then be necessary to check these items.

Handlebar extensions

- Elbow rests must be made up of two parts (one part for each arm) and are only allowed if extensions are added;
- The maximum width of each elbow rest is 12.5cm;
- The maximum length of each elbow rest is 12.5cm;
- The maximum inclination of each elbow rest (measured on the support surface of the arm) is 15 degrees;
- The maximum dimension of the cross section of each extension is 4cm.

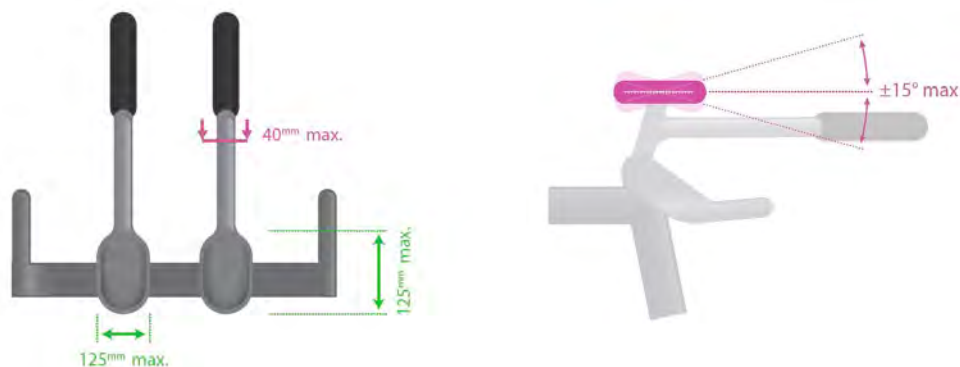


Diagram. Handle bar extensions

Any binding element between extension bars or elbow rest is considered as the continuation of the extension bars. Therefore, the maximum dimension of the cross section of each binding element must be 4cm, and the 3:1 Ratio must be respected. Any binding element between spacers must follow the identical restrictions.

Multiple binding elements are forbidden. Only one binding element can be placed in the mentioned areas.

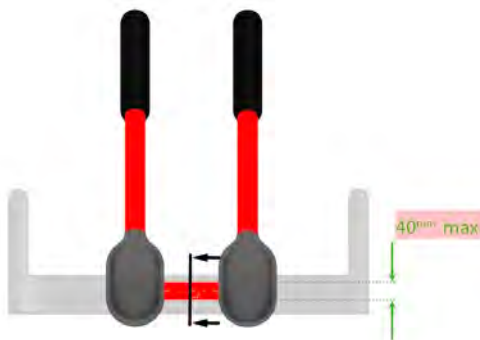


Diagram. Multiple binding elements

8.1.5.

THE RULES ON POSITION

THE POSITION OF HANDLEBARS FOR ROAD RACE BIKES

Traditional handlebars must be positioned within a specific zone:

- above, by the horizontal plane passing through the top of the saddle (B),
- below, by the horizontal line passing 10 cm below the highest point of the two wheels (C),
- at the rear, by the axis of the head tube (D),
- at the front, by the vertical line passing through the front wheel axle, with a tolerance of 5 cm (A).

Structure (1a)

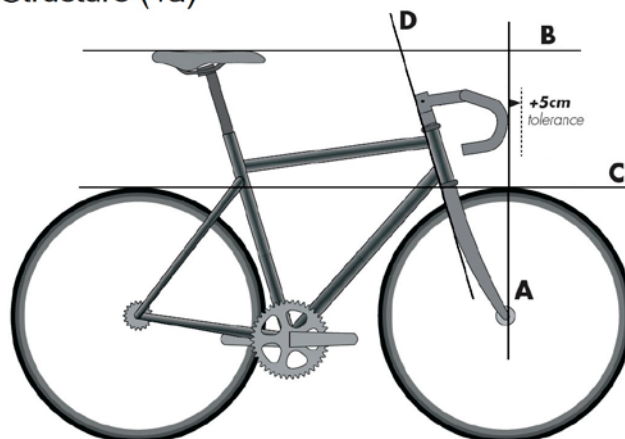


Diagram. The position of traditional handlebars

THE POSITION OF HANDLEBARS FOR TIME TRIAL BIKES

- In road events, handlebar extensions are only allowed in time trials (individual or team).
- The added handlebars must consist of two extensions with a maximum cross section of 4cm each.
- The distance between the end of the handlebar extensions and a vertical line passing through the bottom bracket axle must not exceed 75 cm (A).
- This limit of 75 cm may be increased to 80 cm for morphological reasons (see later in this section for further explanation).
- This limit of 80 cm may be further increased to 85 cm for morphological reasons in the case of tall riders (rider is 1.90 m or taller - see later in this section for further explanation).
- The elbow rests must be made up of two parts with maximum dimensions of 12.5cm by 12.5cm and the maximum inclination, measured on the support surface, being 15 degrees.
- In no circumstances may the end of the handlebar extensions exceed the maximum limit of 85 cm.
- The height difference between the midpoint of the elbow support points and the highest and lowest points of the handlebar extension must be less than 10 cm.
- The handlebars must not rise above the height of the saddle.

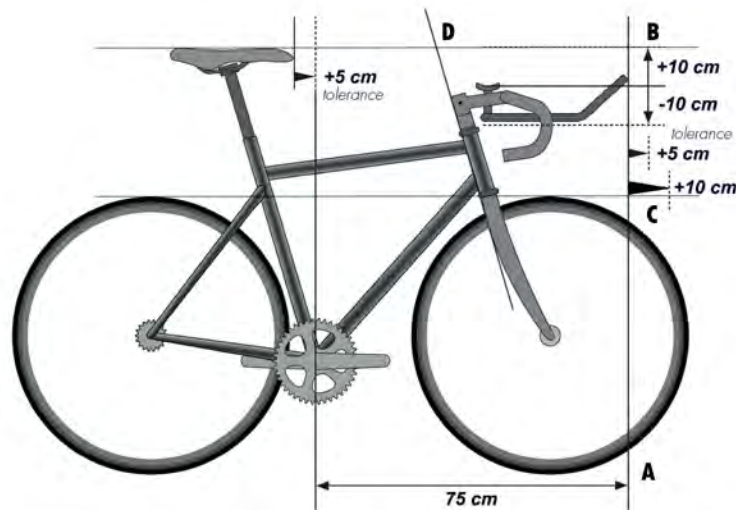


Diagram. Forward extension of handlebars and extension bar height

SADDLE POSITION

- The tip of the saddle must be positioned at least 5 cm behind the vertical line passing through the bottom bracket axle (A).
- For morphological reasons (see later in this section for further explanation), the tip of the saddle may be moved forward to less than 5 cm behind the vertical line passing through the bottom bracket axle.
- In no case may the tip of the saddle pass beyond the vertical line passing through the bottom bracket axle.
- The saddle may be tilted no more than plus or minus 9 degrees, measured through its highest points at the front and back.



Diagram. Rear position of saddle



Image. Measuring tilt of saddle

8.1.6.

LIST OF MORPHOLOGICAL EXEMPTIONS

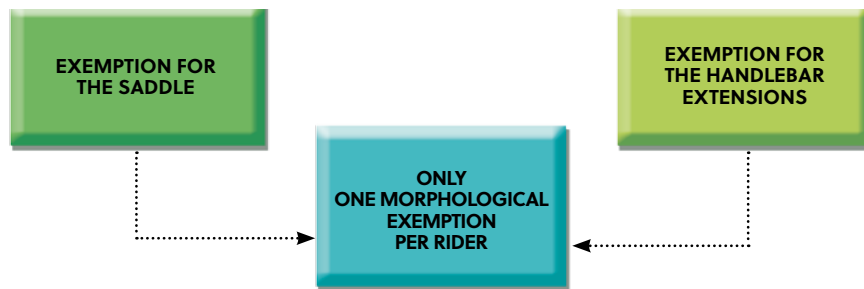


Diagram. Number of morphological exemptions allowed per rider

Every rider is entitled to one of the morphological exemptions. There is no need to measure the rider. Each rider can either:

- move the saddle from the 5 cm to 0 cm position behind the bottom bracket; OR
- move the handlebar extension (where permitted) forward from 75 cm to 80 cm in front of the bottom bracket position. In the case of a rider 1.90 m or taller, this distance can be extended to 85cm.

In the case of non-compliance, adjustments must be made and the bicycle rechecked before authorising the start under acceptable conditions.

NOTE

Each rider may have only one of the exemptions, never both.

NOTE

In the case of a rider claiming to be 1.90m or taller, this height must be verified. If the rider's name appears on the UCI List of Tall Riders (found on the UCI website), then this is accepted, otherwise the rider's height, without shoes and helmet, must be measured.

NOTE

If the Commissaires notice that the rider has adjusted his or her equipment, they can recheck the equipment immediately after the race. If the equipment is found to be non-compliant the rider should be disqualified. Other penalties may also potentially apply. Commissaires always have the right to check equipment at any time.

8.1.7.

SPECIFIC COMMENTS

THE ORGANISATION OF CHECKS



- An equipment checking zone must be set up by the organiser with conditions that facilitate the Commissaires' work. This area must be spacious and covered.
- The Commissaires prepare this area in cooperation with the organiser.
- This zone must feature a waiting area for riders (chair, toilets, etc.)
- The area must be located near a warm-up circuit or covered warm-up area equipped with home trainers.
- The equipment used to conduct the bike checks must be verified before use (measuring jig, scales, etc.) and set out in such a way as to allow the checks to be carried out efficiently. The [Protocol for the construction of a measuring jig for time trial bicycles](#) can be downloaded from the UCI website.

At major international events, either the UCI or the organisation will supply an official UCI Jig and set of scales. Once the jig is assembled, all its dimensions must still be verified.

- In addition to the measuring jig and scales made available by the organiser, the Commissaire responsible for checking equipment must bring other measuring devices:



- Spirit level for the saddle.
- Vernier calliper to check the 3:1 ratio for frame and fork accessories, and the presence of a fuselage (**ARTICLE 1.3.024**).
- A 1 mm thick measuring tool to check the presence of a fairing (e.g. credit card).
- Tape measure.
- Camera to take photos for archive.
- Adhesive tape.
- Notebook.

NOTE

While taking measurements, the tolerance of the measuring tools must always be taken into account.

- Bikes that have been checked must remain in the checking zone under the observation of the officials.
- It is important to ensure that sufficient checking equipment is available for team time trials. There may be little time to check eight or nine bikes.
- In these situations it is important to note which bikes have been checked and are in compliance with regulations and which bikes must be rechecked before the start.
- Every Commissaire allocated to equipment checks must have a defined task. The official must be skilled in carrying out the task and be able to repeat the check for all competitors.
- As far as possible, the Commissaires' panel should arrange a time slot for bikes to be prechecked before the start. Depending on the number of starters, these prechecks can run from about 2 to 3 hours before the first rider starts, up until 15 minutes before the first rider starts. This gives the team mechanics time to verify the bicycle setups and make any adjustments in a calm way. Any bicycles checked during the precheck will still need to be brought to the measuring station for the final check before the rider starts.
- Prechecks should end 15 minutes before the first rider starts as from this point the bicycles will be arriving for the final competition check, and conducting prechecks at this time can impact the smooth flow of the start procedures.
- The details of the bike checking arrangements are provided in a communiqué.
- The Commissaires have to carry out a large number of checks in a very short time at the start of an event.
- The Commissaires do not have an easy task and must observe a strict procedural framework. The checking processes must be coherent and reproducible in the given time whatever the Commissaire, country or event (e.g. horizontality of saddle, absence of fairings, etc.).
- All equipment must be evaluated in a consistent manner.
- In the event of any doubt, the Commissaires should refer to the UCI Equipment Unit through the coordinator.
- The **approval procedures** have facilitated and improved the equipment checks carried out by Commissaires. Nevertheless, **checks conducted by the Commissaires remain indispensable.**
- The rules must be applied in the interest of sporting equity and the safety of the riders in competition while respecting equality of opportunity for all.

BRAKES AND PROPULSION SYSTEMS

- Hydraulic brake systems are authorised provided that their use on the bicycle does not contravene any regulation (turning brake lever hoods into de facto handlebar extensions, integrated systems that improve frame aerodynamics, etc.).
- With regard to the use of disc brakes in the road disciplines, for safety reasons, the discs must imperatively be chamfered (have a transitional edge to avoid sharp edges).
- The addition of a mechanical or electrical system to assist the rider is prohibited.
- The use of an electric unit for changing gears is solely authorised insofar as its attachment to the bicycle does not contravene any regulations.

PROTECTIVE SCREENS

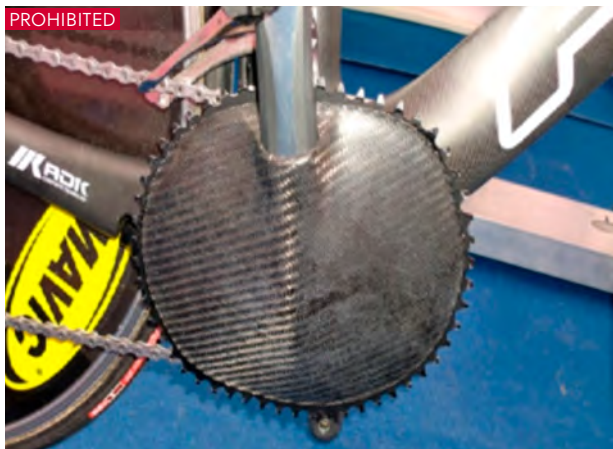


Photo. Example of a protective screen

- A protective screen is defined as a fixed element that protects or covers another component of the bicycle in order to reduce its wind resistance.
- Protective screens are prohibited in competition.

COVERS



Photo. Example of a permitted cover

- A cover is authorized insofar as it ensures only the cover of an object without artifices in its shape, its content and its volume. These covers must in no case constitute an excrescence (protrusion or bulge). Moreover, all together with equipment, it must then comply with all UCI rules specified to each piece of equipment.



Photos. Examples of a permitted cover

BICYCLE WEIGHT



Photo. Checking bike weight

- The minimum weight of a bicycle in working order must not be less than 6.800 kg, taken without on-board accessories in place. On-board accessories are considered to be items that may be removed during the event, for example, bottles, computers, etc.
- This is the UCI's main safety rule for bikes. It is imposed to prevent bicycles becoming unstable. Furthermore, below this weight limit manufacturers would be tempted to reduce the thickness of frame tubes, thus making structures more fragile.
- Checks of bike weights are conducted by Commissaires before time trials and mountain stages. The whole bike is weighed, as shown by the photo.
- The scales used must be certified as compliant and regularly checked by an approved body.
- All removable equipment must be taken off before weighing the bicycle (bottles, computers, etc.). However, bottle cages, fixture systems and clipped on extensions are part of the bicycle and stay in place during the weighing.

NOTE

Since any bicycle may be fitted with on-board technology equipment that has the ability and purpose to collect or transmit data, information or images, the system to install the equipment must not allow the equipment to be removed during the race and the equipment will be considered non-removable. In this case they are considered as an integral part of the weight of the bicycle, as defined in article 1.3.019. They will be left on the bicycle during a minimum bicycle weight check done by the Commissaires.

In some cases mechanics may add additional weight to the bicycle by means such as placing pieces of lead into the frame. This case should be allowed since the weight is non-removable. However, for example, weight added into the handlebar can potentially be removed during the race, and so must be prohibited.

BOTTLES

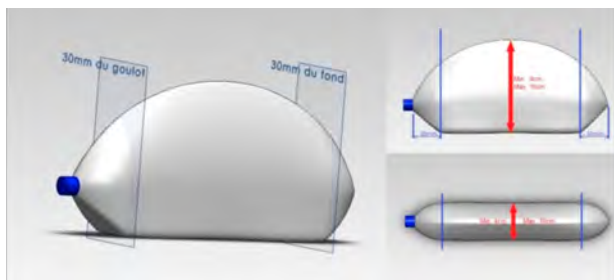


Diagram. Regulatory dimensions for bottles used in competition

- Bottles used in competition may only be positioned on the down tube or seat tube, located towards the inside of the frame and not integrated with the frame. The dimensions of the cross sections of a bottle used in competition must not exceed 10 cm or be less than 4 cm and their capacity must be a minimum of 400 ml and a maximum of 800 ml.

NOTE Additional information can be found in the Clarification Guide of the UCI Technical Regulations, **ART 1.3.024 BIS**

CAMELBAK SYSTEMS

- CamelBaks are authorised for competition but only if they are used exclusively for rehydration and do not have an aerodynamic cover. The rider's body morphology must not be modified by the CamelBak (see photos).
- The liquid container must be flexible and its shape must not change the rider's morphology to afford an aerodynamic advantage.
- The capacity of the liquid container must not exceed 500 ml.
- CamelBak may only be worn on the rider's back.
- A CamelBak may not be worn underneath the skinsuit.
- This item must be presented to Commissaires before the start of the event in order to avoid any risk of illegal use.

Table. Examples of changes of morphology using a CamelBak system

| EXAMPLE OF A CAMELBAK SYSTEM WORN ON THE CHEST | EXAMPLE OF A CAMELBAK SYSTEM WORN ON THE BACK |
|---|---|
| <p>PROHIBITED</p>  <p>Used solely for aerodynamic purposes and not rehydration</p> <p>→ drinking tube not present</p> | <p>PROHIBITED</p>  <p>Used solely for aerodynamic purposes</p> <p>→ continuation of aerodynamic helmet shape</p> |

ELECTRONIC EQUIPMENT: GPS, CAMERAS AND ONBOARD COMPUTERS

Any bicycle may be fitted with on-board technology equipment (including but not limited to telemetry, transponder units, GPS units and video-cameras) that has the ability and purpose to collect or transmit data, information or images provided that it complies with the following conditions:

- The system to install the equipment must be designed for use on bicycles and shall not affect the certification of any item of the bicycle;
- The system to install the equipment must not allow the equipment to be removed during the race and the equipment will be considered non-removable;
- Any and all data stemming from a rider's onboard technology equipment must not be transmitted during a race to a third person.

Any intended use by a team or rider of onboard technology equipment shall require prior authorisation by the UCI or the organiser, with the UCI's consent. Requests for authorisation shall be assessed, inter alia, on criteria of equal access to equipment, sporting fairness and integrity, and shall also comply with article 1.3.006.

NOTE

GPS Head Units are not considered under this rule.

PROPULSION ASSISTANCE: ON-BOARD MOTORS

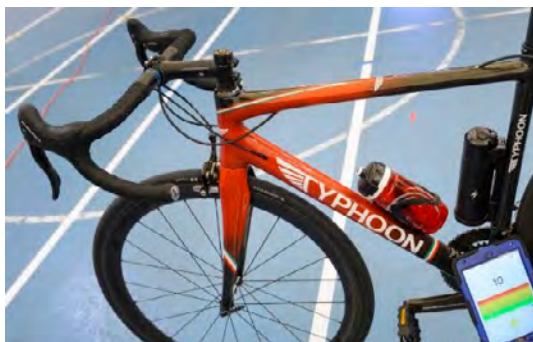
- Checks can be conducted using a variety of tools (for example, the UCI magnetic tablets, x-ray machines, etc.).



Photo. Checking bike weight

To this end, the UCI has developed an X-ray cabinet to fight against technological fraud and eliminate any suspicion of cheating. Thanks to this method based on the use of ionizing radiation, the UCI has equipped itself with a technology able to carry out high precision controls during cycling races.

The checks with the UCI magnetic tablet are usually carried out by an appointed Technical Commissaire.



Photos. Use of the UCI Magnetic Tablet

The X-Ray checks are carried out by a Technical Provider together with CADF chaperones.

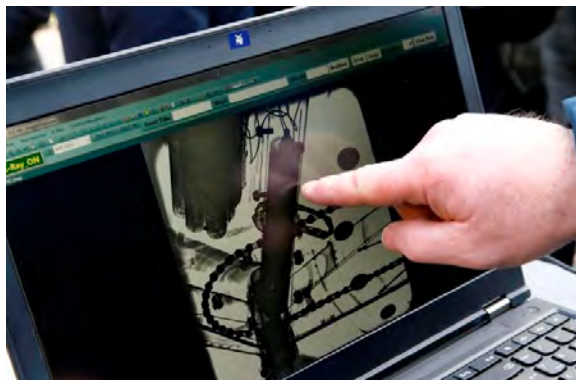


Photo. X-Ray image of bicycle



Photo. X-Ray team setup in anti-doping area

If the potential presence of a motor is detected, access must be afforded to the relevant part of the frame to verify the situation.

THE EQUIPMENT PAGE ON THE UCI WEBSITE

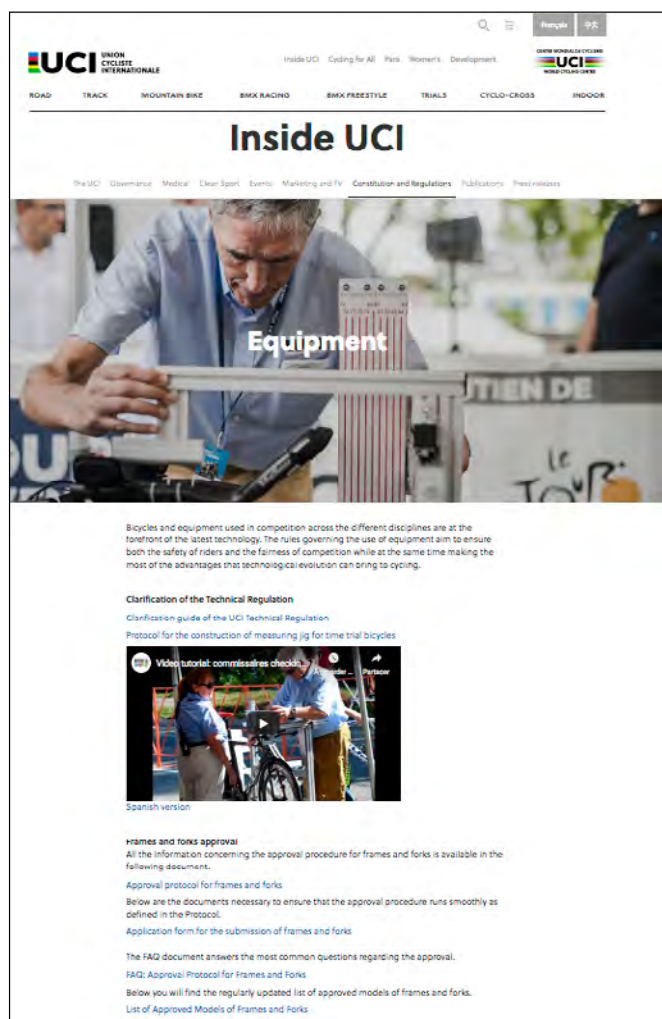


Photo. Equipment page on the UCI website

CONCLUSION

- Although there were no systematic checks of the UCI regulations before 2011, an operational procedure accepted by all parties in the industry has been put in place in less than two years.
- Approval is essential in order to allow coherence with UCI regulations and to afford a guarantee of improved equity and safety in competition.
- The approval procedure has been put in place by the UCI in order to address a certain number of issues relating to equipment.

8.2. IDENTIFICATION NUMBERS



Body numbers and frame numbers are used to identify the competitors in cycling events. While the body number is affixed to the rider's jersey, the frame number is attached to the rider's bike.



UCI REGULATIONS

- Unless otherwise specified, the organiser must provide all the equipment required for the organisation of the event, including all timing equipment (**ARTICLE 1.2.035**).
- The organiser shall prepare an envelope for each team containing technical guide (and including detailed maps of the courses, body numbers and frame numbers, replacement numbers and accreditation documents). The organiser is responsible for producing the body numbers in compliance with the UCI Regulations.
- In road events, riders are identified in the following manner:
 - For one-day events: 2 body numbers, 1 frame number
 - For stage races: 2 body numbers, 1 frame number
 - For time trials: 1 body number (**ARTICLE 1.3.073**).
- Unless otherwise stipulated, the number panels and plates shall bear black characters on a white background (**ARTICLE 1.3.074**).
- Riders shall ensure that their identification number is visible and legible at all times. The identification number shall be well fixed and may not be folded or altered (**ARTICLE 1.3.076**).

The teams are provided with the body and frame numbers free of charge. Furthermore, the organiser of a stage race should have sufficient spare numbers available (both body and frame numbers) and should supply these to teams upon request or after a certain number of days of the race.



- The figures that appear on the body and frame numbers should be printed in such a manner that they are clearly visible. The number 7 should have a horizontal bar across it to assist in identification.



Examples

| BODY NUMBER | FRAME NUMBER |
|--|---|
|  |  |
| DIMENSIONS | |
| <ul style="list-style-type: none"> • 16 cm wide x 18 cm high • numbers 10 cm high • thickness of lines comprising the number, 1.5 cm • advertising may be authorised in a rectangle of a maximum height of 6 cm on the lower part of the body number | <ul style="list-style-type: none"> • 13 cm wide x 9 cm high • numbers 6 cm high • thickness of lines comprising the number, 0.8 cm • advertising (or other acronyms or logos) may only be shown on the lower or upper of the frame number in a rectangle of 11 cm by 2 cm |
| MATERIALS | |
| <ul style="list-style-type: none"> • tear-proof paper, printed with water resistant ink • self-adhesive body numbers are allowed • avoid reflective surfaces that can reduce visibility in sunlight | <ul style="list-style-type: none"> • plastic or rigid material • material should not present any dangers to the riders ; attachment should not mask the number • printed on both sides |
| COLOUR | |
| <ul style="list-style-type: none"> • preferably black on a white background • distinctive body numbers on a different coloured background are authorised providing they remain readable | <ul style="list-style-type: none"> • black on a white background |

If a competitor loses a body or frame number, he or she should inform the officials and organiser such that a replacement can be issued as soon as possible. It is obligatory to make replacement numbers available during a stage race.



- The failure to use identification numbers or their illegibility may be subject to a fine.

| | | | |
|--|--|---|---|
| 3.5 Rider identification | | | |
| 3.5.1 Identification number replicated on a medium other than that provided by the organiser | <u>Rider:</u> Start refused | <u>Rider:</u> Start refused | <u>Rider:</u> Start refused |
| 3.5.2 Identification number (body number or frame number) missing, not visible, modified, incorrectly positioned or not recognisable | <u>Rider:</u> 200 to 1,000 fine * <u>Sport Director:</u> 100 to 500 fine * per rider involved | <u>Rider:</u> 100 to 500 fine * <u>Sport Director:</u> 50 to 200 fine * per rider involved | <u>Rider:</u> 1 st infringement: 50 fine 2 nd infringement: 100 fine 3 rd infringement: 200 fine <u>Sport Director:</u> 50 fine per rider involved |




- Race numbers that are modified or obscured make the officials' work more difficult and can delay distribution of the results to the media at the event.

Riders are permitted to use number pockets on their jerseys to hold their numbers, provided the pockets are clear and that the numbers are fully legible, and not modified in any way. This means the numbers must be fully displayed in the pocket. It is not acceptable for the number to be crumpled in the pocket.

Riders must use the numbers provided by the organiser. They are not permitted to use their own.

8.3. RIDERS' CLOTHING

 The UCI Regulations specify the materials and appearance of clothing (**ARTICLES 1.3.026 TO 1.3.072**). In response to continuing innovation in clothing, the UCI is seeking to retain control over developments. For the sake of clarity, further information on clothing innovation is provided in the final section of this chapter.

Commissaires should refer to the following basic information:



UCI REGULATIONS – PART I

| | |
|-------------------------------|---|
| General provisions | 1.3.026 Jerseys, shorts and skinsuits 1.3.027 Unique appearance of prestigious jerseys 1.3.029 and 030 Distinguishability of jerseys and rain jackets 1.3.031 Wearing helmets and conformity 1.3.033 Non essential items, items that modify morphology, surface texture. 1.3.033BIS Sock and overshoe heights. 1.3.071 Order of priority of wearing distinctive jerseys 1.3.072 Sanctions for clothing infringements |
| Teams registered with the UCI | 1.3.035 and 036 Approval of team clothing 1.3.038 to 1.3.043 Advertising on clothing |
| Regional and club teams | 1.3.045 to 1.3.047 Submission of samples, uniformity 1.3.048 to 1.3.049 Advertising on club clothing |
| Stage race leader's clothing | 1.3.051 Unique appearance of prestigious jerseys 1.3.053 Advertising and panel reserved for team sponsor 1.3.054 Matching clothing 1.3.055 Leader's skinsuit in TTs 1.3.055BIS Leader's jerseys for UCI Cups, circuits and rankings |
| National team clothing | 1.3.056 Submission of national jerseys, conformity 1.3.057 Advertising on national jerseys 1.3.059 Events in which national jerseys are worn |
| World champion's clothing | 1.3.060 Right to use the rainbow colours 1.3.063 Wearing the world champion's jersey 1.3.064 Rainbow piping, authorisation 1.3.066 and 1.3.067 Advertising on rainbow clothing, approval |
| National champion's jersey | 1.3.068 Wearing the national champion's jersey: rights and obligations 1.3.069 Advertising on national champion's jersey, approval |
| Continental champion's jersey | 1.3.070 Wearing the continental champion's jersey: rights and obligations |

WORLD CHAMPION'S CLOTHING AND RAINBOW COLOURS (ARTICLES 1.3.060 TO 1.3.067)



- The rainbow design of the world champion's jersey is the exclusive property of the UCI (Copyright). Any commercial use of the rainbow colours is prohibited.
- The design of the world champion's jersey is strictly regulated and the placement of advertising is clearly defined.
- Only the reigning world champion may incorporate the rainbow colours on his or her equipment (bicycle, helmet, shoes, etc.).
- The world champion may only use such equipment in events of the discipline, specialty and category in which he or she won the title.
- Any equipment bearing the rainbow bands must be submitted to the UCI for approval.
- World champions are obliged to wear their world champion's jersey at all public appearances (races, podium ceremonies, press conferences, interviews, photo shoots, etc.).
- The rainbow colours may not be used during the Road World Championships as the title of world champion is at stake.
- All **former world champions** have the right to incorporate rainbow piping on the collar and sleeve cuffs of their jerseys. The former world champion may only wear such jerseys in events of the discipline, specialty and category in which he or she won the title.
- As is the case for the reigning world champion, the jerseys of former world champions featuring rainbow piping must be submitted to the UCI for approval.
- However, apart from rainbow piping on the collar and cuffs of a jersey, former world champions do not have the right to use the rainbow colours on other equipment.

NOTE

The jersey of the world champion in the individual time trial may not be worn during team time trials.



NATIONAL CHAMPION'S CLOTHING (ARTICLES 1.3.068 AND 1.3.069)



- National champions are obliged to wear their distinctive jersey in events that are the same discipline, speciality and category in which they won their title.
- National federations (NF) are responsible for the design of the national champion's jersey. NFs are also responsible for approving, checking and issuing sanctions regarding the jerseys of their national champions.
- Only the reigning national champion is allowed to add national colours to his or her equipment (bike, helmet, shoes, etc.).

NOTE

The jersey of the national champion in the individual time trial may not be worn during team time trials.



NATIONAL TEAM CLOTHING (ARTICLES 1.3.056 TO 1.3.059)



- It is obligatory for riders to wear national team clothing during the World Championships, Continental Championships and Olympic Games.
- Advertising placement is reserved for the NF.
- However, the NF may grant some advertising placement to the personal sponsors (teams) of the selected riders.
- World, continental and national champions must also submit to this rule and wear their national team clothing during the said events. For example, former world champions are not authorised to use rainbow piping on the collar or sleeve cuffs of their national team clothing during the World Championships.



CONTINENTAL CHAMPION'S CLOTHING (ARTICLE 1.3.070)



- The Continental Champion jersey is only mandatory if the Continental Confederation decides that it must be worn.
- The regulations are the same as for the world champion's jersey with regard to the placement of advertising and restrictions.
- For example, the design of the European Champion's jersey is the property of the European Cycling Union (UEC) and the jersey must be submitted to the UEC and UCI for approval and registration.



ORDER OF PRIORITY (ARTICLE 1.3.071)

Unless otherwise specified and for all disciplines, should various provisions requiring the wearing of different jerseys apply to the same rider, the order of priority shall be as follows:

1. the leader's jerseys of the stage race,
2. the world champion's jersey,
3. the leader's jersey of the cup, series or UCI classification,
4. the continental champion's jersey (which may or may not be mandatory as per 1.3.070),
5. the national champion's jersey,
6. the national jersey (in accordance with 1.3.059).



FORM OF CLOTHING (ARTICLE 1.3.033)

Garments must not be adapted in any way such that they diverge from their use purely as clothing.



- Riders are prohibited from wearing clothing that has the purpose of improving performance by reducing wind resistance or modifying the rider's physical features (compression, elongation, support).
- Riders may also not add any substance directly to their skin, or clothing that has the effect of modifying their morphology.



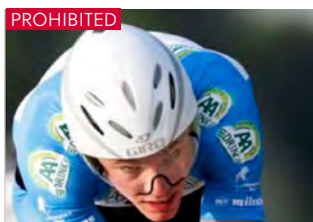
- It is also prohibited to wear clothing or skinsuits to which non-essential elements have been added with a view to improving aerodynamic properties, such as, for example, "wings" under the arms or an extension between the helmet and the jersey.



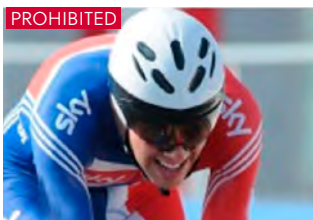
- Clothing must maintain the original texture of the textile, and cannot have self-supporting elements.
- Any modification to surface roughness can only be as a result of threading, weaving or fabric assembly, and limited to a maximum profile difference of 1mm.



HELMET (ARTICLES 1.3.031 AND 1.3.002)



- A helmet must be worn.
- The helmet must be approved in accordance with the prevailing safety standards, must not have been modified and must not have suffered an impact or been involved in an accident. The rider is responsible for the compliance (safety) of the helmet used.
- Removable components must not be added, although the use of a visor or cover is authorised provided they are supplied by the helmet manufacturer for use with that helmet.



- The surface and the material used for the helmet are not regulated. However, all additions are prohibited (including adhesive tape).
- Electrical systems must not be incorporated into helmets.

SHOES/SOCKS/GLOVES

PROHIBITED



- Shoes that have been made more aerodynamic by the addition of a non-essential element or by a modification to the toe or heel are prohibited from competition.
- No part of the shoe should extend above ankle height.

PROHIBITED



- Socks and shoe covers may not rise above the height defined by half the distance between the middle of the lateral malleolus and the middle of the fibula head.
- Gloves used in competition must not be mittens that only have one, two or three separations between the fingers.



INFRINGEMENTS (ARTICLES 1.3.072 AND 2.12.007)

Any infringement concerning unauthorised clothing may be penalised by the Commissaires.

The UCI has published a [UCI Jerseys Visual Guidelines](#) document that explains the various UCI defined jerseys in detail. Commissaires should reference this document when making visual checks.



REQUIRED KNOWLEDGE

- The spirit and principles of the Lugano Charter.
- The basic principles of the regulatory position of the rider on the bike.
- Recognition of technical innovations.
- Recognition and identification of a change of usage.
- Regulatory checks of bicycles.
- Where to find lists of approved wheels, frames and forks.
- The management of morphological exemptions.
- The restrictions on aerodynamic water bottles and CamelBak systems.
- The restrictions on on-board electronic equipment.
- Recognition of valid UCI labels.
- Recognition of non-compliant race numbers issued by an organiser.
- Recognition of helmets that comply with the regulations.
- Identification of clothing that has been manufactured to improve/correct a rider's morphology.
- Obligation and prohibition of wearing national and continental champion's jerseys.
- Rights concerning rainbow colours and piping.
- Conformity of UCI team and national team jerseys.



WHAT TO DO

- Keep up to date on technical developments.
- Arrange an area to allow checks to be carried out efficiently.
- Carry out checks in advance for time trials.
- Check the conformity of the measuring jig provided by the organisation.
- Carry your own personal equipment to conduct checks.
- Check all participants in a consistent manner.
- If there are doubts concerning equipment, observe and discuss these with the teams.
- If any riders are unaware of the technical regulations, remind them of these.
- Stay calm and discreet during checks, although be firm when making decisions.
- Check the leader's jerseys in a stage race.



WHAT NOT TO DO

- Attend the start of a time trial without the equipment required to conduct checks.
- Fail to check bikes before the start.
- Allow unauthorised rainbow piping on bikes.
- Allow a rider to start even if his or her helmet has been modified (hole for radio, visor stuck on, addition of a shield, etc.).
- Allow a rider to start with non-compliant or unauthorised clothing.
- Consider that the Commissaire's checks do not include equipment.
- Allow a rider to start with obscured or damaged numbers.
- Allow the award of leader's jerseys outside UCI Cups and Rankings and stage races.

CHAPTER 9

ANTI-DOPING



As specified by the World Anti-Doping Code, the UCI has the obligation, as is the case for all international federations, to plan and organise anti-doping controls during international cycling events.

The objective of this chapter is not to instruct national and international Commissaires on how to carry out anti-doping controls, but rather to draw their attention to the responsibility that is borne solely by Doping Control Officers (DCO) trained by the Cycling Anti-Doping Foundation (CADF) and agents trained by National Anti-Doping Organisations (NADO).

CYCLING ANTI-DOPING FOUNDATION (CADF)



The UCI has mandated the Cycling Anti-Doping Foundation (CADF), a foundation organized under the laws of Switzerland, for the purpose of managing anti-doping activities on behalf of UCI, i.e., in particular: Planning effective Testing, Registered Testing Pool (RTP) management, Biological Passport Program (Hematological and Steroidal), Results Management (initial review) and administrative support for the management of Therapeutic Use Exemptions (TUE). As such, the CADF is responsible for the planning and execution of sample collection process at event.

CADF DOPING CONTROL OFFICERS (DCO)

Doping Control Officers, trained and accredited by the CADF, play an important role in protecting riders' rights.

- DCOs act in accordance with procedures/directives.
- They listen to the riders' opinions.
- They behave in a professional and courteous manner at all times.
- They are assigned by the CADF.
- They must renew their accreditation.

ANTI-DOPING CONTROL STATION

The doping control station shall be solely used for anti-doping purposes.

- The doping control station must be in compliance with the Anti-doping Regulations and its appendices.
- The doping control station must be set up within the immediate proximity of the finish line.
- The doping control station must respect the riders' privacy.
- Access must be restricted solely to accredited persons involved in the anti-doping control, i.e.:
 - the riders,
 - person selected by the rider and an interpreter (one per rider), totalling two people per rider (three for minors),
 - CADF Doping Control Officer and staff,
 - other individuals authorised by the CADF (observers).

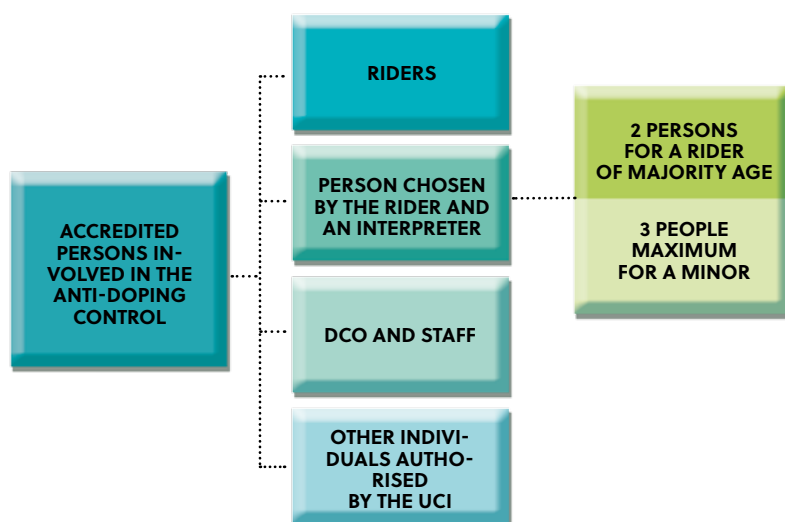


Diagram. Individuals authorised to access the doping control station

SELECTION OF RACES

UCI International Events, defined annually by the CADF, are submitted to anti-doping controls according to the UCI Anti-Doping Rules.

Doping controls, conducted under the authority of UCI are organized by the CADF.

Now the event is either listed as a UCI International Events for which UCI is the testing authority, or it is a National Events for which the NADO is in general the testing authority.

SELECTION OF RIDERS TO BE TESTED

The CADF may designate which riders are to be tested at a specific event and issue corresponding instructions to the DCO. If such instructions are not issued, the DCO will test riders according to current procedures.

THE ROLE OF THE DOPING CONTROL OFFICER (DCO)

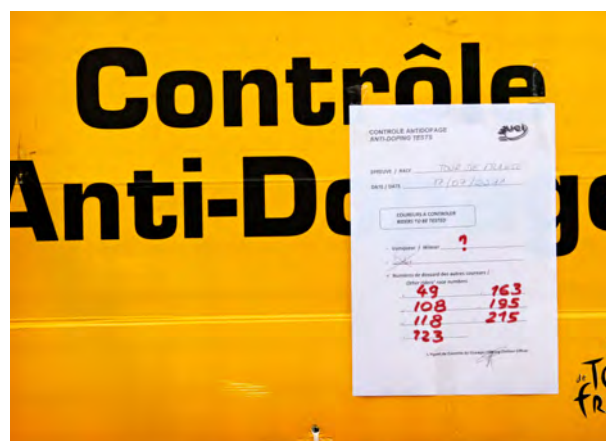
The DCO carries out the following tasks:

- **Contacts the organiser** on receiving the letter of confirmation of appointment in order to confirm certain practical arrangements: equipment, staff, infrastructure, transport of samples, etc.
- **Attends the sport directors' meeting** to provide information on the practical details of the controls.
- **Inspects the doping control station** upon arrival of the DCO to ensure it complies with the regulations: layout, equipment, drinks, etc.
- **Instructs the sample collection personnel (chaperones, sample witness)** and explains the procedures to be observed. Checks availability of appropriate equipment: identification cards, clipboard for notification forms.

- **Posts the list of riders to be tested** at the entrance to the doping control station and at the finish line if applicable.

- **Carries out controls:** every rider to be tested must attend the doping control station as soon as possible and at the latest 30 minutes after finishing the event.

If the rider is taking part in an official ceremony or attending a press conference in accordance with the regulations, this deadline shall be 30 minutes from the end of the ceremony or the time at which the rider is no longer required to attend the press conference, depending on which of these two events is the latest.



- **Sending samples to the laboratory** : the DCO is responsible for sending the samples with the assistance of the organiser.
- **Sending all documentation relative to the anti-doping mission to the CADF** as soon as the race ends.

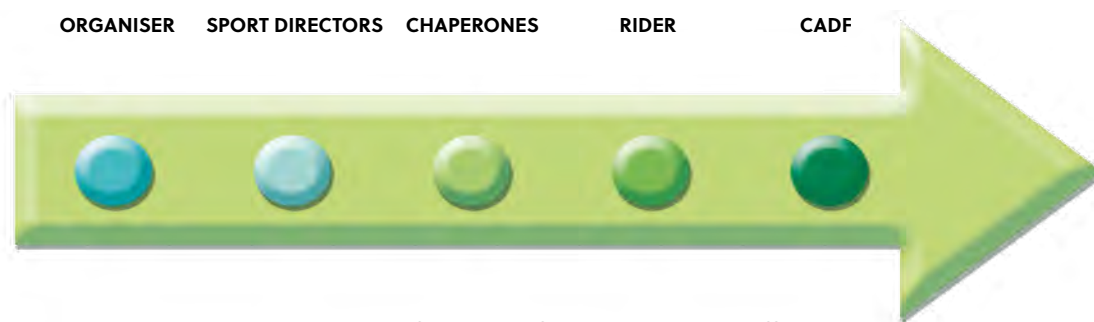


Diagram. Sequence of contacts of a Doping Control Officer

**REQUIRED KNOWLEDGE**

- Who is responsible for setting up the doping control station.
- Which organisation selects riders to be tested.
- Knowledge of the UCI anti-doping rules.
- If a DCO is present, allowing him or her to intervene during the sport directors' meeting.
- The organisation of the doping control station.
- Identifying chaperones and knowledge of their roles and limits of action.
- The people who may accompany a rider during an anti-doping control.

**WHAT TO DO**

- Discuss any problems encountered with the DCO.
- Refrain from making comments or statements on the anti-doping procedures.
- Assist any rider who cannot find the doping control station to get there in time.

**WHAT NOT TO DO**

- Enter the restricted anti-doping control area with-out authorisation.
- Give an opinion on a test or any result of an abnormal analysis during an event.
- Fail to help a team assistant who cannot find the list of riders to be tested.
- Speak to the media.

CHAPTER 10 ENVIRONMENT



The purpose of this chapter is to make Commissaires aware of the environmental protection procedures that organisers may adopt. There follow examples of actions that an organiser may implement to ensure that a cycling event respects the environment. At present, these measures are only recommendations rather than obligations on organisers. As a result, Commissaires only act as observers.

10.1. A GUIDE TO RECYCLING

Cycling, by its nature, is a flagship activity among sports that respect the environment as it:

- is a non-polluting means of transport,
- can be practised at any time,
- is suitable for all ages,
- can be practised all around the world.

However, despite cycling's natural benefits, the cycling community – in particular event organisers and national federations – still need to encourage and promote reflection on these advantages.

WHAT CAN THE ORGANISER DO?

Preparation for the event: this involves planning and launching the initiatives that the organiser wants to implement.

During the event: implementing the initiatives. The organiser monitors and endeavours to keep control of the situation in the best way possible.

After the event: the organiser returns any infrastructures to their original condition. A post-race assessment allows the environmental policy to be improved.

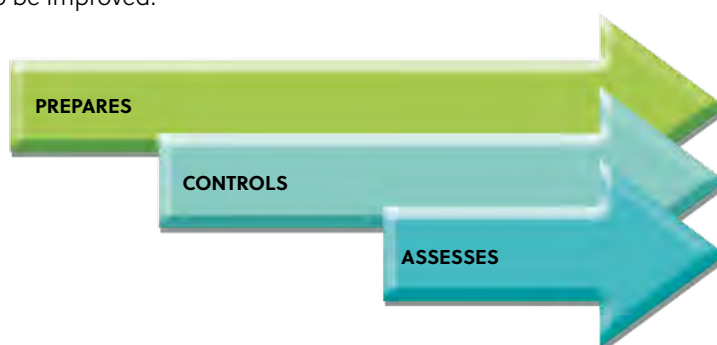


Diagram. The organiser's role

WHAT CAN THE COMMISSAIRE DO?

The UCI cannot oblige organisers or national federations to implement environmental measures in the management of cycling events. However, the UCI does have a role as an instigator, ranging from raising awareness of problems to offering concrete advice to organisers on how to minimise the impact of cycling events on the environment.

As there is no regulatory framework to oblige organisers to implement environmental measures, the only means that the UCI has to promote its green policies are encouragement, recognition and incentives. Commissaires must be attentive to all environmentally-friendly procedures implemented by an organiser. These positive points can be noted in an annexe to the event evaluation report.

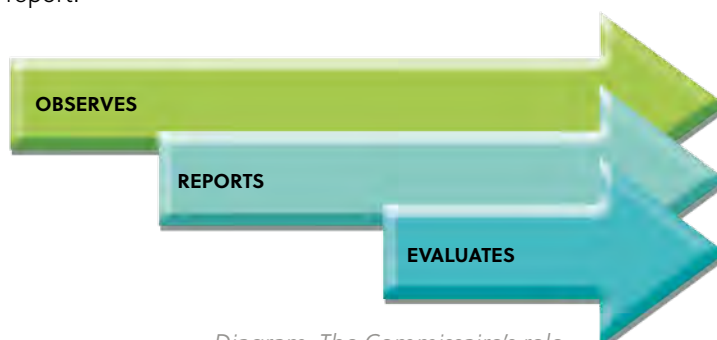


Diagram. The Commissaire's role

10.2. PREPARATION FOR THE EVENT

When planning environmental initiatives, the organiser can set targets and organise the event with a view to minimising negative environmental impacts.

Some example initiatives:

- **Public documents:** internal and external communiqués that emphasise the organiser's responsible commitment and desire to organise a greener event. Raising awareness during meetings, including the sport directors' meeting.
 - *Meetings, official communications, procedures, specifications, explanations, involvement, incentives and empowerment.*
 - *The Commissaire should also check whether the event's technical guide contains a reminder to participants on environmental issues in order to raise awareness.*
- **Potential risks:** identifying the risks and inviting the stakeholders concerned to implement a high-quality environmental policy.
 - *Deterioration of the natural environment, damage to infrastructures, sound disturbances, other pollution, waste.*
- **Official recognition:** recognition of an environmental management plan by an official body.
 - *Label, recognition, certificate, etc.*
- **Green transport:** promoting the use of public transport (combined tickets, free public transport to the site), installing signs informing spectators of how many minutes it takes to walk to the event location; favouring alternative solutions such as the use of natural gas, hybrid or electric vehicles; giving detailed plans of the best routes to take to access the sites while reducing transport times; encouraging parking on hard surfaces (asphalt, hard-packed ground, tarmac) to avoid environmental damage in the event of rain.
 - *Train, shuttle bus, car sharing.*
- **Action plan:** a plan that provides details of environmental initiatives over several years and the allocation of tasks.
- **Communication:** encouraging and promoting environmental initiatives such as the sorting of litter, protecting nature reserves and wildlife areas, appointing an environmental ambassador (a VIP, former professional cyclist, etc.). Delivering "eco-responsible" messages.
 - *Event website, posters at registration desk, information points, changing rooms, start and finish, parking areas.*
- **Choice of infrastructures:**
 - *The use of temporary, modular, reusable and transformable infrastructures rather than constructing permanent structures.*
 - *The use of environmentally-friendly materials.*
 - *Reducing and optimising energy use: insulation, ventilation, heating, air conditioning, lighting, etc. (preferably certified or approved units).*
 - *Gathering and reusing rainwater.*
 - *Infrastructures that are easily accessible and well served by public transport services. Consideration should also be given to individuals with reduced mobility.*

10.3. DURING THE EVENT

During the event, the Commissaire focuses on the sporting control of the race. Apart from the feed zone, environmental initiatives put in place by the organiser are not subject to any checks by the Commissaire. However, it is useful to be able to recognise the various initiatives that may be applied.

Some example initiatives:

- **Paper:** use of recycled paper, printed on both sides, for communiqués; favouring the dispatch of documents in an electronic format; printing in black and white; electronic versions of all documentation relating to the event (route, special regulations, etc. on USB stick or intranet), screens to provide official information.
- **Toilets:** the use of dry or chemical toilets.
- **Transfers:** minimising the distances between stages to reduce CO2 emissions.



- **Litter:** inviting participants to retain their litter until the feed zone so that it can be disposed of in duly indicated waste areas that are cleaned up after the event by the organiser.
- **Feed zones** and technical assistance areas should be at suitable locations that are accessible and easy to clean and restore; litter collection (skips, etc.) after the feed zone.
- **Signage** should be clear and accurate so that no ecologically fragile areas are damaged. Products that are environmentally-friendly, compostable, recyclable and reusable should be utilised.
- **Publicity caravan:** management of the environmental impacts of the publicity caravan (litter, pollution, noise).
- **Noise pollution:** avoid noise pollution as far as possible, e.g. by the use of signs to discourage excessive noise.
- **Air quality:** limit vehicle access as far as possible, enforce no smoking areas, reduce greenhouse gas emissions.
- **Accommodation:** provide accommodation close to the event venue (for both participants and officials).
- **Food and other supplies:** distribute food in packaging that is minimal, recyclable and biodegradable. Award a green body number to the rider who best respects the environment, i.e. does not throw bottles or wrappers outside the waste disposal areas. Favour supplies and services from local providers; use products that are in season.
- **Clean up event sites** after the race.

**REQUIRED KNOWLEDGE**

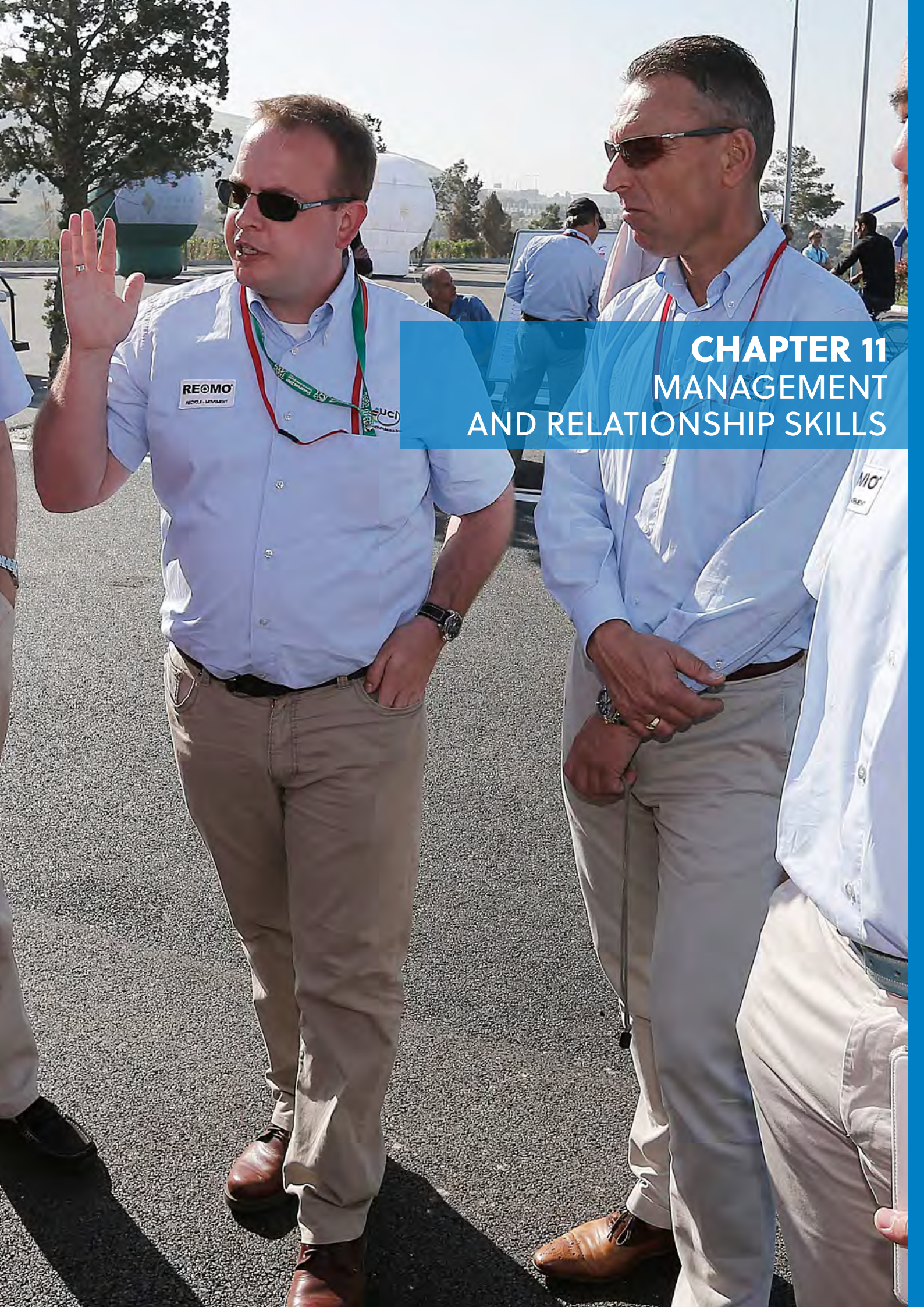
- The UCI's commitment to enhancing the environment.

**WHAT TO DO**

- Inform the UCI of the organiser's environmental arrangements.
- Assess the effectiveness of the arrangements put in place.
- Evaluate the sensitivity of the site chosen for the event.
- Observe the measures implemented for the various parties: teams, riders, spectators, race followers.

**WHAT NOT TO DO**

- Highlight ineffective or non-existent arrangements.
- Criticise an organiser for the lack of an environmental initiative: at present the UCI policy is only to encourage organisers.



CHAPTER 11 MANAGEMENT AND RELATIONSHIP SKILLS

As a representative of the UCI and the national federation, a Commissaire is one of the main stakeholders in a cycling event. Commissaires' behaviour and attitudes are constantly observed, analysed and commented upon. The whole family of cycling may judge a Commissaire on his or her conduct.

It is important for a Commissaire to develop basic managerial and relationship skills to allow him or her to carry out all the necessary functions and achieve the assigned mission in an effective manner.

Commissaires must not only remain calm in all circumstances, they should also, over time, continue to work on their behaviour and approach, develop their expert knowledge and refine their communication techniques.

11.1. THE THREE CATEGORIES OF SKILLS

The Commissaire must develop and broaden skills in three main categories: intellectual, organisational and relationship.

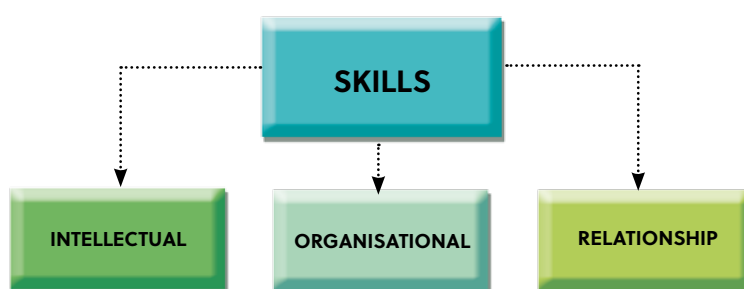


Diagram. The three categories of Commissaire's skills

INTELLECTUAL SKILLS



Diagram. A Commissaire's intellectual skills

- **Analysing:** understanding a problem or situation and using it as a means of improvement.
- **Anticipating:** foreseeing a situation before it arises in order to better contain the consequences and limit the effects.
- **Assessing:** assigning a value to an action or issue at the time at which it happens, including by using instinct.
- **Deciding:** making choices after evaluating the risks and weighing up the positive and negative points.
- **Summarising:** collating the essential or important elements of a situation that has occurred in order to present a comprehensive overview that can be understood by parties who are not present.

ORGANISATIONAL SKILLS

Diagram. A Commissaire's organisational skills

- **Checking:** carrying out verifications of existing information.
- **Coordinating:** bringing several different interacting domains or people together to enhance outcomes.
- **Evaluating:** judging according to precise criteria and material deeds.
- **Managing:** taking charge of a specific or particular action with a clear objective.
- **Organising:** defining and implementing a system that frames and integrates all actions to be conducted by a group of clearly identified people.
- **Planning:** scheduling the expected chronology of tasks, taking care not to leave any quiet periods nor, conversely, overburdening the time available.
- **Verifying:** ensuring that everything is running appropriately, taking stock of recommendations made and observing whether these are understood and applied.

RELATIONSHIP SKILLS

Diagram. A Commissaire's relationship skills

- **Advising:** determining and proposing a solution to a situation that has been encountered.
- **Communicating:** encouraging and participating in exchanges that establish clear dialogues. Transmitting information and eliciting responses.
- **Delegating:** confiding a mission or responsibility to a person with a clear objective over a specific time period.
- **Encouraging:** mobilising for a specific action; creating a group dynamic.
- **Instructing:** passing on knowledge and assisting others to make progress.
- **Managing:** leading a group in order to favour collective action, integrating and encouraging participation.
- **Motivating:** boosting the morale of a group of people who come together within a defined framework in order to achieve an objective.
- **Negotiating:** reasoning with one or more interlocutors to express arguments or highlight contradictions with the objective of promoting unity or finding consensus for a current issue.

11.2. SPEAKING AND INTERVENTIONS BY THE COMMISSAIRE

LEADING A MEETING

Preparation in advance is essential. This ensures that nothing is forgotten, that a list of those taking part is compiled and makes it more likely that the meeting will finish on time.

- An introduction allows the background and the objective to be established: the goal to be achieved must be understood by all.
- Interventions should be smooth and fluid. Contributions should not be too long and remain objective.
- The conclusion must be the subject of common agreement or clear decisions.
- Essential background information: the objective to be achieved and the time allotted for this.

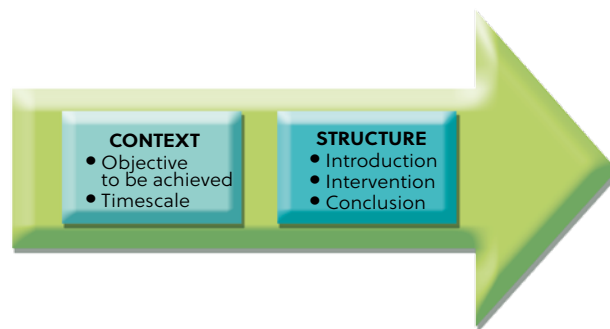


Diagram. Leading a meeting

ONE-OFF INTERVENTIONS BY THE COMMISSAIRE

The Commissaire may intervene in the following meetings

- sport directors' meeting,
- Commissaires' panel meeting,
- briefings set up by the organisation (with motorbike riders, the media, race convoy vehicle drivers, TV production, neutral service, medical service, law enforcement agencies, etc.),
- ad hoc meetings for specific situations.



Click here for detailed description: "Meetings before the race", point 4.3.2.

GETTING A MESSAGE ACROSS

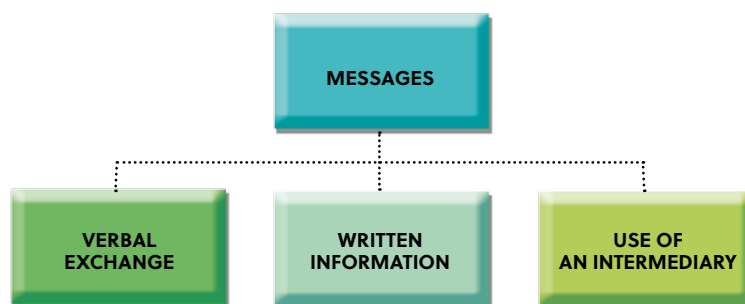


Diagram. Methods of getting a message across

There are several techniques available to a Commissaire who wants to impart a message:

- **a verbal exchange** (suggesting a change to the organiser, reorienting a colleague official, talking to a rider or sport director to explain a sanction, etc.),
- **written information** (drawing up a communiqué on a change of route, issuing a reminder of a rule or instruction, drawing up a report, etc.),
- **communicating through an intermediary** (asking a Commissaire to pass on information to a team, using an interpreter to overcome language barriers, etc.).

The method used depends on the situation and the desired objective.

A verbal exchange leading to agreement should always be preferred as it involves communication with a specific individual (e.g. a sport director who has just committed an infringement: the Commissaire immediately tells this person what has been observed; communication is rapid, clear and accurate).

Written information means that there is traceability and no ambiguity for any of the stakeholders involved (e.g. communiqués on changing the start time or the route. These should be written in a straightforward manner that can be understood by all).

It is important for the Commissaire to know to whom he or she should communicate, in this way adapting the intervention to the relevant situation and selecting a suitable moment and method of broaching the subject.

Before any intervention with a third party, the Commissaire must consider the following questions:

- Who am I addressing?
- What is my objective?
- How am I going to present the subject?
- When shall I intervene?

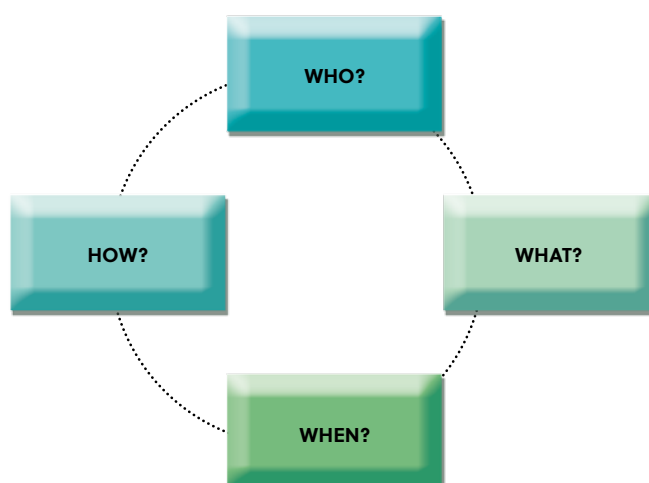


Diagram. Questions to consider before an intervention

INTERVENTION WITH THE PARTIES CONCERNED

When the Commissaire is led to intervene directly with a rider:

- It is always preferable to avoid this when the rider is making a considerable effort. He or she will not be receptive and the effect could be the opposite of that expected.
- It is often preferable to use the sport director as an intermediary as he or she will have a good idea of the rider's likely reactions or emotions in a given situation.
- If a direct exchange is essential, then in a stage race this can possibly wait until the following day to allow time for reflection, both for the person issuing and the person receiving the information, thus allowing an empathetic response.
- However, in some serious cases, speed is of the essence and the specific information must be imparted immediately while adopting a suitable manner when presenting facts (that may be upsetting for the recipient).

When a message has to be imparted to the organiser, consideration should be given to any difficulties or problems that the organiser faces by adapting the terms used to the situation or problem, although without any complacency.

Messages for teams and sport directors must be firm. On the other hand, they must emphasise sensitivity and receptiveness if a message is to bear fruit. The aim of the message must be clear, accurate, measured and well received by the recipient.

Information for the media should be distributed through the organisation. The objective is to be effective without prejudicing the organisation, as the organisation guarantees the smooth running of the event and facilitates interactions.

Messages to the Commissaires' panel or a colleague official generally concern the rules of operation or the need to reframe the approach after operations have gone off course. There must be consideration of what will be said and why an intervention is necessary. The optimum timing should be established; if the whole Commissaires' panel is concerned, the message should be communicated during a meeting. If the message is directed to an individual member of the Commissaires' panel, a suitable time must be selected in order to be effective.

11.3. RESPONDING TO AN INTERVIEW

The PCP is the spokesperson for the Commissaires, but must not grant any media interviews, or comment to the media. If an interview or comment is requested of a Commissaire, this request must be referred to the PCP, who in turn must refer the person from the media to either the organisation or UCI Press Officer. The PCP should notify the UCI Press Officer of the request, as well as provide any pertinent information related to that request.

11.4. MANAGEMENT OF THE COMMISSAIRES' TEAM

The president of the Commissaires' panel appointed by the UCI is in an almost unique management situation. The Commissaire may be required to provide leadership:

- of a team that he or she does not necessarily know in advance,
- in a language which he or she may only know partially or not at all,
- against the background of a very different cultural context,
- for a relatively short period of time.

Standard management techniques may thus be difficult to apply as the period of the appointment does not allow the president of the Commissaires' panel to work while considering the medium or long term.

Despite this, a successful leadership role can be facilitated by adopting the following approaches:

- Basic linguistic and cultural preparation to promote integration and not always have the attitude of "discovering" practices and exchanges, in this way avoiding unacceptable behaviour.
- Active listening, or sympathetic listening, which consists of listening without any preconceptions and without interrupting, before returning to the subject and asking questions, in order to express genuine motivation or concern.
- Identifying the individuals in a team who are dominant due to their experience or position. Checking whether this situation is likely to encourage or inhibit the rest of the team.
- Expressing clear expectations by defining the requirements.
- Always giving background to the requirements, explaining "why".
- Delegation: placing trust in others does not exclude checking the achievement of tasks.
- Knowing how to offer congratulations.
- Knowing how to reorient a situation.



REQUIRED KNOWLEDGE

- Being factual and accurate.
- Being organised.
- Being methodical.
- Knowing how to listen and being ready to understand.
- Capacity to reproduce an exchange or situation.
- Respecting the comments of others.
- Remaining humble.
- Staying calm in all circumstances.
- Observing and checking on the basis of the regulations.
- Analysing situations to avoid acting in haste.
- Offering warnings and information rather than sanctions.
- Considering your role as that of an instructor to all involved.



WHAT TO DO

- Always prepare before speaking.
- Proofread communiqués before distribution.
- Reserve the right not to respond to a problem for which a solution cannot be offered.
- Be alert to any digression of questions which may have serious consequences.
- In the event of any doubt, rephrase a question that may not have been understood.
- Choose the right time at which to speak to a rider, respecting their intense physical efforts.
- Always endeavour to reach consensus.



WHAT NOT TO DO

- Fuel an argument or debate that may be unconstructive or even destructive.
- Indicate that you do not agree with a decision taken by the Commissaire' Panel.
- Accuse and make assertions without proof.
- Spread false reasoning.
- Become involved in issues that are outside your field of action or competence.
- Act or speak in an imprecise or erroneous manner.
- Grant media interviews

GLOSSARY

Abandons Accréditation Afficheur Agent de contrôle du dopage (ACD) Assistant de la direction Autobu
 anderole d'arrivée / portique d'arrivée Bidon collé
 Calendrier international Calendrier national Caravane publicitaire Catégories de coureurs Cérémonie protocolaire Chaperon
 Chaussée d'arrivée Chronométrateur Circuit Circuit final Circuits continentaux Classe d'épreuve du calendrier continental
 Commissaires adjoints Commissaire à moto Commissaires titulaires Conférence de presse Contre-la-montre Coupe des Nations – Junior
 e des Nations – Moins de 23 ans Coupe du Monde Femmes Elite Coureurs lâchés / attardés / retardés Course d'une journée Course en ligne Course par étapes
 DEAD-HEAT Délais d'arrivée Demi-étape Dépannage neutre Départ arrêté Départ fictif Départ lancé Départ réel
 Déviation pour les véhicules Directeur de l'épreuve Directeur de l'organisation
 Directeur sportif Disqualification ou mise hors course Distance journalière (course par étapes) Distance maximum de l'épreuve ou des étapes Dossards Drapeau jaune
 Echappée Echelon course En tiror Equipe de clubs Equipes mixtes Equipes nationales Equipes régionales Equipes UCI Escorte mobile / escorte police / signaleurs à moto
 Etoile rouge dernier kilomètre Frais de pension Fréquence "information" Fréquence "inter-Commissaires" Fréquence "organisation"
 équence radio "médicale" Fréquence "radio-tour"
 Gabarit pour le contrôle des bicyclettes contre-la-montre Grand prix de la montagne / Prix des Monts / Prix meilleur grimpeur Groupe en tête / groupe de tête /
 peloton de tête Gruppette Guide technique
 Pilot directionnel Incident mécanique Indemnités de participation Invitations Itinéraire ou parcours hors course Itinéraire horaire
 de repos Juge à l'arrivée
 Ligne de départ Ligne d'arrivée Liste des engagés Liste des partants Local ou camion antidopage
 Maillots de leaders Médecin officiel / médecin-chef Moto ardoiser Motos cameraman moto son Moto fraîcheur / de ravitaillement en boisson
 Moto information Moto médecin Motos Radio-TV Moto régulateur
 organisateur
 reaux de signalisation / Indicateurs Panneaux hectométriques Parkings Participation Passage à niveau Passages dangereux
 Permanence (en général) Permanence à l'arrivée Photo photo-finish / photo d'arrivée Plan de communication
 Plan des trois derniers kilomètres et profil des trois derniers kilomètres Plaque de cadre Plaque de fonction Podium protocolaire
 Points de chronométrage intermédiaire (CLM) Point des 3 kilomètres avant l'arrivée (courses par étapes) Point de Passage Obligatoire (PPO) Portique d'arrivée Présentation des cou-
 Président du collège des Commissaires Profil de l'épreuve / des étapes Prologue
 Radio-tour Radio émetteur-récepteur Radio récepteur Rampe de lancement Règlement particulier Rétrécissement
 alle de presse Sas Secteur neutralisé / défilé Sécurité statique / signaleurs Signaleurs Signature de départ Speaker radio-tour Sprint final Sprints intermédiaires
 Tunnel Transpondeurs
 UCI WorldTour
 Véhicule balai / véhicule fin de course Véhicules d'assistance neutre / véhicule de dépannage neutre Véhicules invités
 Vérification des licences Voiture d'ouverture de course Voiture médecin
 Zone de contrôle des vélos Zone de décélération Zone de départ / arrivée Zone des photographes à l'arrivée Zone de ravitaillement
 ZONE MIXTE Zone verte / zone de déchets

A ABANDONING

Riders who abandon a race should hand over their body numbers to the Commissaire in the broom wagon. If a rider abandons, he or she cannot take part in any other cycle races for the duration of the event which he or she left.

ACCOMMODATION EXPENSES

The organiser of a stage race covers the accommodation expenses of teams from the day before the start of the event until the last day of the race (riders + staff). The number of staff members may not exceed the number of riders in the team. The organisers of UCI WorldTour, UCI Women's WorldTour, and UCI Europe Tour UCI ProSeries and Class 1 events must pay for an additional hotel night if a team cannot commence return travel after the event due to the time of the finish.

ACCREDITATION

All individuals and vehicles that are involved in an event must be accredited by the organiser. This accreditation affords access to certain zones that are closed to the public as well as to reserved spaces or parking areas.

ANTI-DOPING POST OR VEHICLE

The organiser must make a suitable location available for controls to be conducted after the race. This facility must be located near the finish line and very clearly signposted. Access must be monitored and restricted solely to accredited persons involved in the anti-doping control. The control station consists of at least three separate rooms, namely a waiting room for approximately 10 people, an office for the Doping Control Officer and doctor as well as a bathroom where the samples are taken.

ASSISTANT COMMISSAIRE

Assistant Commissaires are allocated to a range of different posts (broom wagon, neutral service, pits, etc.) and report any incidents noted during the race to the president of the Commissaires' panel. In contrast to the main Commissaires, assistant Commissaires do not have the authority to direct the event.

ASSISTANT ORGANISATION DIRECTOR

The deputy official who carries out the Organisation Director's functions by delegation when the latter is not present.

AUTOBUS

The term "autobus" or "gruppetto" is used to describe non-climbers who group together on mountainous stages to adopt a speed that will allow them to finish inside the time limit. This group often includes sprinters and their teammates. Special care must be taken to check that the rules are observed.

B BIKE-CHECKING AREA

At a time trial, each rider should present his or her bicycle for a check at least 15 minutes before his or her start time. A bike-checking area must be provided for these procedures. The area should be covered and provided with a bike measuring jig.

In junior events, an area where the Commissaires can check gear ratios should be provided.

BLACKBOARD MOTORBIKE

The blackboard official writes the race numbers of the riders in a break and the time gaps between the various groups on a blackboard. The information is provided by race radio or by the blackboard official measuring the gaps directly.

BODY NUMBERS

Body numbers are used to identify riders in a race. It is the organiser's responsibility to provide body numbers in compliance with the UCI Regulations (**ARTICLE 1.3.075**). It is each team's responsibility to have their riders wear the numbers without obscuring or modifying them.

BREAK

An attack by one or more riders in which they distance themselves from the peloton.

BROOM WAGON / END OF RACE VEHICLE

This is the last vehicle of the race convoy on the road that has sporting control duties (a police vehicle often follows behind the broom wagon). The broom wagon picks up any riders who have abandoned the race together with their bikes and retrieves their race numbers. If possible, an assistant Commissaire travels with this vehicle in order to take a note of those riders abandoning and informs the president of the Commissaires' panel by radio.

BUFFER ZONE

A buffer zone may be formed in front of a compact peloton. The regulator may then allow guest vehicles and photographer motorbikes to enter the buffer zone.

C CALENDAR, INTERNATIONAL

An international event is a race registered on the world calendar or one of the continental calendars. The calendar lists all international events in chronological order. The international calendar is drawn up every year for the following season and approved by the UCI Management Committee in September.

CALENDAR, NATIONAL

National calendars are drawn up by the respective national federations.

CATEGORIES OF RIDER

The UCI's rider categories are as follows:

- **Junior – Men and Women (MJ and WJ):** riders aged 17 and 18.
- **Under 23 – Men and Women (MU and WU):** riders aged from 19 to 22.
- **Elite – Men and Women (ME and WE):** riders aged 23 and over.

CEREMONY PODIUM

The organiser must provide a podium for the official ceremony. The ceremony platform must be large enough to accommodate the riders, officials, partners, master of ceremonies, and any other people involved in the presentations. A waiting area must be provided behind the podium, or close by, to allow the riders to prepare for the ceremony.

CHAPERONE

For anti-doping controls after the race, the organiser is obliged to provide at least one escort for each rider to be tested. These rider escorts are known as "chaperones". The chaperone remains with and observes the rider at all times, accompanying him or her to the doping control station.

CHIEF DOCTOR

The organiser may appoint one or more doctors. Medical care during the race shall be provided exclusively by the doctor(s). A chief doctor, who specialises in sports or emergency medicine and who has experience of cycling, should be the general coordinator.

CIRCUIT

An event can be organised on a circuit provided that the circuit length is a minimum of 10 km.

CLASS OF CONTINENTAL CALENDAR EVENT

There are three different classes of event outside the world calendar: the top-level UCI ProSeries class as well as class 1 and class 2.

COMMISSAIRES

The number of Commissaires appointed to an event varies. Commissaires are appointed by the UCI or the NF depending on the class of event. Acting under the direction of the president of the Commissaires' panel, Commissaires carry out the sporting management of the event on the ground and take decisions on sanctions.

COMMUNICATION PLAN

The organiser must draw up a communication plan for race radio: who communicates with whom on what frequency? Who listens to whom? Etc.

CONTINENTAL CIRCUITS

A ranking is compiled for each Continental Circuit on the basis of points earned by riders in the events re-

gistered on the continental calendar.

D DAILY DISTANCE (STAGE RACES)

In stage races, an average daily distance must be respected (total number of kilometres of the race / number of days of the race). The day and distance of the prologue are not considered for the purpose of the calculation of the average daily distance.

DANGER POINTS

The following points are considered dangerous: traffic islands, roundabouts, road narrowings, speed bumps, badly-parked vehicles, roadworks, etc.

DEAD HEAT

If there is no photo-finish equipment, the finish judge may classify riders as "dead heat", i.e. when two riders cross the line simultaneously and cannot be separated.

DECELERATION ZONE

On the finishing straight, barriers are installed at least 300 m before and 100 m after the finish line to protect the deceleration zone. This space is required to allow the riders to slow down after the finishing sprint.

DEVIATION POINT FOR VEHICLES

The deviation is an obligatory route for all vehicles in the race convoy that are not authorised to cross the finish line. The deviation point must be protected by barriers.

DISPLAY UNIT

Display units on the finish line gantry provide the riders and spectators with certain information on the race time and situation. The display must allow information to be read at a minimum distance of 100 m.

DISQUALIFICATION OR EXPULSION FROM THE RACE

If a rider commits a serious infringement, he or she may be disqualified and excluded from the results.

DISTANCE SIGNS

Distance signs must be placed at 500 m, 300 m, 200 m, 150 m, 100 m and 50 m from the finish line.

DOCTOR'S CAR

The doctor's car follows immediately behind the president of the Commissaires' panel.

DOPING CONTROL OFFICER (DCO)

The DCO is appointed by the CADF or the national federation and works in collaboration with the doctor appointed to conduct the anti-doping control as well as with the president of the Commissaires' panel. The DCO is responsible for managing anti-doping controls on the ground and oversees the application of the anti-doping rules.

DRINKS MOTORBIKE

A motorbike providing the riders with drinks may be a useful addition to major events as it allows riders to replenish their drinks supplies without having to drop back to their team vehicles. These motorbikes have bottles of water that riders can take from a carrier.

DROPPED/DELAYED RIDERS

Dropped riders are those who can no longer maintain the pace of the race and who are left behind by the main peloton. The organiser sets a time limit in the special regulations depending on the characteristics of the event or stage. Riders who finish outside the time limit are excluded from the results.

F FEED ZONE

In events or stages that do not exceed 150 km, it is recommended that feeding should be done from team cars by handing out food bags and bottles to the riders. In events or stages of over 150 km, organisers must provide feed zones. The feed zones must be clearly indicated. Feed zones must be sufficiently long to allow feeding operations to be carried out without problem.

FINISH JUDGE

The finish judge has sole responsibility for drawing up the results. During the event, the finish judge participates in the sporting control of the race in the same way as the other Commissaires until he/she moves ahead of the race to take up a position at the finish.

FINISH LINE BANNER/GANTRY

In a road event, a "Finish" sign must be clearly visible on a banner, gantry or arch across the road at the finish line.

FINISH LINE

The finish line shall comprise a line 4 cm in width, painted in black on a white strip 72 cm wide, thus leaving 34 cm of white on each side of the black line.

FINISHING CIRCUIT

The minimum length of a finishing circuit is 3 km. The number of laps of a finishing circuit depends on the length of the circuit (**ARTICLE 2.3.008**).

FINISHING SPRINT

The finishing sprint is a key part of the race. Commissaires must remain vigilant and note any infringement in the finishing sprint. Any vehicles or motorbikes that do not have an essential function during the finishing sprint are not tolerated.

FINISHING STRAIGHT

The finishing straight should be as long as possible, at least 200 m, and sufficiently wide – a minimum of 6 m but ideally 8-10 m. The road width must be consistent and must not narrow at all. The finishing straight must not have any speed bumps or potholes and the surface must be consistent.

FRAME NUMBER

Riders must use frame numbers for identification during one-day and stage races. The organiser is responsible for making frame numbers available.

FUNCTION PLATE

It is recommended that the organiser provide function plates (e.g. Commissaire, doctor) for the key vehicles in the race convoy, to be affixed to the front and rear windscreens (or front and rear bumpers).

G GREEN ZONE / LITTER ZONE

It is recommended that the organiser set up the feed zone at a location that is suitable, accessible and easy to clean and restore to its original status. Litter should be collected (provision of skips, etc.) after the riders have passed through. For all races, organisers should set up green zones to allow riders to get rid of their litter before and after the feed zone as well as 20 km from the finish.

GRUPPETTO (see *Autobus*)**GUEST VEHICLES**

Guest vehicles often carry event sponsors or individuals invited by the organisation. When travelling in these organisation vehicles, guests can experience the race "from the inside". Guest vehicles must always give priority to vehicles carrying out a specific race function. Guest vehicles must leave the race convoy 10 km from the end of the race to go directly to the finish.

H HALF-STAGE

During a stage race, the organiser may decide to hold two half-stages on a day of competition instead of a standard stage. In this case, one half-stage is held in the morning and the other in the afternoon. The number of half-stages that may be included and their organisation are governed by the class, category and duration of the event (see *point 4.2.2.1*).

HEADQUARTERS AT THE FINISH

The following tasks are conducted at the headquarters at the finish: drafting communiqués by the organisation, Commissaires and medical service; drawing up the results; printing and copying the results; sending the results to the UCI and national federation.

INFORMATION MOTORBIKE

Inform the race Radio Tour of all race action at a given point, the composition of breakaway groups, the location of the race, time gaps between groups, etc. The information official pilots his or her own motorbike.

INTERMEDIATE SPRINTS

The details of intermediate sprints are described in the technical guide or event's special regulations. Time bonuses may be awarded for intermediate sprints. These are specified in the event's special regulations. However, an organiser may only award time bonuses for intermediate sprints if time bonuses are also awarded at the finish.

INTERMEDIATE TIME CHECKS (TT)

In time trials, riders are timed at various points on the course. These times should be made available so that the riders and spectators are kept up to date with how the race is unfolding (intermediate times, time ahead/behind another rider, finishing times).

INVITATIONS

Depending on the class of event, the organiser may be obliged to invite certain teams or may freely select teams (**ARTICLES 2.1.005, 2.1.007BIS, 2.13.006, 2.14.020, 2.14.021, and 2.14.038**)

K

KM 0

When the official start is at Km 0, the route commences with a neutralised section that is made safe for the riders. The timekeeper commences timing at Km 0. The start can be achieved in three different ways:

- **Flying start:** the riders do not stop and the timing begins as they pass Km 0.
- **Standing start:** the riders stop briefly at Km 0 before setting off again upon a signal from the Commissaires.
- **Postponed start:** if any riders have suffered an incident behind the peloton, Km 0 is passed without the timing beginning.

L

LEAD CAR

This vehicle announces the imminent arrival of the race. It serves a preventative role in safety terms (loudspeaker messages, etc.) and provides spectators with information (race situation). There may be more than one lead car and these vehicles sometimes travel several kilometres in front of the race.

LEADER'S JERSEYS

The organiser may award between four and six leader's jerseys depending on the class of event. Only four leader's jerseys can be awarded in UCI WorldTour and UCI Women's WorldTour event, and UCI ProSeries and Class 1 events for Elite Men and U23 Men. A maximum of six jerseys can be awarded in other events. A leader's jersey for the individual general classification on time is compulsory.

LEADING GROUP

A group of riders that has gained an advantage over the main peloton.

LEVEL CROSSING

The organiser must indicate any level crossings on the course in the technical guide. It is strictly forbidden to pass over a level crossing when it is closed. A level crossing is considered closed as soon as the red lights flash.

LICENCE CHECKS

All persons in the race convoy must be licensed. Before the start, Commissaires should check the licences of the riders, sport directors, drivers and accredited personnel.

LIST OF STARTERS

The list of starters is a definitive list. It is drawn up after the confirmation of the starters and records all the riders participating in the event (see *point 4.3.1.3*).

M

MAP AND PROFILE OF THE LAST 3 KM

The event's technical guide must include a map and profile of the last 3 km of the race route.

MARSHALS (see *Static safety*)

MAXIMUM DISTANCE OF AN EVENT OR STAGE

The maximum distance allowed for events is established by the UCI Regulations (**ARTICLES 2.3.002 AND 2.6.008**).

MEASURING JIG FOR TIME-TRIAL BICYCLES

In time trials, the organiser must provide a measuring jig for use by the members of the Commissaires' panel. The jig indicates the dimensions and limits to be checked. The organiser is solely liable for the compliance of the measuring jig with UCI specifications.

MECHANICAL INCIDENT

A mechanical incident is a problem with the operation of a rider's bike. In the event of a mechanical incident, the rider concerned can call upon his or her sport director. Whatever the rider's position in the race, mechanical service and any adjustments are only authorised behind the rider's group and when stationary.

MIXED ZONE

The organiser may set up a "media mixed zone" in the finish area. This zone is reserved for the media from different countries (print press, radio, TV) and allows interviews to be conducted in an orderly manner. Boxes are set up in an order of priority and allocated to the accredited media. The riders pass from one box to the next (either immediately after crossing the line or after the podium ceremony) and give interviews.

MOBILE ESCORT / POLICE ESCORT / MOTORBIKE MARSHALS

A mobile escort (provided by a motorcycle club, police, etc.) contributes to the protection of the whole race convoy and moves rapidly within the convoy. The mobile escort has a duty to anticipate, protect, warn and regulate. The motorbike marshals of the escort take up positions at danger points to indicate these to the riders. They also ensure the safety of dropped riders.

MOTORBIKE COMMISSAIRE (MC)

The actions of these Commissaires are directed by the president of the Commissaires' panel and other Commissaires. The mobility of motorbike Commissaires allows them to intervene anywhere in the race convoy.

MOUNTAINS CLASSIFICATION

Points are awarded to riders at the summits of climbs. The rider with most points leads the classification. The UCI Regulations do not impose any rules on this classification. Consequently, the organiser should specify the arrangements in the event's special regulations.

N NARROWING *(see Yellow flag)*

NATIONS' CUP – JUNIOR

The Juniors Nations' Cup (NcupJ) is contested over several one-day and stage races selected each year by the UCI Management Committee. The competition is reserved for Junior Men who participate in national teams or mixed national teams.

NATIONS' CUP – UNDER-23

The road cycling Under-23 Nations' Cup is reserved for men aged 19-22, including riders from UCI ProTeams.

Nations' Cup events are open to national teams (one team per nation) and mixed national teams.

NEUTRAL SERVICE VEHICLES

Neutral service vehicles carry spare bikes and wheels in order to assist riders with technical problems during the race. The neutral service vehicles are positioned in front of or behind the various groups of riders by the president of the Commissaires' panel and Commissaires depending on the circumstances. The organiser should provide at least three neutral service vehicles as well as motorbikes if so required by the nature of the event (mountains, narrow roads, etc.).

NEUTRALISED OR PROCESSION SECTION

A neutralised section before the start proper allows the president of the Commissaires' panel to check that the radios of all vehicles fitted with a transmitter are working properly and to repeat safety instructions.

NEUTRALISED START

In the case of a neutralised start, the organiser must indicate the location of the start proper by means of a special sign indicating "KM 0" of the race. A maximum of 10 km of the route may be neutralised before the start proper, with the riders led by the organiser's personnel and/or Commissaire C2.

O OBLIGATORY PASSAGE POINT (PPO)

Entry into the start area is via an Obligatory Passage Point. This is a point through which all race vehicles must pass and from which they are directed to their appropriate parking areas. The PPO allows accredited vehicles that are authorised to enter the start area to be filtered from other vehicles.

OFF-RACE ROUTE

The off-race route is a means of getting to certain strategic points such as the feed zone, major climbs and, above all, the finish without using the roads reserved for the race itself. It is used by team support vehicles, guest vehicles, press vehicles, etc. The off-race route is provided for logistical and safety reasons. If an event has an off-race route it must be specified in the technical guide.

ONE-DAY RACE

A race that is completed on one day, with a single start and finish.

ORGANISATION DIRECTOR

The official term for the individual responsible for administrative and organisational issues during the race. The organisation director travels ahead of the race and provides information on all dangerous sections of the course.

ORGANISER

The organiser of a cycle race bears responsibility in administrative, financial and legal terms. The organiser must be licensed as such by the national federation of the country in which the event is to take place. The organiser is solely liable for the quality and safety of the organisation and all installations.

P PARAMEDIC MOTORBIKE

A paramedic motorbike is useful in mountain events or stages as it can more easily access incidents if required.

PARKING

A large enough area must be provided to allow all event vehicles to park, circulate and manoeuvre. The arrangement of the parking areas should take into account the position of vehicles during the race, including team parking, front parking, rear parking, parking for officials, publicity caravan parking, etc.

PARTICIPATION FEES

The Management Committee or the Professional Cycling Council (PCC) may require the organisers of certain events to pay participation fees and may fix a minimum amount (**ARTICLE 1.2.075**). In most cases, the amount of the organiser's contribution to the teams' or riders' travel and accommodation expenses for a road event on the international calendar is negotiated by the parties until agreement is reached. However, in some cases, in particular for UCI Cups and other classes of event, the organisers' expenses and obligations in this respect are set by the UCI Regulations.

If a registered team fails to appear, the organiser may seek compensation from this team (**ARTICLE 1.2.053**).

PARTICIPATION

The obligations and restrictions on participation (depending on the type of event and its class, categories, etc.) to be observed by the organiser are described in Article 2.1.005 of the UCI Regulations. An event registered on the international calendar must guarantee places for a minimum of five foreign teams.

PHOTO-FINISH

The use of photo-finish equipment is essential at all international-level events. This equipment allows the riders to be separated as they cross the finish line and time gaps to be calculated.

PHOTOGRAPHERS' MOTORBIKES

Motorbikes can transport photographers around the race and allow them to take photos, while respecting the rules of circulation of the race convoy. The position of these motorbikes ahead or behind the race and in mountainous sections is defined in advance.

PHOTOGRAPHERS' ZONE AT THE FINISH

An area should be reserved for accredited photographers just behind the finish line. This area is a minimum of 15 m from the finish line. This distance may be increased, depending on the race circumstances; photographers should be 30-40 m back if a bunch sprint is likely. If the event is televised, the photographers' zone must be behind the fixed finish camera. A line is drawn on the road to mark out the area. The photographers can use a maximum of 40% of the width of the road at the finish.

PODIUM CEREMONY

Certain riders are obliged to attend the podium ceremony after the event (winner, best climber, points leader, best young rider, etc.). The organiser specifies in the event's special regulations which riders should attend the podium ceremony and at what time.

PRESENTATION OF THE RIDERS

The organiser may arrange for the riders to be presented to the spectators. This presentation is often combined with the signing on procedure. **(ARTICLE 2.3.009).**

PRESIDENT OF THE COMMISSAIRES' PANEL (PCP)

For events that are registered on the UCI international calendar, the president of the Commissaires' panel is an international Commissaire appointed by the UCI. The PCP has several tasks to be conducted before, during and after the event. The PCP ensures the sporting management of the event in coordination with the organiser. The PCP also coordinates the Commissaires' panel. All decisions made by the Commissaires' panel must be approved by the PCP or by the PCP's delegate.

PRESS CONFERENCE

A press conference is often organised after the event for the riders finishing first, second and third.

PRESS ROOM

A press room must be available at the start area from the day before the event. This room is used for the accreditation of journalists and shall offer work spaces with electrical sockets and Internet connections.

PROFILE OF THE EVENT/STAGE

The event's technical guide must include a profile of the event. In the case of a stage race, a profile of every stage must be provided. The profiles must be accurate as they allow teams and riders to prepare their strategies. Even if the event is flat, this should be illustrated by a flat-line profile.

PROLOGUE

Stage races may start with a prologue. A prologue is a very short individual time trial. It can only be held on the first day of the event. A prologue counts as a day of the race, but not as a stage. The following day's stage is considered the first stage (*Part 2, Chapter VI*).

PROVISIONAL LIST OF COMPETITORS

The organiser should draw up a provisional list of competitors from the entry forms sent by the teams in accordance with the format established by the UCI Regulations. Race numbers are allocated to the probable starters and the list is sent to the Commissaires' panel. This list should also be made available to all other accredited persons. However, the list should be considered provisional. The teams may still make changes to the compositions of their squads.

PUBLICITY CARAVAN

A publicity caravan may travel along the race route, at least 20 minutes ahead of the riders. This convoy must be escorted by law enforcement agencies. The organiser is responsible for managing the caravan.

R RACE CONVOY

The race convoy consists of all the riders and accredited vehicles travelling between the lead vehicle and the broom wagon.

RACE DIRECTOR

A term often used to describe the organisation director, although this is gradually being replaced by the term technical director (technical and sporting aspects).

RACE HEADQUARTERS (GENERAL)

The headquarters desk is open from approximately two hours before the event until the Commissaires have completed their work after the finish. A member of the organisation personnel is on duty throughout this time. The race headquarters must be equipped with a telephone line, fax, computer and Internet access. The headquarters desk issues the riders' body and frame numbers and vehicle order numbers, as well as accreditation for all individuals and vehicles involved in the race convoy.

RADIO TOUR ANNOUNCER

The Radio Tour announcer broadcasts information as part of the information service provided by the organiser. The Radio Tour announcer faithfully reports the instructions of the Commissaires' panel over the airwaves. The Radio Tour announcer travels in the car of the president of the Commissaires' panel with whom he or she cooperates closely. Information shall be conveyed in French or English and the language of the country in which the event is taking place.

RACE RADIO

Radio communication is the key criterion that determines the successful organisation of a road event. Race radio is a platform for the exchange of information. Race radio in cycle road racing is synonymous with information, fair play and safety.

RACE TIMETABLE

The race timetable is part of the technical guide and details the roads used and the places passed through (towns, villages).

RADIO CHANNEL, INFORMATION

The information radio channel is used by information motorbikes to provide the Radio Tour announcer and officials with information on how the race is unfolding (breaks, time gaps, attacks, etc.).

RADIO CHANNEL, INTER-COMMISSAIRES

The inter-Commissaires radio channel facilitates the operation and coordination of the Commissaires' panel.

RADIO CHANNEL, MEDICAL

The medical radio channel is an additional channel that allows doctors and paramedics to contact each other and engage in confidential dialogue.

RADIO CHANNEL, ORGANISATION

The organisation radio channel is sometimes called the "management channel" and allows representatives of the event organisation to communicate with each other.

RADIO CHANNEL, RADIO TOUR

The radio tour channel is the main channel used by the race convoy. The frequency must be mentioned in the event's special regulations.

RADIO RECEIVER

Vehicles fitted with radio receivers may only receive information.

RADIO TRANSMITTER/RECEIVER

Vehicles fitted with a radio transmitter/receiver can receive information and transmit important facts on the appropriate frequency.

RED KITE, LAST KILOMETRE

The final kilometre is indicated by a red kite flag (in French: flamme rouge). No banners may be suspended across the road after the red kite apart from at the finish line.

REGULATOR MOTORBIKE

The regulator is a member of the organisation personnel who controls the movement of vehicles in the race convoy.

REST DAY

At least one rest day must be scheduled for stage races lasting over 10 days. Two rest days are obligatory for grand tours (*Part 2, Chapter VI*).

ROAD RACE

A road race is a massed-start event that may start and finish in different places. A road race is distinct from individual and team time trials and also circuit races. A road race may finish on a finishing circuit.

ROLLING START

The riders do not stop and the timing begins as they pass Km 0.

S SHUTTLE METHOD

The "shuttle" method is a system of working adopted by motorbike Commissaires. They move up and down between the various groups of riders such that there is always a Commissaire with the main groups.

SIGNING ON AT THE START

Riders must sign the signing-on sheet before road races. The signing-on process finishes ten minutes before the time of leaving the assembly point.

SIGNS FOR INFORMATION AND WARNING

The organiser must indicate, using warning signs at a suitable distance, all obstacles that it is reasonable to know about or foresee and that represent an unusual risk to the safety of the riders and race followers. Furthermore, the organiser must use fixed signs to indicate Km 0 (start proper), 30km and then 25, 20, 10, 5, 4, 3 and 2km from the finish.

SPECIAL REGULATIONS

The organiser should draw up any special regulations for the event concerning sporting matters. The special regulations must be included in the event's technical guide.

SPORT DIRECTOR

Each team in an event is managed by a sport director appointed for this purpose. If the team is registered with UCI, the sport director's name must be included on the appropriate list published on the UCI website.

STAGE RACE

Stage races are held over a minimum of two days and feature a general classification on time. Stage races may comprise road race and time trial stages as well as half-stages.

STANDING START

The riders stop briefly at kilometre 0 before setting off again upon a signal from the Commissaire.

START LINE

Barriers are set up on both sides of the road before and after the start line. The barriers must be put in place approximately 100 m before the line and 50 m after. The start line itself should be indicated by a banner or gantry (inflatable arch, etc.) over the road bearing the inscription "Start". A white line must be drawn on the ground below the start banner.

START PROPER

The start proper takes place at Km 0.

START RAMP

The organiser must provide a start ramp for individual time trials ([ARTICLE 2.4.011](#)).

START/FINISH AREA

The start and finish areas are key locations in organising a cycle race. If a race is to run smoothly, these areas must be appropriately laid out. The finish area must comply with much more specific requirements in terms of structures and safety than apply at the start area.

STATIC SAFETY / MARSHALS

This role is fulfilled by the police, law enforcement agencies and civilian volunteers who indicate the route to the riders. Furthermore, these marshals have the essential task of promoting the safety of the event by warning other road users of the imminent arrival of the race.

STICKY BOTTLE

A "sticky bottle" is when a rider holds on to a bottle passed to him or her from a team vehicle. The rider holds on to the bottle as the team assistant offers it; the car accelerates and then brakes to impart momentum to the rider. If observed, Commissaires can apply a penalty to the rider in question.

T TEAM, CLUB

A club team is a team affiliated to a national federation. The composition of these teams is governed by the national federation, although riders must not also belong to a UCI-registered team.

TEAM, MIXED

A mixed team comprises riders who normally ride for other teams. A rider whose team is registered for a race may not participate in a mixed team.

The riders of a mixed team must wear an identical jersey. In no event may this be a national jersey.

The UCI Regulations define which events are open to mixed teams ([ARTICLE 2.1.005](#)).

TEAM, NATIONAL

A national team is a team of riders of the nationality of the national federation responsible for selection.

TEAM, REGIONAL

A regional team is a team of riders selected by a territorial division or entity other than a national federation. It comprises riders licenced by the national federation but may not include any riders who are members of UCI-registered teams.

TEAM, UCI

The following teams are UCI-registered teams:

- UCI WorldTeams
- UCI Women's WorldTeams
- UCI ProTeams
- UCI Continental Teams
- UCI Women's Continental Teams

TECHNICAL GUIDE

The technical guide is the reference document for Commissaires, teams, riders and all others involved in the event. The technical guide contains all essential information concerning the event and is drafted in French or English as a minimum and optionally in other languages.

THREE KILOMETRE POINT FROM FINISH (STAGE RACES)

The point 3 km from the finish must be indicated by a sign. Any incidents between the 3 km sign and the finish line that are duly noted by Commissaires (crash, technical problem, puncture) and analysed after the race may lead to a correction of the results. This does not apply when the finish is at the top of a climb.

TIED ON TIME

In a stage race, two or more riders are considered "tied" if they have the same time on the individual general classification. To resolve this situation, the fractions of a second recorded during individual time trials (including the prologue) are added back on to the total time to decide the order. If the result is still tied or if there are no individual time trial stages, the placings obtained in each stage are added and, as a last resort, the placing obtained on the last stage ridden is taken into consideration.

TIME LIMIT

Time limits are specified in each event's special regulations depending on the characteristics of the race or stage. If a rider finishes after the time limit, he or she is excluded from the results of the race or stage. Only in exceptional and unforeseeable circumstances, or after instances of force majeure, may the Commissaires' panel extend the time limit after consultation with the organiser.

TIME TRIAL

A time trial (TT) may be a separate event or part of a stage race. The maximum distances are defined by the UCI regulations (*Part 2, Chapter IV and V*).

TIMEKEEPER (TK)

The organiser's national federation appoints a sufficient number of duly licensed timekeepers to each race. The timekeepers record the times on a form that they sign and hand to the finish judge.

TRAFFIC ISLAND (*see Yellow flag*)**TRANSPONDERS**

This system identifies riders passing over a line and should be used to obtain a snapshot of the race at a specific point. It does not replace the obligatory use of photo-finish equipment. Transponders must be attached to the bicycle at a consistent distance from the tangent of the front wheel. They must not be carried by the athletes.

TUNNELS

The organiser is responsible for providing suitable lighting in any tunnels through which the event passes if the tunnel is completely unlit. It must be possible to make out the number plate of a car with the naked eye at 10 m and it must also be possible to spot a dark-coloured car at 50 m (**ARTICLE 2.2.015**).

TV & RADIO MOTORBIKES

TV and radio reporters can travel with the race on a motorbike piloted by an experienced rider. They are not allowed to interview riders during the race. Sport directors may be interviewed until 10 km from the finish.

TV CAMERA AND SOUND MOTORBIKES

Three TV camera motorbikes and one sound motorbike are allowed in the race convoy. TV motorbikes must take care never to hinder or offer an advantage to the riders. Filming from a motorbike is prohibited in the last 500 m.

Y YELLOW FLAG

Motorbike marshals are equipped with a whistle and yellow flag. They use these items to warn the riders of danger points, bends, traffic islands, road narrowings, roundabouts, badly-parked vehicles, etc.



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