UCI WORLD TOUR

SPECIFICATIONS FOR ORGANISERS

These specifications are a supplement of the UCI Regulations for all races that are part of the UCI WorldTour. The different topics mentioned in this document and the UCI Regulations have to be respected by organisers. In addition, the organiser should also take into account the prevailing laws and regulations of the country in which the event is to be held. The specifications give details of standards that organisers have to comply with.

Events are expected to comply with certain criteria in the following areas:

SECTION A | EVENT OPERATIONS

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SECTION A | EVENT OPERATIONS

1. RACE ROUTES

1.1 SELECTION OF RACE ROUTES

Sporting considerations and the riders' safety are paramount in selecting the course.

When drawing up the route, the organiser should take care to **avoid locations or situations that may present a safety risk** to the riders. If there is a choice between different routes, then those involving any potential dangers, such as narrow roads, dangerous junctions, heavy traffic, bottlenecks, poor road condition and road works, should be avoided. If the organiser has no alternatives at certain points along the route, then special arrangements may be required to guarantee the riders' safety.

In the event that the race route involves a significant risk to the riders' safety and this risk is known when the route is being drawn up, the Organiser shall be obliged to send the proposed race route to the UCI at least 1 month before the event. Updon receipt of the project, the UCI may issue an opinion and advise the Organiser to make additional arrangements and/or modifications of the race route, without prejudice of article 1.2.130 of the UCI Regulations.

If a bunch finish is expected, the organiser must take care to **avoid obstacles** such as road narrowings, traffic islands, bollards and speed bumps in the last 20 kilometres. It is essential that there are no such obstacles in the last kilometre.

1.2 DISTANCE OF STAGE RACES

MAX. AVERAGE DAILY DISTANCE*	MAX. STAGE DISTANCE
180 km ** For the purpose of calculating the average daily distance, the day and distance of the prologue are not considered.*	**240 km** *half-stages are not allowed.*
MAX. DISTANCE PER ITT STAGES	MAX. DISTANCE PER TTT STAGES
60 km	**60 km**

The total distance of Grand Tours is limited to 3,500 km. The organiser may be authorised to include a maximum of two stages of over 240 km in a Grand Tour.

1.3 SCHEDULED FINISH TIMES

In stage races, the scheduled finish time should be before 17:30 local time (based on the forecast average time).

1.4 TRANSFERS IN STAGE RACES

Transfers must be well planned and ensure the equal treatment of all teams.

- On long stages, it is preferable to have **short transfers before and after the stage**; the organiser should take this into account when designing the route.
- The daily limit for a transfer is **two hours of road travel** (total transit time from hotel to the start in the morning + from the finish to the hotel in the evening).

If, for most teams, a long transfer is planned after a stage, the scheduled finish time should be before 4:30 pm.

- For a Grand Tour, the accumulated transfer distance must not exceed 2,000 km. In order to provide the teams with optimum information, the **estimated transfer times should be included** in the route guide.
- To facilitate transfers, special attention should be paid to arrangements to assist teams leaving the finish area. **Signposts** must be provided from the finish area and, if necessary, an **escort provided for a convoy** of team vehicles from the finish area to the nearest motorway or major road.

In the case of a finish at a location where it is particularly difficult for vehicles to leave, the organiser should ensure the necessary arrangements are made to assist any riders detained for podium ceremonies, press conferences and/or anti-doping controls in returning to their hotels.

1.5 TRANSFERS AND REST DAYS

Two rest days are obligatory for grand Tours and should be scheduled in an even manner.

- A "transfer day" must be arranged for a long transfer
- A transfer day **cannot be considered a rest day**
- A transfer day and/or an additional rest day **are included** in the calculation of the authorised number of racing days

Depending on flight durations, transfer and rest days should be scheduled as follows:

	TRANSFER DAY	ADDITIONAL REST DAY*
TRANSFER: 1 HOUR FLIGHT		
TRANSFER: 1-2 HOUR FLIGHT	X	
TRANSFER: 2-4 HOUR FLIGHT	X	X
TRANSFER: +4 HOUR FLIGHT	Prohibited**	Prohibited**

** the additional rest day must come immediately after the transfer day.*
*** unless agreed by all parties concerned.*

1.6 TIME TRIALS

Once the time trial starts, the course **should only be used by the competing riders** and those vehicles following a rider.

The morning of the race, or the day before, the Organiser shall provide a training session during a planned time slot that has been communicated to the teams. The riders must be able to reconnoitre the exact full course (including going the wrong way up one-way streets, etc.) by bike, observing the Organiser's safety instructions as well as the rules of the road if the route is not completely closed to traffic:

- For a prologue, this reconnaissance must be possible the day before or on the morning of the event.
- During a stage race, this reconnaissance must be possible on the morning of the stage.
- If a stage race starts with a team time trial, the reconnaissance of the course should be organised for the day before the start.

1.7 FEED ZONE

A feed zone is a dangerous place; accidents often occur here. For this reason, it is essential to consider the location of the feed zone with care in order to maximise the riders' safety.

- The feed zone is generally 500-1,500 m long.
- It must be located away from built-up areas on a flat, or preferably slightly uphill, section of 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 section is not allowed under any circumstances.
- It is important that all the teams are subject to the same conditions at the feed zone (all teams on the same false flat, same straight section of road, etc.).
- It is preferable for the feed zone to be on a straight section of road so that the riders can identify in sufficient time where their team assistants are standing.
- There must be enough space (parking, verges, etc.) to allow team cars to park without hampering the flow of traffic before the race arrives and to avoid any risk to the riders.

1.8 LITTER ZONE

On road stages it is essential to provide three litter zones where the riders can dispose of unwanted items (empty bottles, packaging, food bags, etc.):

AT THE FEED ZONE

- the **first litter zone** is located in the 200 m prior to the start of the feed zone,
- a **second litter zone** is located in the 200 m following the end of the feed zone (as a minimum, to be adapted to the specific features of the route).

NEAR THE END OF THE COURSE

- a **litter zone** of 200 m located approximately 20 km from the finish.

The organiser must ensure that the litter zones are cleaned up after the riders have passed through.

1.9 SUMMIT FINISHES

All riders must be able to receive **mechanical assistance** on the final climb to a summit finish. Team vehicles must be able to follow the race route.

The organiser shall inform the teams before the event of the special arrangements at summit finish areas:

- locations of parking areas and structures: podium, anti-doping post, rider's area.
- arrangements for leaving the finish area and transfer.

1.10 SUBSTITUTION ROUTE – PLAN B

In some early-season races, particularly those held in mountainous regions, it is important to be able **to implement appropriate measures to counter weather conditions** that may make the initially scheduled route impracticable. The weather conditions may deteriorate (snow, ice) and the route become unsuitable for the riders, in particular on climbs and descents. Under such conditions, the use of the originally planned route will not be permitted.

Weather updates should be consulted the evening before the race. If necessary, an alternative route (plan B) should be proposed by the Organiser and the authorities. This route will be shared and approved with the President of the Commissaires' Panel and representatives of teams and riders in accordance with the Extreme Weather Protocol.

It is recommended that the procedures set out in the Extreme Weather Protocol be referred to when appropriate.

1.11 THE OFF-RACE ROUTE

The off-race route does not use the same roads as the race and is provided for logistical purposes (to allow vehicles to get to the finish and certain strategic points quickly) and/or safety reasons (to make sure that the race route is only used by essential vehicles).

The organiser may provide **different off-race routes:**

- for vehicles used by organisation staff, the media and others who want to go directly from the start area to the finish,
- for team vehicles needing to get to the feed zone and (subsequently) the finish area,
- for guest vehicles to access strategic points of the race such as climbs, sprints, etc.

If an off-race route is specified, details must be given in the technical guide. If, in places, the off-race route shares the road with the race route, for example at the summit of a climb, the technical guide must indicate the schedule for vehicles entering the common section of route and, more specifically, the time at which unauthorised vehicles must be clear of the race route.

The distance and journey times between the start and finish areas using the off-race route **shall be given in the technical guide.** The organiser should remind the drivers of all vehicles on the off-race route that they should respect the prevailing rules of the road.

1.12 PREPARATION OF THE ROUTE

DIRECTION SIGNS

- The course must be signposted to a very high standard **from the start to the finish line.** The direction arrows should leave no doubt about the direction to follow.
- The signs should be **a bright colour** (e.g. yellow background, black lettering). The direction arrow must stand out and be visible at a distance of 50 m.
- The organiser must ensure there is sufficient signposting and be aware of the number of arrow signs required for a change of direction (e.g. 100m before the junction + 50m before the junction + at the junction + 20 m after the junction).
- Both the **entry** into a junction and the **exit** from it must be signposted.

SPORTING INFORMATION SIGNS

- Sporting information signs include items such as boards, banners and inflatable arches.
- The signs should be a bright colour (e.g. yellow background, black lettering).
- The following points must be indicated:
  - 0 km (start proper),
  - 50 km (located 50 km from start proper),
  - feed zone start and finish,
  - litter zone start and finish (located before/after the feed zone and 20 km from the finish). It is preferable for these signs to be green,
  - 25 km, 20 km, 10 km, 5 km, 4 km, 3 km, 2 km from the finish,
  - final kilometre: indicated by a triangular red flag known as the red kite. Banners may not be suspended between the red kite and the finish line,
  - Only the final 3 km should be signposted on finishing circuits. The number of laps remaining should be indicated by a lap counter at the finish line. The last lap is indicated by ringing a bell,
  - In time trials, the distances should be indicated at least every 5 km, and every kilometre for uphill time trials,
  - Distance signs must be placed at 500 m, 300 m, 200 m, 150 m, 100 m and 50 m from the finish line,
  - The various competition points (mountains competition [KoM] summit, intermediate sprint, etc. counting towards a classification) must be indicated by signs showing the number of kilometres/metres before the KoM or sprint line.

If necessary, the organiser must place warning signs ahead of potentially dangerous parts of the course such as road narrowings, tight bends, some mountain descents, etc. (see "Riders' Security" section).

Inflatable arches are allowed on the course, subject to the following conditions:

- each arch must be equipped with at least 2 blowers,
- each arch must be supplied with electricity from 2 generators in working condition,
- each arch must be secured to at least 10 anchor points,
- the generators for each arch must have sufficient fuel for the duration of the event,
- at least 1 technician must be posted at each arch at all times. This technician must be experienced and able to react quickly in the event of a problem. The technician must regularly check the fuel, the generator set, the guy lines to the anchor points, etc.

2. THE START AREA

2.1 ACCESS

Signposts must be installed to indicate the **various access routes from outside the city to the start area.** The signs should be highly visible (e.g. red background, white lettering).

Special attention must be paid to ensuring ease of access to the start area for teams.

In Grand Tours, teams work to a very tight schedule. In some towns it may be necessary to cooperate with the authorities to ensure special access or an accompanied convoy of team vehicles to allow them to reach the start area 75-90 minutes before the start. The organiser informs the teams if such an arrangement is to be implemented.

Access to the start area is through one or more obligatory Passage Points (PPO).

The PPO is the point through which all race vehicles must pass. Signs indicating the way to the PPO are put up at the various entry points to the town. Vehicles are directed from the PPO to appropriate parking areas by specific signs and/or marshals. The PPO allows accredited vehicles that are authorised to enter the start area to be filtered from other vehicles.

The organiser should provide the GPS coordinates of the Obligatory Passage Points (PPO).

2.2 PARKING

Parking arrangements are crucial to the successful organisation of a start area. This consideration is fundamental to the choice of location. given that all the vehicles involved in the event will be in the same place at the same time, sufficient space is required so that they can all park, manoeuvre and move away. as far as possible, parking areas should be free of obstacles, including height and width restrictions (barriers) as well as kerbs and street furniture, such that all vehicles can park without a problem. It is particularly important that buses, campervans and mobile workshop trucks can manoeuvre at team parking areas.

- The organiser should put up (colour-coded) signs to allow the various groups to easily find their parking areas.
- The arrangement of the parking areas should correspond to the position of the vehicles during the race. However, the organiser is free to arrange the vehicles in any way desired. There is no standard solution, the arrangement of vehicles and parking areas depends on the event, the configuration of the start area and the organiser's preferences.

TEAM PARKING

- Team parking must be on tarmac or other hard surface to allow the cyclists to move about. The parking area must be sufficiently large – approximately 5,000 m² – to allow all teams to park.
- If the teams are dispersed around various parking areas, signposting must be used to indicate the route from each parking area to the signing-on platform and start line.
- Toilets must be installed at the team parking areas when the team buses do not have access to the parking area or for events outside Europe where the teams cannot use their usual team bus.

2.3 SIGNING-ON PLATFORM

The signing-on platform is an obligatory passage point for all riders (except for time trials). This area should be covered and accessible only by accredited persons. Bike stands, with a recommended capacity of 18 bikes, should be made available for the riders below the platform.

2.4 MIXED ZONE AT THE START (MEDIA/RIDERS)

- A mixed zone is set up immediately next to the podium. This area is reserved exclusively for the media and allows journalists privileged access for interviews as the riders pass through before or after signing on.
- The organiser should ensure that the public address system in this zone does not hinder the work of the media representatives.

2.5 THE START LINE

A start corridor is formed by **barriers positioned at least 100 m before and 100 m after the start line.** The organiser may however decide to increase the length of barriers depending on the number of spectators expected to attend. The road width at the start line should allow 8-10 riders to stand side by side. The start line should be indicated by a banner or gantry (inflatable arch, etc.) bearing the inscription «Start».

NEUTRALISED START

The route between the neutralised start and the start proper must be subject to the same **safety precautions** as the actual race route (i.e. protection of obstacles, yellow flags to indicate danger if necessary, etc.). The distance between the neutralised start and the start proper must not exceed 10 km.

THE START OF TIME TRIALS

The configuration of the start area for a time trial has some special features in addition to the structures for a road race start. **The priority for a time trial start is easy, fluid movement around the whole start area.** It is essential that riders can observe their start times in a time trial. The riders should be able to access the start ramp with ease. Arrangements should be made to facilitate this (security staff, signposting, barriers, etc.). following vehicles must also be able to access the start area quickly.

Each team must be able to park a bus, mobile workshop truck and three team cars at the start of a time trial. The teams must have sufficient space to allow the mechanics to prepare the bikes and the riders to warm up on their home trainers. As there is a lot of coming and going of sport directors' cars, there must be enough space at the parking area to allow the traffic to keep moving.

NAME PLATES

The organiser **must attach name plates to all cars** following the riders in a time trial, whether sport directors' cars or technical service vehicles. The plate displays the name of the rider who precedes the vehicle.

START RAMP

A minimum of **100 m of barriers are set up** after the start line of a time trial. The start ramp comprises a covered platform, approximately 80 cm to 1m above the ground, of sufficient size to accommodate the starting rider and his bike, as well as a person to hold the rider 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 the rider falling if it rains.

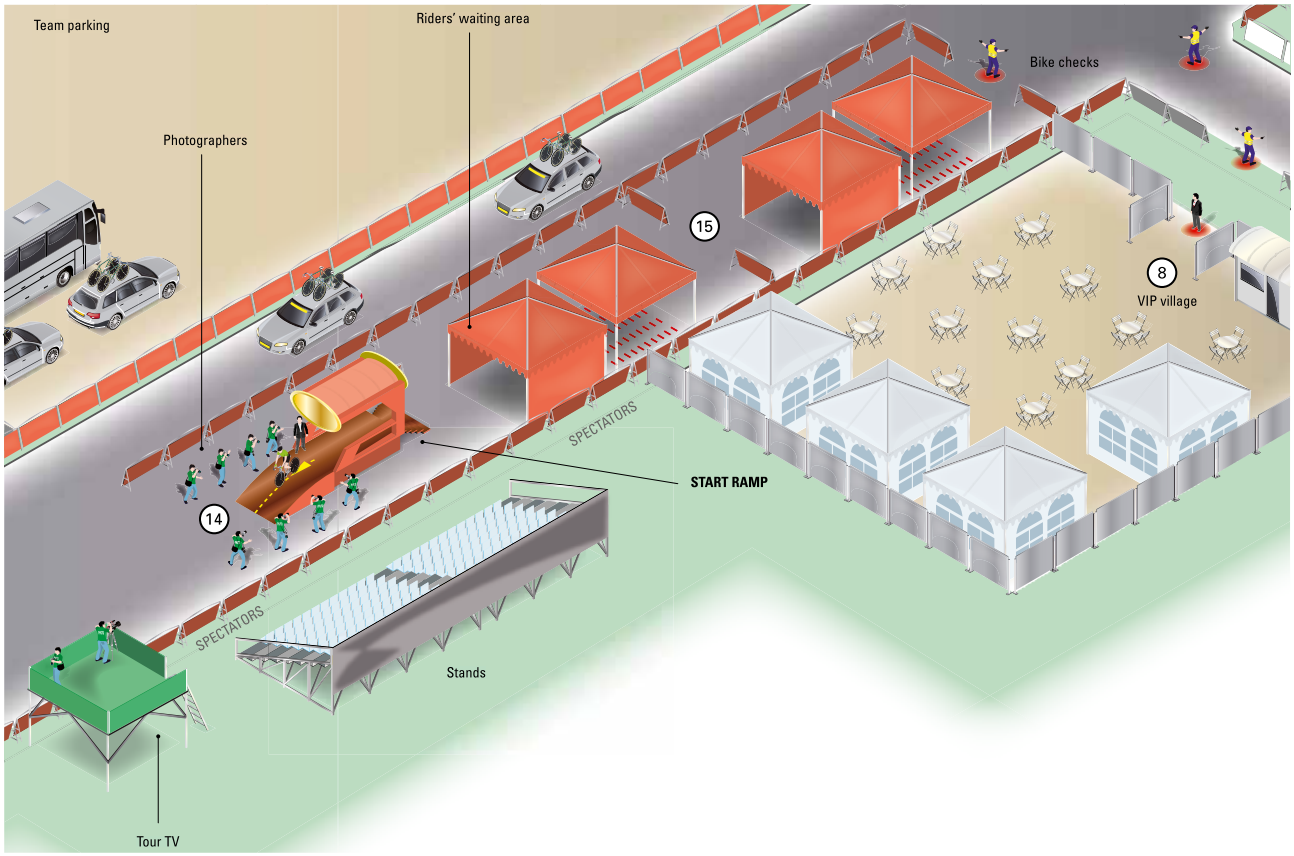
2.6 BIKE CHECKS

The bike check area must be located behind the start ramp. This area is only accessible by the riders, team helpers and Commissaires. The area must be enclosed by barriers to allow access to be controlled. A tent of sufficient size should be set up to allow shelter from the elements while the bikes are checked. The ground must be level to allow the checks to be conducted using the jig. The organiser should provide a waiting area for the riders between the bike check area and the start ramp; this area should be covered, with chairs and a supply of mineral water.

The organiser must provide the members of the Commissaires' panel with:

- 1 measuring jig in the case of an individual time-trial,
- 2 measuring jigs in the case of a team time-trial.

The jigs are provided by the UCI to the organiser.



3. THE FINISH AREA

In the same way as the start area, the finish area must be carefully **prepared** to make sure that all procedures run as smoothly as possible. The arrangements for the whole finish area must optimise safety.

3.1 SECURITY STAFF

The organiser must provide sufficient personnel to control access and direct individuals and vehicles to the various locations and parking areas. Security staff must have a **good knowledge of the layout of the finish area and the various infrastructures.** The control of the area must be as effective as possible. A finish area can soon descend into anarchy if order is not respected. It is absolutely essential that the different groups – the teams, media, publicity caravan, guests, etc. – park in the areas allocated to them.

3.2 PARKING

As is the case for the start area, the finish area should be organised around the various parking zones. These must be easy to access. It must also be easy to leave these sites after the finish. The organiser provides parking for different categories: teams, media, officials, partners, etc. Suitable **signs and arrows** should be put in place such that vehicle drivers have no problems in finding their parking areas.

Particular care must be taken when allocating parking to teams. Team parking **must be located after the finish line**, i.e. further down the street from the finish line or in the immediate vicinity, to allow the riders to find their team vehicles with ease. Team vehicles must be able to leave the parking area with ease and with priority over other organisation vehicles.

3.3 SIGNPOSTING

The whole site must be well signposted, both the parking areas and other facilities. To facilitate comprehension, the colours of the signs should correspond to those used for the different categories of stakeholders at the event (e.g. yellow for teams, green for press, etc.). The way to the parking areas should be clearly indicated from the deviation point shortly before the finish line as well as from the off-race route. Signposts should indicate the route to follow to exit the site.

3.4 FINISH LINE

There must be no obstacles such as road narrowings, traffic islands or speed bumps in the final kilometre. The finishing straight should observe several safety considerations and must be carefully chosen bearing these requirements in mind.

The choice of finishing straight depends on:

- the general profile of the finish: mountainous or flat,
- the type of event: road race or time trial,
- the expected race situation at the finish: solo rider, small groups or compact peloton,
- the expected spectator numbers: large or small crowd, how dangerous the finish is.

The finishing straight should be as long as possible, **at least 200 m**. It should also be sufficiently wide, at least 6 m, and ideally 8-10 m. The road width must be consistent and must not narrow at all. Of course these specifications can be adapted depending on the type of finish. The road surface must be in excellent condition.

BARRIERS

- **The finish line must be protected by barriers.**
- **Barriers are installed at least 300 m to 500 m before the finish line (depending on the type of finish: mountain finish: 300 m minimum or flat finish: 500 m minimum) and 100 m to 400 m (depending of the area's specific features and expected number of spectators) after it to protect the deceleration zone.** If a large number of spectators are expected, the barriers should be installed further down the course, even up to a distance of several kilometers. Barriers are required irrespective of the type of terrain and event (flat or mountain, time trial, etc.).
- In the finishing straight, over a minimum of the last 300 m to 500 m, the Organiser shall use barriers with hidden bases that do not encroach onto the finishing straight or barriers with the feet covered by signs as shown below:

- The Organiser shall also pay particular attention to protecting the transition point between "traditional" barriers and "inclined" barriers, particularly for stages likely to finish in a bunch sprint. The photo below illustrates the danger in this respect:

- If the barriers are used to display advertising boards or banners that may catch the wind, they must be firmly attached to the ground. The organiser must assess this risk.

FINISH LINE AND TIMEKEEPER'S BOOTH

The finish line is a 4 cm-wide black line on top of a white band 72 cm wide, i.e. showing 34 cm of white each side of the black line. A banner or arch bearing the word "finish" should be installed above the line. The banner or arch must be sufficiently high to allow all vehicles to pass underneath (including buses, lorries, etc.).

THE BOOTH FOR THE COMMISSAIRES AND PHOTO-FINISH OPERATOR

- shall be adjoining the finish arch and positioned approximately 1 m above the ground,
- shall be sufficiently large to accommodate the timing service provider and commissaires,
- shall be covered and air-conditioned,
- shall have a direct view of the finish line and the timing board.

3.5 DEVIATION

The deviation is an **obligatory route** for all vehicles, including law enforcement motorbikes, in the race convoy that are not authorised to cross the finish line.

The only vehicles allowed across the finish line are the following:

- organisation management's cars
- commissaires' cars
- official doctor's car
- broom wagon (end of race)
- the car of the winning rider's sport director if the rider finishes alone with an advantage of at least one minute
- photographers' motorbikes, when arriving sufficiently in advance of the first riders (over 2 minutes)
- TV camera motorbike, when arriving sufficiently in advance of the first riders (over 2 minutes)*

**If so authorised by the race director, TV camera motorbikes may cross the finish line behind the riders.*

The deviation route must be **protected by barriers** for at least 25 m in order to prevent pedestrians crossing. **This is a particularly dangerous area**, where vehicles may arrive at high speed. The deviation must be kept clear so that vehicles can move away without problem and head towards the race parking areas (team parking, parking for officials, etc.).

3.6 PHOTOGRAPHERS

- An area is **reserved for photographers at the finish line.** The photographers take up a position at least 15 m behind the line. This distance may be increased depending on the circumstances of the race. Photographers should be 30-40 m back if the race finishes in a bunch sprint.
- A line is drawn on the road to mark out the photographers' area. The photographers can use up to 40% of the width of the road at the finish.
- The photographers' area can be a difficult area to manage, especially when there are many photographers present. For this reason, a staff member should be allocated to maintain **strict control of the area** to ensure that there is no encroachment into the part of the road reserved for the decelerating riders. The photographers' area must be limited to a maximum 17 photographers (priority must be given to motorbike photographers).

If there are too many photographers, other options are possible:

- a second area can be marked out in the finishing straight, some 20 m behind the first (at the team assistants area level),
- the photographers can also take up positions **off the finishing straight:**
  - on steps located beside the official ceremony area, usually 30 m after the finish line,
  - in a reserved corridor on both sides of the road, before or after the finish line.

These arrangements should be implemented by the organiser after consultation with photographers' representatives. The positions taken up by photographers at the finish line should not obscure the view of TV cameras.

3.7 TEAM ASSISTANTS

Directly after the finish line and behind the area reserved for photographers is an **area exclusively reserved for team assistants.**

Two team assistants and the press attaché are allowed access to this area for each team.

3.8 AREA FOR JOURNALISTS

An area is reserved for members of the print press **some 100 m behind the finish line**, depending on the layout of the finish area. This area, equipped with TV monitors, allows journalists to follow the end of the race live and then have access to the riders once they have crossed the finish line.

The organiser is responsible for managing the areas behind the finish line. A policy of restricting access to those individuals who need to work at the finish line (TV, photographers, journalists) is implemented by the organiser in order to facilitate:

- the riders' safety in the deceleration zone,
- gathering the appropriate riders for the podium ceremonies without delay,
- gathering riders for anti-doping controls.

Depending on the number of accredited media, the same individuals will not automatically be authorised to work at all events under the same conditions.

3.9 AWARDS CEREMONY AREA

The ceremony area includes the **official podium and the surrounding zones** (riders' waiting area, area reserved for photographers, etc.). The ceremony area can only be accessed by accredited individuals. An assistant and the press attaché must be able to access the podium ceremony area for each rider called. An area should be reserved for accredited photographers in front of the podium. A waiting area must be provided behind the podium, or close by, to allow the riders to prepare for the ceremony. This area must be covered and spectators kept away.

The following areas, adjacent to the podium, are reserved for the media:

- area for photographers in front of the podium,
- **flash interview area:** the area must be heated, lit and equipped to accommodate a minimum of six people.
- **the mixed zone**, where the international media can interview the riders (specify which members of the media have access).

3.10 DOPING CONTROL STATION

The UCI regulations describe the procedures and obligations with regards to anti-doping. The organiser must take care of all the practical aspects of the controls and provide the CADF doping control officer with the following:

- Accommodation and means of transportation during the event.
- Staff: witnesses and chaperons.
- Accreditation: for all sample collection personnel
- Infrastructures: doping control station provided in the immediate vicinity of the finish area and clearly signposted from the finish line.
- Equipment: Berlinger or Versapack kits
- Shipment of samples to an accredited laboratory.

Organisers are requested to refer to the distributed CADF organisers guide, which describes all the necessary information for the organisation of the anti-doping controls that are conducted during their race.

3.11 RIDERS' AREA

If an event (or a stage) finish is located at a summit and is not accessible to team buses, the organiser must provide sufficient private, **heated changing rooms** and showers for the riders.

4. RACE VEHICLES

The organiser is responsible for the fleet of race vehicles. These are the arrangements to respect:

- one blackboard motorbike is required
- a minimum of one regulator motorbike
- two information motorbikes are required
- depending on the race, from 2 to 6 commissaires motorbikes. The commissaire must be the passenger on the motorbike rather than the rider,
- the blackboard, information and regulator motorbikes must be ridden by experienced personnel (the President of the Commissaires' Panel is given a list of the full names of the motorbike officials and riders),
- the commissaires' cars must have sunroofs, if authorized by the law of the country where the race is held.
- vehicles authorised to cross the finish line must be identifiable by a distinctive sticker.

In accordance with the movement of vehicles during the event, in addition to the standard regulations, the organiser must ensure that vehicle drivers, licensed by their National Federation, respect the following principles:

FOR ALL VEHICLES

- Vehicles are not allowed to overtake in the last 10 kilometres,
- Vehicles are not allowed to insert themselves in, or slow down the column of vehicles in:
  - the last kilometre of sprints, mountain cols or climbs,
  - feed zones,
  - dangerous zones announced by race radio.

FOR PHOTOGRAPHERS' MOTORBIKES

- A maximum of 12 photographer's motorbikes are allowed at race-level on a UCI WorldTour event
- No motorbike may circulate without its photographer
- At the front of the race, the motorbikes travel ahead of the commissaire's or event director's car. If necessary, the motorbikes move inside a mobile buffer created by organisation management vehicles.
- The motorbikes take it in turns to drop back to the front of the race to take photographs. The photographer takes some shots and the motorbike then immediately returns to its initial position in front of the race management vehicles.
- The regulator is responsible for the movement of motorbikes.
- Photographers are not allowed between breakaway riders and the front of the peloton if the gap is less than 30 seconds. If necessary, the "Pool" motorbike can intervene when the gap remains under 30 seconds.
- Only the "Pool" motorbike is authorised to be at the front of the race in the following situations:
  - In the last kilometre of mountain cols and climbs
  - When requested by the event organiser and/or commissaires, depending on the race situation
- Photographers motorbikes are prohibited from intervening during:
  - the last kilometre of sprints
  - the last kilometre of mountain cols and climbs
  - feed zones
- At the end of the event, the motorbikes must ensure that they cross the finish line at least two minutes ahead of the first rider
- Any motorbike arriving with or after the first rider must turn off at the deviation point.

FOR RADIO AND TV COMMENTATORS' MOTORBIKES

- These motorbikes must only move around the race when their passenger is on board
- At the front of the race, the motorbikes travel ahead of the commissaire's or event director's car. If necessary, the motorbikes move inside a mobile buffer created by organisation management vehicles
- They may only come alongside the riders when they are broadcasting live
- At other times, they must make sure that they do not hamper the work of other motorbikes
- The regulator is responsible for the movement of motorbikes
- Riders must not be interviewed during the race. Sport directors can be interviewed, but not in the last 10 kilometres
- At the finish, all radio and TV journalists' motorbikes must turn off at the deviation point

FOR LIVE TV MOTORBIKES

- These motorbikes must never interfere with the development of the race nor allow riders to take their slipstream.
- Only one motorbike may be in attendance at any one point of the race.
- When a break is caught by pursuing riders or the peloton, one of the two motorbikes following the groups should move away.
- The motorbike travelling with the peloton must not continuously remain integrated with said group of riders.
- At the finish, all motorbikes must turn off at the deviation point, unless given a special exemption by the race/event director.

FOR TV NEWS CAMERA MOTORBIKES (ENG)

- These motorbikes must never interfere with the development of the race nor allow riders to take their slipstream,
- They must not continually take up positions in front of the riders without filming.
- The regulator is responsible for the movement of motorbikes.
- Only one TV news camera motorbike may be in action at any one time.
- Filming is prohibited in the last 500 m, unless a special exemption is issued by the race/event director.
- At the finish, all motorbikes must turn off at the deviation point, unless given a special exemption by the race/event director.

The priorities between motorbikes are as follows:

- Before live broadcasting:
  - TV news camera motorbikes (ENG).
  - Photographers' motorbikes.
  - radio motorbikes.
- During live broadcasting:
  - live TV motorbikes, photographers' motorbikes.
  - TV sound motorbikes, radio motorbikes.
  - TV news camera motorbikes (ENG).

5. TIMEKEEPING

5.1 ROAD RACE

5.1.1 Photo-finish equipment

- **Accuracy of photo-finish timing device.** The timing device must be accurate to 1/1,000 of a second
- **Image height in pixels: >1,200 pixels.** In order to display the riders' race numbers and to allow identification, a minimum size is imposed for images. A threshold is established for the number of sensor pixels below which it is difficult to judge the finish of an event. The photo-finish must cover the entire width of the road.
- **Speed of image acquisition:** at least 3,500 frames per second. Dynamic resolution requires a minimum speed of acquisition to be established. This factor allows proportional images to be obtained and makes it easier to separate the competitors.
- **Image acquisition mode.** The gathering of images must be able to be initiated manually or automatically. The automatic mode operates using a camera without a photocell or other devices on the finish line.
- The photo-finish must be synchronised with the race time in cooperation with the **official timekeeper.**
- **Automatic brightness control.** The equipment must be capable of adapting to variations in the light conditions at the finish, whether by means of software or hardware.
- **Acquisition capacities.** The system must be capable of recording images for several minutes. Therefore, image size should not be limited over time.
- **Real time.** The image must be displayed on the control screen immediately upon capture, as the riders cross the finish line. The operator must be able to process the image without having to wait for the last competitor to finish.
- **Precision and zoom.** The software must have a zoom feature to allow riders finishing close together to be separated. When using the zoom, the line representing the vertical must keep its original size (1 pixel).
- **Timing software specification.** The images must be recorded and archived for the current season. They must be capable of being exported in a .jpg or .bmp format. Exported images must include the following information: event title and date, time line on the horizontal axis, date and time of printing.

5.1.2 Photo-finish installation

- The camera must be positioned **perpendicular to the finish line** at a minimum height of 2 m.
- The camera must be at **horizontal level.**
- **At least 1 camera on each side of the road.** Each camera must cover the entire width of the road.
- **Safety precautions.** The installations must be powered by an uninterruptable power supply. The cameras must be connected to different computers on a separate network.
- **Stability.** The structure to which the camera is fitted must be equipped with stabilizing supports.

5.1.3 Use of photo-finish equipment

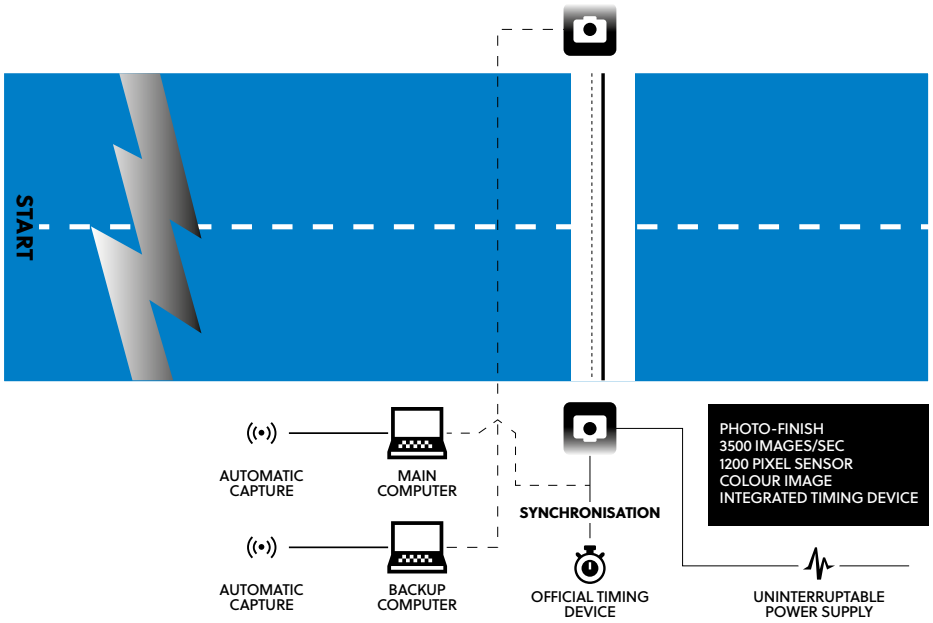
- There must be an operator dedicated **exclusively** to the Photo-finish.
- The operator conducts a complete reading of the photo-finish data in order to determine the order of arrival and race times, under the supervision of the commissaires responsible for the classifications. All riders must be recorded (including those who finish outside the time cut).
- The time line must be placed perpendicularly to the tangent of riders' front wheels.
- The operator notes the riders' race numbers when conducting the reading. Each rider's race time is recorded automatically.
- If there is a gap of greater than one second 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), the time shall be considered and allocated to the appropriate group. A group comprises at least two riders. The timing accuracy is 1/100 of a second when determining time gaps.
- Race time must always be rounded down to the nearest second.
- The picture can be displayed on television in a case of a close finish.

5.1.4 Equipment not considered as a photo-finish device

- Camcorder-type video systems that do not allow «visual recording tracks» but rather offer a simple display of the finish. As the speed of acquisition is a maximum of 50 images per second, time-linked displays cannot be shown as is the case with a photo-finish.
- Equipment described as "Video-finish".
- Cameras linked to videocassette recorder systems.
- Systems that depend on the timing device of the transponder detection equipment.
- Webcams and any other equipment that does not have an integrated timing device.

5.1.5 Recommended minimum photo-finish configuration

See diagram next page.



Timing device accuracy 1/1000 sec 1ppm	**Speed of acquisition** > 3500 images per second
Number of cameras 1 main camera 1 opposite	**Number of operator** 2 operators
Image height in pixels > 1200 pixels	**Image quality** Colour
Synchronisation 2 cameras	**Classification interface** Obligatory
Capture method Automatic	

5.2 TRANSPONDERS

5.2.1 Equipment requirements

- **Transponders** are optional for one-day events. However, they are highly recommended.
- **Detection technology:** magnetic induction.
- **Transponder types:** active (contain a battery).
- **Transponder weight:** less than 20 g, not including clip.
- **Accuracy required:** precision: 0.001 sec, 1/1,000 of a second.
- **Anti-interference:** the system must be able to process up to 50 simultaneous detections in five seconds.
- **Maximum detection speed:** up to 90 km/h.
- **Detection loop:** this must comprise cables traversing the road. Mats or other devices over 5 mm thick are prohibited for safety reasons.
- **The transponders must not be carried by the riders.** At least 2 backup transponders for each team.

5.2.2 Installation

- **3 km loops:** in stage races, one dedicated operator must run the system at 3km.
- **Finish line:** one operator (different person from photo-finish operator).
- **Safety precautions:** the installations must be powered by an uninterruptable power supply or batteries.
- As specified in the equipment requirements, the detection loop is a cable covered by duct tape (if weather permits). **Mat not allowed.**

5.2.3 Use of equipment

FINISH LINE

- This timing system is used to obtain a snapshot of the race at a specific location. It does not replace the obligatory use of photo-finish equipment.
- The classification drawn up from transponders cannot be used to determine the positions or times of riders at the finish.

3 KM LOOP

- In stage races, information must be transmitted in real-time from a point located 3 km from the finish line, providing the finish line control post with data on the groups of riders.
- A printout of this status must be made available to the timekeepers and commissaires. The status report allows the position of each competitor in the various groups at 3 km from the finish to be established in the event of a crash during the final 3 km.

EQUIPMENT NOT CONSIDERED AS A TRANSPONDER TIMING DEVICE

- Identification using passive tags (transponders without battery).
- UHF technology.
- All detection systems which use antennae on both sides of the road.

5.3 TIME TRIAL

5.3.1. Equipment requirements

- **Timing device.** Time base: stabilised oscillator, accurate to 1 ppm. Measurement precision: 1/25,000 sec. The printer must be suitable to print in journal paper rolls.
- **Photocell.** Optical range of 15 m. Electronic transmitter and receiver (no reflector). Maximum resolution: 0.125 ms, Event response: 1 ms.
- **Tape switch.** Event response time: 1 ms.
- **Start/beeper clocks.** Clock indicating the time of day. Beeper that can be programmed to different cycles.
- **Photo-finish.** Photo-finish equipment recording the passage of all competitors using time of day can be set up for the event.
- **Display.** Information: running time – classification.

5.3.2 Installation

START

- 2 starts clocks,
- 2 timing units with photo cells or tape switch,
- 1 operator,
- Sound Beeper.

INTERMEDIATE

- 2 timing units (1 backup),
- 1 operator,
- optional: displays,
- transponders can be used only at intermediate point.

FINISH

- 2 timing units with photo cells or tape switch,
- 1 photo-finish,
- 1 operator,
- Manual Backup by an official national federation timekeeper,
- 1 announcer 500 m from the finish.

5.3.3 Use of equipment

- **Synchronisation:** all elements must be synchronised at least one hour before the start of the event in the presence of the timekeepers. The official national federation timekeepers will work with their own timing devices. They will operate their own timing devices as a backup system. In the event of an equipment failure, the times taken by the timekeeper shall be used. If synchronised photo-finish equipment is available, these times shall be adopted. If several riders finish together in a group, the times may be rectified using the times recorded by the photo-finish system.
- **Equipment not considered as a timing device**
  - Computers: use of computer time clock.
  - Transponders: not at the same place for each rider – problem of accuracy at the finish. Transponders can be used only at intermediate points.

5.4 CLASSIFICATION

5.4.1 Basic rules

- Classifications are drawn up with the assistance of **software that complies** with UCI regulations. The software must be capable of being amended in line with any change of the regulations.
- The classifications shall be drawn up by the **finish line commissaire** and timekeepers (time validation). They shall be validated within a reasonable period of time.
- The software shall be interfaced with timekeeping tools in order to avoid multiple information capture, which can be a source of error.
- The software must allow the various classifications to be printed and exported in the formats required by the UCI.
- A **backup** must be retained for the current year in order to allow the classification to be re-issued in the event of relegation of a rider after the race.

5.4.2 Information

- The results must be **printed** in the timing booth.
- The results must be **displayed** on a computer in the timing booth. The stage and general classification must be displayed on a computer screen dedicated to the commissaires.
- An SMS with the **top 5 riders** on the GC and stage must be sent to the organiser, UCI judges and commissaires and anti-doping control chaperone.
- A CIS with results must be provided to the announcer.
- The results must be sent **to the TV** graphics company **without delay**.
- The results are sent by **e-mail within 15 minutes of the confirmation** of the results by the commissaires to the **teams** and to the **UCI**.

6. TECHNICAL GUIDE

The technical guide, drafted in French or English as a minimum, must comprise the following elements:

- The organisation chart, which should provide the names of all organisation staff and individuals involved in the race convoy, namely:
  - the various managers and members of the organisation as well as their functions (a list of the telephone numbers of organisation representatives can be provided as a separate document during the sport directors' meeting),
  - the Commissaires' Panel made up of the following UCI and national federation appointments:
    - President of the Commissaires' Panel,
    - event commissaires,
    - finish line commissaire and assistant (depending on the race requirements),
    - timekeeper(s),
    - motorbike commissaires,
    - Doping Control Officer.
  - the various service providers: photo or video finish, timekeeping, transponders, race radio information, official, announcer, neutral service, etc.,
  - the various motorbike escorts who ensure safety: law enforcement officers, marshals, etc.
  - the members of the medical service and their mobile telephone numbers (head doctor, assistant doctors, nurses, ambulance crew),
  - details of hospitals to receive any injured persons (address, telephone numbers, etc.).
- **Information on the times** and locations of meetings,
- **Special regulations** for the event,
- **The race route.** This part of the guide is very important; it must be entirely accurate. The organiser may provide the riders with a card summarising the most important route information of each stage (distance, profile, mountains competition summits, sprints, danger points, etc.) This must give details of:
  - the start schedule: the start and end of signing on, the call to the start, neutralised start and start proper, and whether a rolling or standing start,
  - the distance between the neutralised start and start proper,
  - the race route and schedule including:
    - the roads used (road numbers),
    - places on the route: towns, villages; cumulative and remaining distances,
    - scheduled times and average speeds (minimum, medium, maximum),
    - intermediate sprints, mountains competition summits, any special primes,
    - feed zone,
  - features requiring caution: tunnels, level crossings, danger points, etc.
  - map of the route (a map of each stage for a stage race),
  - a profile of the race or stages.
  - Recommended scales for technical guide profiles:
    - Flat stage: altitude, 1 cm = 333 m / Distance, 1 cm = 18 km
    - Rolling stage: altitude, 1 cm = 480 m / Distance, 1 cm = 18 km
    - Mountains stage: altitude, 1 cm = 640 m / Distance, 1 cm = 18 km
- map and profile of the last 3 km,
- **maps of start and finish areas,**
- **list of accommodation** (where appropriate). The technical guide contains **details of the hotels** where the teams and officials will be accommodated during the event.

The technical guide is sent out in advance to all those who will attend the event: commissaires, teams, media, etc. A GPS file of the routes should be sent to the teams a month before the event.

Several copies of the technical guide should be distributed to all team members at the sport directors' meeting on the day before the race.

The technical guide is distributed to all race followers and is freely available at race headquarters throughout the event.

7. RIDERS' SECURITY

The route must be carefully selected in order to optimise the safety of all concerned.

The organiser should select a route that uses roads in good condition and do not present a danger to the riders.

Whatever system is used – fully closed roads or a rolling road closure – the organiser, working in conjunction with the authorities, should make sure that no vehicles are parked on the race route when the riders pass.

7.1 MOBILE ESCORT

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

Motorbike marshals should be experienced and know the race route.

The functions of the escort during the race are as follows:

- **Anticipating.** The escort warns other road users at major road junctions ahead of the race. The marshals anticipate the arrival of the race by preventing other road users travelling in a contrary direction.
- **Protecting.** The escort travels ahead of the race to ensure that traffic has been stopped at junctions. The marshals protect the riders and warn any oncoming traffic, obliging it to park on the verge. The escort ensures that different groups of riders are protected if the peloton splits. During time trials, the escort travels in front of each competitor in order to protect the rider from spectators, oncoming traffic, etc.
- **Warning.** Marshals are equipped with a whistle and yellow flag provided by the organiser. They warn riders about dangerous bends and sections of road, as well as traffic islands, roundabouts, badly-parked vehicles, etc.
- **Regulating.** The escort removes non-race vehicles that become incorporated into the race convoy. Good radio communication (each motorbike should be equipped with a race radio receiver), clearly defined tasks and operation, experience and effective group responses are all essential to ensure that the riders are protected, from the lead group to the back of the race. The organiser should pay particular attention to difficult stages (mountains). The riders often split into several small groups and become spread over many kilometres in this type of stage. It is often the case that other road users do not expect the later riders, thinking that the race has passed once the first groups have ridden by. This means that the mobile escort plays an essential role in ensuring the safety of the later riders. Leaving riders alone, without an escort at the back of the race, is a dangerous situation to be avoided at all costs.

7.2 STATIONARY MARSHALS

The role of stationary safety marshal can be performed by the police, other security forces or civilian volunteers. The essential task of these marshals is to promote the safety of the event by warning other road users of the imminent arrival of the race. They stop road users before the riders pass through, in this way avoiding any traffic moving in the same direction or against the flow of the race. The organiser must conduct a prior survey of junctions and dangerous points of the course at which stationary marshals will be positioned. The security staff involved in the event generally carry out this role in conjunction with the organiser.

The stationary marshals indicate the route to follow as the riders and race entourage pass through. In contrast to members of the motorcycle escort, stationary marshals are at their posts well before the race passes. In this way they can anticipate any measures required to ensure the safety of the event. If the tasks conducted by these individuals are governed by special regulations, these should of course be adhered to.

7.3 PREPARATION OF THE COURSE AND PROTECTION FROM OBSTACLES

- The organiser must indicate, with sufficient notice, all obstacles that it is reasonable to know about or foresee, or which might represent an unusual risk to the safety of the riders and race followers. The main obstacles should be pointed out in the event technical guide and, if necessary, given a special mention at the sport directors' meeting.
- The organiser should provide for a reconnaissance vehicle to precede the race in order to mark any new obstacles or problems that may have appeared on the route.
- The increasing amount of street furniture in many towns complicates the organisation of cycle races. It is nowadays essential to remove or provide protection from such obstacles. The organiser must anticipate potential crash sites during the race and provide suitable protection (straw bales, mattresses, etc.). The most vulnerable parts of the course are tight bends, where the road narrows and descents from mountain passes.
- In addition to this protection, riders should be warned when approaching these dangers so that they can take suitable evasive action. The organiser must pay particular attention to providing the riders with warnings when passing through towns and towards the end of the event (last 20 km). These warnings should be both visible and audible. A member of the security staff (mobile escort) waves a flag (preferably yellow) and gives repeated blasts on a whistle while standing in front of the obstacle.
- The organiser should not hesitate to position two people with whistles and yellow flags at dangerous obstacles. The first person should be positioned 50-100 m before the obstacle; the second person should be immediately in front of the obstacle.
- Special signs indicating narrowings of the road and roundabouts should be located 200 m and 100 m before the danger point to ensure that the riders are fully aware of the danger.
- In agreement with the competent authorities, the organiser should use fluorescent red spray paint on obstacles (biodegradable) to indicate a danger to the riders.

PROTECTION AT DANGER POINTS

- **Feed zone.** This can be a dangerous place; accidents often happen here. At races with a significant spectator presence, the organiser is requested to make the feed zone as safe as possible. The feed zone should be located on a road of sufficient width or one with suitable verges or parking to allow team vehicles to pull up without a problem.
- **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 at 10 m with the naked eye at all points in the tunnel as well as at its entrance. It must also be possible to spot a dark-coloured car at 50 m.
- **Other critical points** (sprints, cols and climbs). The organiser locates critical sporting points of the race at strategic parts of the course. These are sprints or mountains classification climbs. If there are large crowds, these areas should be protected by barriers and/or stationary marshals.

ADVERTISEMENT ON THE COURSE

- Banners that are **positioned alongside the race route** and may be blown by the wind must be located **more than 50 cm from the side of the road.** If banners are fitted to barriers, the barriers must be weighted down to avoid them overturning in a strong wind. Inflatable arches set up around the course must be monitored to allow immediate intervention if they unexpectedly deflate. Please refer to the «Inflatable arches» specifications at chapter 1.12 for other arrangements.

7.4 RISK PREVENTION

RACE MANAGEMENT

The Organiser shall be required to appoint a 'General Director', 'Technical/Sport Director' and 'Safety and Environment Manager' for the event, the functions and level of competence of whom shall be defined by sections B.1.1, B.1.2 and B.1.3 of the Organiser's Guide to Road Events.

- The 'Technical/Sport Director' travels in the car with the President of the Commissaire's Panel.
- The 'Safety and Environment Manager' travels in a vehicle ahead of the race (5 to 30 minutes before the first riders). He will be responsible for prior reconnaissance of the race route.
- The 'General Director' travels at the front of the race.

RISKS ASSESSMENT - LAST 3 KILOMETERS

Several weeks before the start of the event, the Organiser shall conduct a detailed reconnaissance of the last three kilometres of the route (and of each stage for a stage race). The Organiser shall draw up an assessment of the possible risks and take all necessary measures to guarantee safety when a risk is considered significant.

The risk assessment conducted by the Organiser shall be delivered to the UCI administration and the President of the Commissaires' Panel several weeks before the start of the event.

RECONNAISSANCE

The Organiser shall conduct several comprehensive reconnaissance checks of the last three kilometres of the route on the day before the event (or stage) as well as on the same day."

The Organiser shall then take any measures necessary to guarantee safety when an unforeseen risk is detected.

INFORMATION TO THE TEAMS

The Organiser shall provide the teams, from several days to several weeks before the event, with a video recording of the final kilometres of the event or of each stage (last 3-5 kilometres) to highlight any potential dangers, particular difficulties, which side of roundabouts to take, etc.

RISKS ASSESSMENT - ENTIRE COURSE

Several weeks before the start of the event, the Organiser shall conduct a detailed reconnaissance of the entire route (and of each stage in stage races). The Organiser shall draw up an assessment of the possible risks and take all necessary measures to guarantee safety when a risk is considered significant.

The risk assessment conducted by the Organiser shall be delivered to the UCI administration and the President of the Commissaires' Panel a month before the start of the event at the latest.

The Organiser shall ensure that one or more route reconnaissance vehicles and in particular the Safety and Environment Manager's vehicle shall precede the race by a few minutes to a few tens of minutes. The latter shall then take any measures necessary to guarantee safety when an unforeseen risk is detected.

8. MEDICAL SERVICES

8.1 GENERAL PRINCIPLES

A high-quality medical service is a vital element of a cycle race, providing treatment for any riders, officials, team staff, organisation members, media representatives or other accredited individuals who suffer an accident or illness.

The medical service should be in operation at least one hour before the start of the event and until one hour after the finish.

It is impossible to define rules to apply in all cases. Every intervention of the medical services varies in terms of the number of victims, the seriousness of the injuries, the methods of evacuation and the proximity to hospitals or clinics.

Nevertheless, the following basic principles should apply to all types of intervention:

1. **The major objective at the site of an accident is to provide care in order to stabilise a rider's condition.** Medical care should be available as soon as possible after an accident or the appearance of symptoms: this is the first-intervention time. While taking into account the need to ensure the safety and protection of other riders and race followers and respecting the regulations that govern cycle races, medical assistance should be provided as quickly as possible.

   Progress made in the field of emergency pre-hospital care means that the medical assistance provided should, in the event of a medical emergency, allow the victims to receive the best care possible before being transferred to an appropriate establishment (second-intervention time).

2. **Evacuation to the most appropriate care establishment as quickly as possible.** The medical assistance provided in a cycle race should be of the highest standard and efficiency in all respects. Any delay, error or indecision may have a particularly negative effect, and all the more so as the media may be in attendance at the accident scene.

IMPORTANT NOTE

- The organiser shall bear the cost of evacuating any rider or accredited person at race-level who has suffered an accident to the nearest hospital by the usual means.
- The rider's insurance must cover the costs of evacuation by any means not scheduled by the organiser (helicopter, ambulances that are not part of the event medical service, etc.).
- Medical costs: the rider's insurance must cover hospital costs.

8.2 THE RESOURCES REQUIRED

HUMAN RESOURCES

- a chief doctor, who specialises in sports or emergency medicine and with experience in cycling, should be the general coordinator. The chief doctor is supported by one or two assistant doctors. These doctors should preferably be trained in sports or emergency medicine, or be specialists in traumatology or anaesthesiology, and holders of an ATLS diploma (Advanced Traumatic Life Support).
- a paramedic who is qualified to the highest national level in the profession must travel in each ambulance, as well as an assistant paramedic. The ambulance drivers should also hold the highest national qualification in ambulance transport.
- the driver of the doctor's car should of course be experienced in driving during cycle races.
- doctors should wear distinctive jackets bearing the word «Doctor».

TRANSPORT

The organiser should provide:

- a **doctor's car**, if possible a cabriolet to allow treatment to be given to a rider travelling alongside the vehicle at the same speed (this vehicle should not carry more than one passenger for practical reasons and should also not carry journalists for reasons of medical confidentiality);
- a **minimum of two ambulances** to provide immediate aid to accident victims and to give emergency cardio-pulmonary resuscitation;
- a **paramedic motorbike**, especially for races with mountain stages, in order to ensure speedy medical assistance when access may be problematic (narrow roads, large crowds, etc.);
- moreover, depending on the race route, the proximity of hospitals and the suitability of evacuation routes, the option of helicopter transport for patients on stretchers may be included in order to minimise the second intervention time. This method of evacuation can be achieved through the national helicopter rescue service or by means of a private helicopter depending on the circumstances.
- in Grand Tours, a **medical vehicle for examinations** (x-rays, etc.) at the end of the stage is recommended.

EQUIPMENT REQUIRED BY MEDICAL PERSONNEL

The chief doctor gathers together the equipment required for the event. This shall include the following:

- Paramedic car:
  - Portable oxygenator,
  - Ventilation equipment,
  - Intubation equipment,
  - Intravenous drip apparatus,
  - neck collars (braces),
  - Sterile bandages,
  - Blood-pressure apparatus and stethoscope,
  - resuscitation medicines and IV drip liquids/analgesics,
  - first aid equipment and medicines.
- Ambulances:
  - Portable oxygenators,
  - Ventilation equipment,
  - Intubation equipment,
  - Suction apparatus,
  - Intravenous drip apparatus,
  - Splints and immobilisation equipment for limbs and spine (including neck collars and braces),
  - Sterile bandages,
  - Tracheotomy equipment,
  - Blood-pressure apparatus and stethoscope,
  - Stretcher,
  - Scoop stretcher,
  - Vacuum mattress,
  - ECG monitor and defibrillator,
  - Pulse oximeter,
  - resuscitation medicines and analgesics.

- Paramedic motorbike:
  - first aid equipment.
- Paramedic helicopter:
  - Equipment complying with the most rigorous national standards.

All vehicles **must be connected by radio** (if possible on an independent «medical assistance» frequency). furthermore, as a minimum, the chief doctor should be in direct contact with the organisation management.

Medical personnel (doctor, paramedic) **must speak English or French.**

All personnel must be in possession of **a list of local emergency medical structures and hospitals** to which victims can be evacuated if necessary

All personnel must also have **a list of the telephone numbers of the relevant emergency services.**

The doctors on the ground should be **equipped with mobile phones** to allow them, if necessary, to contact the emergency services and, if appropriate, be joined by members of the race entourage.

8.3 DISTRIBUTION ON THE GROUND AND INTERVENTIONS

Under normal conditions, the medical services are distributed through the race convoy as described below:

- The first paramedic car, with the chief doctor and a nurse on board, takes up a position behind the race director;
- Ambulance no. 1 remains behind the sport directors' cars, with the main peloton;
- The second ambulance stays at the back of the race, near the broom wagon; (one of the assistant doctors should be located in one of the two ambulances);
- If a motorbike is available, this should stay with any breaks during flat stages, but be available anywhere on the course during mountain stages;
- Depending on the race route, the proximity of hospitals and the accessibility of evacuation routes, it should be possible to call in a medical helicopter at any time to evacuate an injured person if necessary. A helicopter allows the medical evacuation of a rider when transport by road is difficult or impossible (large crowds, difficult terrain, no evacuation route, etc.) so that there is no delay in second intervention. (This distribution of medical resources should remain flexible depending on the nature of the race, the gaps between groups, any medical evacuations to be conducted, etc.).

In the event of a crash, the procedure for intervention is as follows:

- The doctor's car, positioned close to the race director's vehicle, stops behind the accident on one side of the road; The doctor quickly gets out of the vehicle;
- The driver assists the doctor at the site of the crash and acts upon instructions (radio call to the ambulance or organisation management, call to emergency services, etc.) or directs race vehicles around the crash;
- The ambulance stops in front of the crash, near the rider to be evacuated, taking care not to block traffic as the race continues;
- The team manager's vehicle stops in front of the ambulance;
- Any race personnel who are at the scene should assist in order to avoid encroachment at the crash site and protect the work of the medical personnel (requesting the public and the press to stay back, assisting in unfurling a cover to make a screen, etc.);
- Information should not be transmitted via radio Tour, unless there are safety considerations.

9. RACE RADIO (RADIO TOUR)

In accordance with UCI regulations and the provisions of the organiser's guide, the following arrangements are essential for UCI WorldTour events:

- The organiser shall provide a race radio information service ("Radio Tour") from the race Direction car which runs behind the peloton; in this car, the following people are seated:
    - The President of the Commissaires' panel.
    - The race director (organisation).
    - The race radio announcer.
    - The driver of the car.
- Information shall be conveyed in French or English and the language of the country in which the event is taking place.
- The race radio announcer provides sufficient information so that the progress of the event can be understood by all, in real time. The race radio announcer's experience is thus a key factor at this level of event.

10. TV PRODUCTION

10.1 RESOURCES REQUIRED

10.1.1. Mobile resources during the race

This is the minimum arrangement required to ensure high-quality TV coverage:

1. A HF transmission system: high-definition, reliable and efficient. This is an essential requirement – indispensable for high-quality TV coverage of a bike race. The system must be based on a relay plane, pressurised if possible, that can transmit images even in bad weather.
2. Three camera motorbikes with image-stabilised equipment.
    - Motorbike no. 1 films the front of the race,
    - Motorbike no. 2 films the front of the peloton or chasing group,
    - Motorbike no. 3 films the back of the peloton or the back of the group of favourites.
3. A helicopter equipped with a camera - Cineflex (rapport 40 type). Most of the time, this helicopter flies above the peloton or above the group of favourites.

For mountain stages of Grand Tours and for certain Classics (with routes involving steep climbs or cobbled sections), the minimum arrangement should be enhanced by additional resources:

- a second relay plane or relay helicopter.
- a fourth camera motorbike.
- a second helicopter for filming.

These additional resources are recommended also for flat stages of Grand Tours and for all Classics in general.

10.1.2 Fixed resources at the finish:

A high-definition production truck featuring 5-7 cameras and a slow-motion system is to be employed. Such cameras are to provide the following coverage:

- the last 300-400 m of the course, from the deviation point to the finish line as a minimum,
- a close shot of the winner,
- the winner's joy and emotion after crossing the finish line,
- interview with the winner,
- podium ceremony.

This is the minimum setup for finishes:

- one or two fixed long-focus cameras before the finish line, positioned on a platform or in the basket of a cherry picker.
- a long-focus fixed camera positioned approximately 50 m before the finish line in the basket of a cherry picker, looking down the centre of the road.
- a slow-motion long-focus camera for a slow-motion close shot of the winner. This camera should be positioned approximately 50 m behind the finish line, on a tripod, just in front of the line of photographers.
- a wide-angle hand-held camera, in a position behind the finish line to produce images of the happy winner.
- a light camera with a standard focal length, positioned on a platform facing the ceremony podium.
- a wide-angle hand-held camera in the interview area.

Note that the hand-held camera can be used for the podium and/or interview.

10.1.3 Slow-motion system

This system comprises 1 or 2 EVS type 6-channel machine(s) and, if possible, an EVS type slow-motion unit. During the race, this equipment must at least be able to record and provide slow-motion output of all mobile sources and images from motorbikes and helicopters. After the race has finished, the equipment should provide slow-motion sequences of all the different images at the finish of the race, a close shot of the winner, shots showing the winner's emotion and joy.

10.1.4 Additional fixed resources for time trials

Time trials require additional fixed resources:

- Near the start ramp: a hand-held camera for a shot of the riders as they start.
- At the last intermediate time check: a long-focus fixed camera.

These additional resources must be used during grand Tours. They are also highly recommended for time trials at other stage races. At the finish, the hand-held camera used for interviews can be used to provide coverage of the rider with the current best time (if there is a hot seat at the finish area).

10.2 RACE INFORMATION SYSTEM

The proper functioning and appropriate use of an information system is essential to facilitate understanding of the race. This system is interfaced with the production truck. The organiser or main broadcaster selects the style of graphics to be used. The information system used must provide at least two overlay signals:

1. The first overlay provides two essential pieces of information for the TV viewer: distance remaining to the finish and main time gap. This overlay should be permanently viewed on screen. It is usually positioned at the top left of the screen.
2. The second overlay shows race position headings as follows:
    1) front of the race
    2) chasing rider(s) or peloton
    3) peloton
    4) back of the race

The use of race position headings should be systematic. As soon as the image changes from one rider or group of riders to another, this rider or group should be named and the position in the race clearly identified.

It is very important to use the position numbers. This means that TV viewers are immediately aware of the position of a rider or group in the race. The numbering of different race positions is also used for providing overall time gap information.

OVERALL TIME GAPS (PRESENTATION OF THE RACE SITUATION)

It is essential for the overall time gaps to be presented on a regular basis, at least once every 3-5 minutes. The overall time gaps use the race position numbering and headings. In stage races, the overall time gap information shows the positions of riders wearing the various leader's jerseys.

RIDERS' NAMES

The riders shown on screen should be identified as often as possible: race number, surname, first name, nationality, team name. Details of the composition of a group of riders should be provided regularly. The names of the riders in the group appear below the race position heading.

GEOGRAPHICAL FEATURES
The different places that the race passes through should be identified.

SPEED / GRADIENT OF CLIMB OR DESCENT / WEATHER / WIND DIRECTION AND SPEED
These pieces of information are often essential for a good comprehension of the race. They must be frequently displayed.

At the finish, the two overlay signals are dedicated to:

- timing
- display of the results and classifications

The results must give the names of the riders, their nationality and their team name.

10.3. STANDARD FORMAT OF INTERNATIONAL SIGNAL
Television coverage should extend to at least the last hour of the race and the last 90-100 km of Grand Tour stages.

The recommended format is as follows:

- credits.
- for a stage race: finish of the previous stage + classifications.
- map and profile.
- weather.
- live coverage.
- finish + slow motion replays.
- scenic shots of finish town.
- classifications.
- interviews.
- podium ceremonies.

The podium ceremony should start as soon as possible after the winner has finished (10-15 minutes at maximum).

10.4 GUIDELINES FOR CAMERA MOTORBIKES
Camera motorbikes must carry out their work without disturbing the proper functioning of the race. There are normally 3 camera motorbikes.

MOTORBIKE NO. 1 (FRONT OF THE RACE)
This motorbike must not stay in front of the break. rather it should circle around the riders in a break. This is a typical action pattern:

- initially, the motorbike is in front,
- it then lets the riders pass, this allows them to be observed one by one,
- the motorbike is then behind the group, but after a while it overtakes and returns to the front.

This procedure applies to all types of rider groups, whether breaking away or chasing.

MOTORBIKE NO. 2 (AHEAD OF THE PELOTON)
This motorbike takes up a position in front of the peloton. however, it should vary its position in front of the riders:

- further ahead when images of the peloton are not being broadcast,
- closer when images of the peloton are being broadcast.

If the front of the peloton is in echelon formation, the motorbike must take great care to avoid offering the leading rider any advantage from the motorbike's slipstream. If this occurs, the motorbike should drop back following the angle of the echelon.

MOTORBIKE NO. 3 (BEHIND THE PELOTON)
This motorbike travels behind the peloton and tries not to hinder the team vehicles. for example, if a rider punctures, the motorbike stops in front of the rider rather than behind where the team vehicle will stop to assist with a spare wheel.

There are two basic principles for camera positioning:

- There must always be a camera at the front of the race. This is the function of motorbike no. 1. When the peloton is compact and there is no break, motorbike no. 1 takes up a standby position ahead of the peloton and motorbike no. 2.
- There is always a camera at the front of the peloton and with the group of favourites. When motorbike no. 1 is at the front of the race and a rider or group of riders jumps away from the peloton in pursuit of the break, there are two options:
    - If there is a favourite in the chasing group, motorbike no. 2 accompanies this group. This means that there is no motorbike at the front of the peloton. In this case the helicopter takes up a position at the front of the peloton.
    - If there is no favourite in the chasing group, motorbike no. 2 shows the rider or group leaving the peloton. The motorbike accompanies them for a while, then returns to take up a position in front of the peloton and the favourite riders.

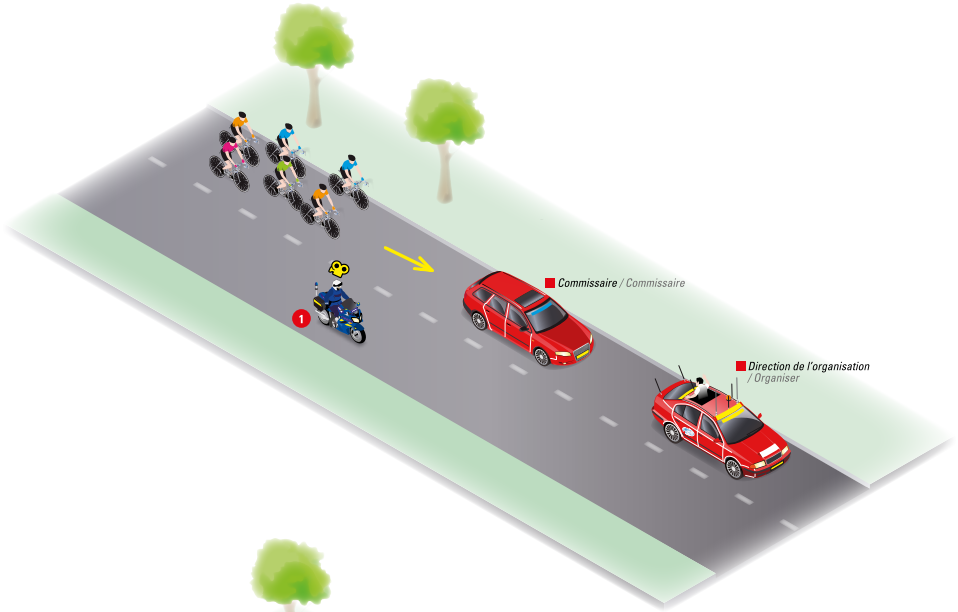
The chasing group will either catch the break, meaning that motorbike no. 1 will take up coverage, or the group will be caught by the peloton, as observed by motorbike no. 2. Meanwhile, if it is deemed necessary, the helicopter can easily pick out the chasing group to show its position in the race.

DEVIATION POINT AT THE FINISH
It is very important that the image of the winner of the race is not spoilt by being followed by a large number of vehicles. The deviation is an obligatory route for all vehicles in the race convoy that are not authorised to cross the finish line. The only vehicles allowed to cross the finish line are the following:

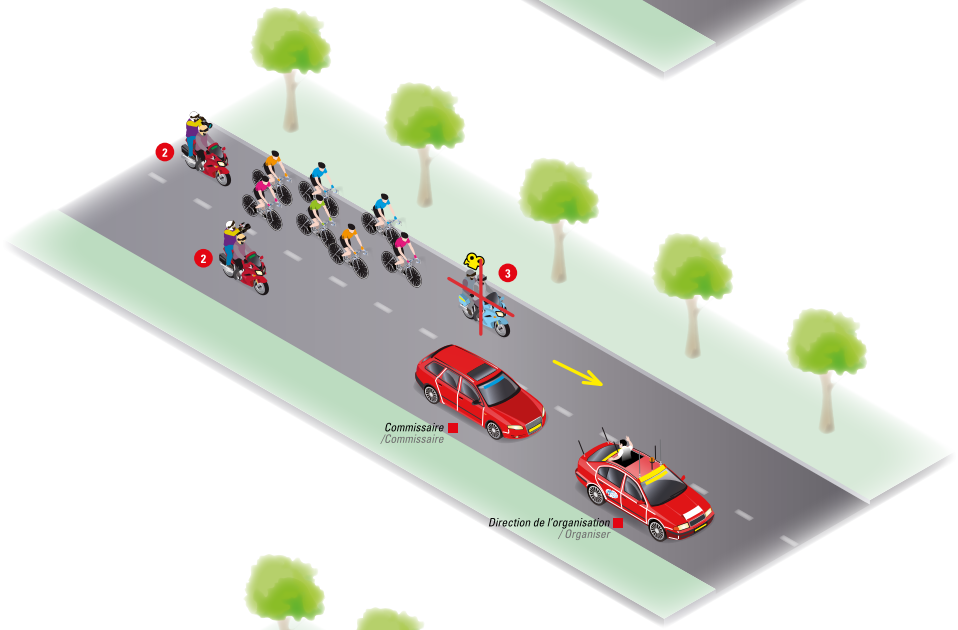
- organisation management's cars,
- commissaires' cars,
- official doctor's car,
- broom wagon (end of race),
- the car of the winning rider's sport director if the rider finishes alone with an advantage of at least one minute,
- photographers' motorbikes, when arriving sufficiently in advance of the first riders (over 2 minutes),
- TV camera motorbike, when arriving sufficiently in advance of the first riders (over 2 minutes).*

**If so authorised by the race director, TV camera motorbikes may cross the finish line behind the riders.*

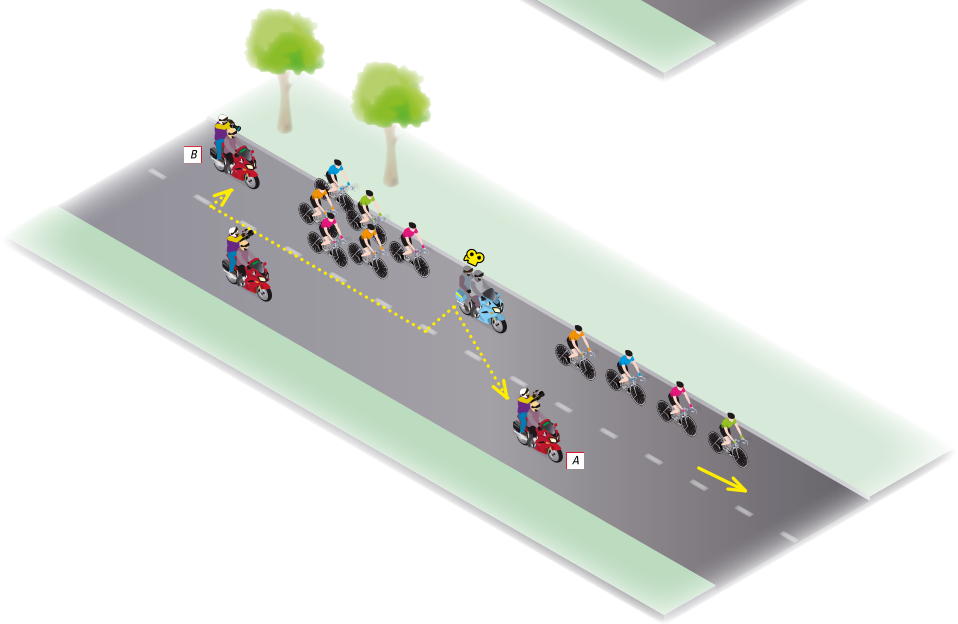
RECAP OF CAMERA-OPERATOR'S POSITION DURING THE RACE



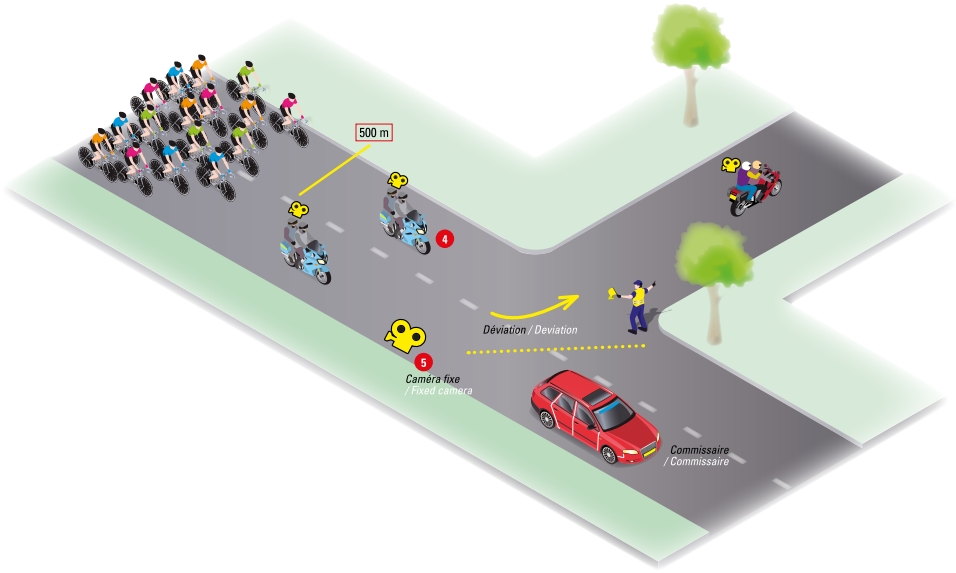
PELOTON ALL TOGETHER
The peloton is moving at a moderate pace, there is just one camera operator at the front of the bunch. TV motorbikes must take care not to hinder the riders or get in the way of other vehicles (1).



GROUP MOVING AT HIGH SPEED
Pictures are shot from behind or from the side (2). TV motorbikes must not take up a position in front of a group moving at high speed. This could hinder or favour certain riders depending on the race situation (3)



TWO GROUPS COMING TOGETHER
When two groups of riders are about to come together, the TV motorbike must not get in between them. The motorbike should: A. Take up a position to film from the side. B. Take up a position to film from behind.



FINISH
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) (4). The fixed camera takes over.

10.5 TV PRODUCTION AND SPORTING CONTROL OF THE RACE

The organiser and TV production must ensure that the following arrangements are in place:

- The TV director and RV motorbikes must be able to receive race radio (radio Tour) and must obey race direction instructions.
- Commissaires must be able to view TV images at all times. Commissaires must be allowed access to the production truck throughout the event and a TV monitor must be installed in the car of the President of the Commissaires' Panel.

11. ACCOMMODATION AND CATERING FOR THE TEAMS

The specifications are limited to the arrangements for the teams. They do not refer to the accommodation conditions for organisation staff, commissaires, the media, etc.

The organiser pays a **participation fee**, the rate of which is set annually by the Professional Cycling Council (PCC). This covers a team's accommodation and travel costs.

11.1 ACCOMMODATION FOR TEAMS FOR ONE-DAY RACES

The participation allowance (set by the Professional Cycling Council) shall be increased by the amount prescribed for one-day events if a team cannot commence return travel after the event due to the time of the finish; arrangements in this respect should be agreed by the organiser and each team when information is sent to the team and at the latest one month before the event.

After selecting the hotels that are best suited to host the teams, the organiser offers accommodation to each team. The team then contacts the hotel and pays for all expenses relating to its stay.

11.2 ACCOMMODATION FOR TEAMS IN STAGE RACES

In stage races, the organiser **bears the teams' accommodation costs** from the day before the start until the final day. The organiser pays for an additional hotel night if a team cannot commence return travel after the event due to the time of the finish; arrangements in this respect should be agreed by the organiser and each team when information is sent to the team and at the latest one month before the event.

11.3 SELECTION OF HOTELS

"Quality" accommodation is not synonymous with "luxury" accommodation. In general, participants agree that the most important issues are **cleanliness, proximity, practicality, security, conviviality, reception** and the **quality of food**, rather than luxury. Facilities such as swimming pools, gyms, tennis courts, etc. are of no use to participants in a cycle race. On the other hand, a large parking area to accommodate all the team vehicles and provide space for the mechanics to maintain the bikes is indispensable.

If there are not enough hotels in a town or region to accommodate all the participants, **priority of accommodation should be given to the teams**, as the riders need to recuperate. Officials, journalists, sponsors and staff may have to travel a short distance to reach their accommodation.

In some regions, there are simply no hotels. The organiser must take problems such as these into account when designing the race route.

11.4 PRINCIPLE OF EQUITY BETWEEN TEAMS

In stage races, it is up to the organiser to **draw up a list of hotels where the teams will stay and to allocate the teams to the various establishments.** The organiser should observe strict impartiality between the teams when conducting this allocation. If the hotels are of varying quality, a rotation system should be used to ensure that the teams all accumulate the same number of hotel stars by the end of the race.

Example: if, during a two-day race, team A stays in a two-star hotel on the first night and team B stays in a four-star hotel, it must be ensured that the following night team A stays in a four-star establishment while team B is accommodated in a two-star hotel. Every team must accumulate the same number of hotel stars over the course of the event.

11.5 PRIOR COMMUNICATION BETWEEN TEAMS AND HOTELS

The organiser must provide the teams with their accommodation list, **at least 1 month prior to the event.** Teams are requested to contact their hotels as soon as they get the accommodation list in order to arrange their stay. The organiser should also inform the hotels that the teams will be in touch to make arrangements. If a team needs additional rooms on top of those to which it is entitled as per the UCI regulations and specifications, the extra cost will be borne by the team. Organisers will however assist teams in their search.

11.6 PARKING

The hotel must **reserve parking places for each team's vehicles** (generally a lorry, six cars and large team bus).

At least one month before the event, each team must **inform the organiser of the exact number of vehicles** it will bring to allow the organiser to reserve an appropriate number of parking places.

A **water supply** (1 hose per team) and **electricity supply** (1 branch point per team) must be provided in the vicinity of the parking area.

This service must be included in the accommodation arrangements and must not be invoiced to the teams.

11.7 PARAMEDICAL ASSISTANTS

Masseurs bring a massage table with them which they usually set up in their rooms. Masseurs need extra bath towels for the riders and sheets to cover the table during the massages. **The hotel should provide additional bath towels and bed sheets to each team for this purpose.** If the hotel has other rooms that could be used for the riders' massages, these may be offered to the masseurs. This option is recommended when the hotel rooms are small and it is difficult to set up a massage table.

The evening before, or on the morning of the stage, the masseurs also prepare race food. They may request access to the hotel kitchen to prepare the feed bags (cutting and packing energy bars, cakes, fruit, etc.).

- The teams are responsible for purchasing the required supplies for the race food; the hotels should not be requested to provide this.
- Several kilograms of ice should be made available to the teams before each day's racing (ice cubes, frozen water bottles, etc.). In general, teams request up to **20 kg of ice** (depending on weather conditions).

11.8 SETTLEMENT OF ACCOMMODATION EXPENSES / EXTRAS

It is not unusual for problems concerning the payment of bills to arise between the teams, organiser and hotels. These problems are generally the consequence of **poor organisation and a lack of prior communication.**

It is often the case that a team will ask the hotel/restaurant for additional **services known as "extras"** (e.g. telephone, laundry services, additional meals, drinks at the bar, etc.). These additional services should be paid for by the teams.

In order to avoid any misunderstandings, it is advisable to use a document known as a "voucher" for each hotel/restaurant. **The voucher is given to the team representative** by the organiser and can be exchanged for hotel services. It describes exactly **what services the team will receive without having to pay** (an example is provided below).

The team representative should present this document to the hotel upon arrival. The latter will carry out the services described on the voucher without invoicing the team; the organiser pays the hotel directly. The hotel should come to an agreement with the team representatives in order to define how any additional costs will be settled.

11.9 ACCESS TO KITCHENS

In some stage races, **mainly grand Tours, some teams bring their own chef.** When making use of the hotel kitchen, team chefs must collaborate with, and show respect to, the hotel staff. Teams should inform the organiser several weeks before the event if they want to bring their own chef. This allows the organiser to make the necessary arrangements with the hotel so that the team chefs can have access to the kitchen as required (possibly early in the morning and/or late at night).

THE FOLLOWING TEAM: (team name)

staying at (name of hotel)

shall have the following expenses settled by the event organiser:

..... (number) **of twin-bed rooms from** ...../...../..... (date) **to** ...../...../..... (date)

..... (number) **of single rooms from** ...../...../..... (date) **to** ...../...../..... (date)

..... (number) **of evening meals by** ...../...../..... (date)

..... (number) **breakfasts by** ...../...../..... (date)

..... (number) **of bottles of water**

All other expenses shall be settled by the team upon checking out.

Drawn up on ...../...../..... (date) organiser's signature :

Copies : 1 copy for the hotel
1 copy for the team .....

SECTION B | EVENT COMMUNICATIONS

12. RELATIONS WITH THE MEDIA

At least one person from the organisation should be responsible for managing communication activities and media relations.

Information useful to the media must be available at the latest **1 month prior to the start of the event** and must be kept updated. This information includes details of the routes, schedules, access to start and finish areas, etc. The start list must be available on the event's website at least 3 days prior to the race start. The website must feature an online accreditation form for media representatives.

12.1 ACCREDITATION

The online accreditation procedure must be straightforward and efficient. After a request has been validated, confirmation is sent to the requesting media entity.

The website specifies the location of the accreditation centre (address and GPS coordinates) and opening times. This information can be sent with the confirmation of accreditation. Access to the accreditation centre must be signposted from the various locations; parking should be provided nearby.

12.2 START AREA

Media parking must be available at the start area. A mixed zone that is solely accessible to media representatives should be set up in the immediate vicinity of the signing-on platform. The riders are directed through this mixed zone.

12.3 FINISH AREA

A media tent with TV monitors must be set up behind the finish line.

12.4 PRESS ROOM

The press room should only be accessible to accredited media representatives and members of the race organisation team. The press centre should be located in the immediate proximity of the finish area if possible, otherwise shuttles are provided between the press room and the finish area.

Press parking should be provided near the press room.

The press room should be open at least two hours before the finish and as required until the last journalists have left.

PRESS ROOM AMENITIES

- The press room should have workstations for all journalists attending, with tables, chairs and electricity sockets at each position. The press room should be heated if necessary,
- Wi-Fi should be provided with sufficient capacity to allow simultaneous use by several users. The organiser must make suitable arrangements with the Internet access provider and anticipate any connection problems. Connection must be free or provided at a reasonable cost,
- The live TV broadcast must be visible from all workstations in the press room. The event website should also provide real-time information on the progress of the race. It is important to distribute the results and official communiqués to the press room as soon as they are issued by the organiser.

A press conference is held in the press room after the podium ceremony:

- **For one-day races:** with the attendance of the riders finishing first, second and third,
- **For stage races:** with the attendance of the stage winner and leader of the general classification,
- The race's press officer (or a moderator) oversees the conduct of the press conference in conjunction with an experienced interpreter,
- If the press room is too far from the finish line, a video conference can be organised such that the riders do not have to go to the press room,
- **Drinks** (water) must be available at the press room. Although not obligatory, a buffet of snacks is always appreciated by media representatives. The organiser provides information in advance on the catering services offered in the press room or nearby,
- Toilets must be available.

13. EVENT WEBSITE AND DIGITAL MEDIA

13.1 WEBSITE

Websites are the first impression that teams, fans and media will have of your event. With limited investment, it makes your event more credible because constantly accessible.

The event website must be available at least in English or French, beside the organiser's country language.

Any event's website should include:

- Homepage
  - Latest news
  - Latest photos/videos
  - Link to social media assets
  - Clickable UCI WorldTour logo with link to www.uci.ch
  - Sponsors section at the bottom of the page
  - Language selection (local + English)
- Information
  - News/Blog
  - Programme
  - Access
  - Registration details
  - Technical guide
- Race
  - Maps
  - Time schedule
  - Profile of the route
- Participants
  - Teams
  - Start lists
- Results/Rankings
  - Results from past editions
  - Current UCI WorldTour ranking
  - UCI WorldTour calendar
- Media
  - Photo galleries
  - Videos, including highlights as soon as possible after the race

Optional information:

- Newsletter subscription
- Hospitality
- Potential rider profiles

13.2 SOCIAL MEDIA

That said, websites alone are no longer sufficient; they now must be supported by social media. The following criteria are recommended to all UCI WorldTour events.

- Create a Facebook page and Twitter account (Instagram if manageable)
- Define the # (hashtag) of your event prior to the season, share it with the UCI and promote it
- Promote the # (hashtag) of the UCI WorldTour (#UCIWT)
- Please use the #UCIWT at least for most important information (start list, race start, important moments during the race, winner, podiums...)
- Include (if manageable) live Twitter coverage of the event

Social media can enhance the reach and image of your event – and therefore that of the UCI WorldTour as a whole:

- Before the event
  - Share the best of the UCI WorldTour on social media
  - Promote your event the way you want
  - Get involved with the fans
  - Deliver the right information and the right message
- During the event
  - Give access to exclusive content
  - Engage with your fans
  - Be the main trusted source of information
- After the event
  - Prolong the fascination and interest in the event
  - Relive the action
  - Share the UCI highlights of each race stage and/or of the race

Social media will also boost the commercial value of your event:

- Promote your partners' activities
- Promote tickets sales (VIP, Premium, etc...)
- Add value to your commercial offer by including your social media channels in your deal with partners
- Promote tourism in your city/region/country

14. UCI WORLDTOUR BRANDING – OPTIONAL FOR EVENTS REGISTERED ON 2016 UCI WORLDTOUR CALENDAR

Enhancing the narrative and visibility of the UCI WorldTour is important for amplifying the interest of media and fans. In order to achieve this, a portion of the branding inventory should be reserved for the promotion of the UCI WorldTour identity.

The following branding requirements are applicable to all the events joining the UCI WorldTour in 2017 or later, and recommended for all other events.

UCI WORLDTOUR (UWT): BRAND VISIBILITY

	VISIBILITY	UWT MARKETING ALLOCATION
	MARKETING ALLOCATION	NUMBER PER SUPPORT
MANDATORY	***COURSE VISIBILITY*** *ALL RACES*	
	LOGO on Start Arch front	**1**
	LOGO on Finish Arch front	**1**
	LOGO on TT & TTT Start Arch	**1**
	LOGO on TT & TTT Start Ramp	**1**
	LOGO on the Start Ribbon	**1**
	LEADERS JERSEYS *STAGE RACES*	
	LOGO on all classification leader's jersey	**1**
	VEHICLES *ALL RACES*	
	LOGO on the car sticker in the front	**1**
	LOGO on the Number Plate	**1**
	BACKDROPS *ALL RACES*	
	LOGO on Signature Podium Backdrop	**1 (top of the podium)**
	LOGO on Podium Backdrop	**1 (top of the podium)**
	LOGOS on Interview Backdrop	**3**
	LOGOS on Press Conference Backdrop	**2**
	TV & DIGITAL *ALL RACES*	
	ANIMATED LOGO on opening and closing titles of programs	**1**
	LOGO on TV Graphics: results board	**1**
	VIP HOSPITALITY & ACCREDITATION *ALL RACES*	
	LOGO on Accreditation Cards	**1**
	MEDIA, PR & EVENT COMMUNICATION *ALL RACES*	
	LOGO on Front Page of Official Program / Roadbook *1 full colour per sponsor*	**1**
	AD PAGE in Official Program / Roadbook *Provided by UCI*	**1**
	LOGO on all Official / Promo Material	**1**
	LOGO on Official Press release / Start List / Results List etc	**1**
	ONLINE *ALL RACES*	
	LOGO on OC Digital Platforms & HYPERLINK to UCI website	**1**
	HASHTAG - Social Media *#UCIWT*	**1 mention per post**
OPTIONAL	***RIDERS*** *ALL RACES*	
	BIB NUMBERS Official UCI WorldTour *Design provided by UCI*	**special design of numbers**
	COURSE VISIBILITY *ALL RACES*	
	LOGOS on Metric Boards in the finish straight	**2**
	LOGO on Bike Plate	**1**
	VEHICLES *ALL RACES*	
	LOGO on Official Cars (on side)	**1**

OPTIONAL		
	BACKDROPS *ALL RACES*	
	LOGOS on TT Hot Seat Backdrop	**1**
	PUBLIC AREAS *ALL RACES*	
	Series CLIP on Giant Screen *1 x 30" clip produced and provided by the UCI*	**Alternating with other adds**
	TV & DIGITAL *ALL RACES*	
	Official CLIP UWT *During the live program*	**1 per live**
	VIP HOSPITALITY & ACCREDITATION *ALL RACES*	
	BRANDING of VIP Area	**close to the race logo**
	GOODIES *ALL RACES*	
	LOGO on all goodies produce by the organiser	**1**

For all dimensions and information on onsite visibility, please refer to the UCI WorldTour brand visibility Guidelines.
Layouts including UCI and UCI WorldTour logos have to be submitted to the UCI for approval prior to production.

All UCI WorldTour logos and graphic assets (in CMYK, RGB and Pantone® colour models) can be downloaded from this Dropbox folder. Please make sure to respect the UCI WorldTour logo visual Guidelines.

15. CONTACTS

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16. ANNEXES

Extreme Weather Protocol

UCI WorldTour brand visibility Guidelines
UCI WorldTour logo visual Guidelines

Guidelines for vehicule circulation in the race convoy