

ROAD RACES

The first road event in Olympic history took place in 1896 at the first Games of the modern era in Athens. Olympic cycling was added to the women's programme in Los Angeles in 1984, with an individual road event. Later, in 1996, the individual time trial was included in women's Olympic cycling.

1. INDIVIDUAL TIME TRIALS

Distances

The distances shall be the following:

Category		Maximum distance
		<i>World championships and</i>
Men	Elite	40-50 km
	Under 23	30-40 km
	Junior	20-30 km
Women	Elite	20-30 km
	Junior	10-15 km

Course

The course shall be safe and perfectly signposted. From the start of the race, the circuit may be used only by the riders in the race and the vehicles following such riders. The distances remaining to be ridden shall be indicated clearly every 5 km at least. For uphill races, each kilometer shall be indicated. (N) The organiser shall provide a warm-up circuit of at least 800 metres in the vicinity of the start.

Starting order

The starting order shall be determined by the organiser of the event in accordance with objective criteria that are to be resumed in the programme - technical guide of the race. Riders shall set off at identical intervals. Nevertheless this interval may be increased between riders starting last. The starting order of time trial stages during stage races shall be governed by article 2.6.023.

Start

All riders must present themselves for checks on their bicycles no later than 15 minutes before their start time. Before the start, an additional check can be done. The rider shall start from a stationary position. He shall be held and then released, without being pushed, by a holder. The same holder shall perform the task for each rider. If the start time is recorded using an electronic strip, the distance between the point of contact of the front tyre with the ground and the electronic strip must be 10 cm. (N) The start shall be taken from a starting ramp.

Timekeeping

The rider shall start his ride under the orders of the timekeeper-commissaire who shall count down to the starting time, following which the timing of the ride shall start. The time of any rider who reports late to the start shall be calculated from that rider's scheduled starting time.

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The start may be determined by the front tyre making contact with an electronic timing strip on the start line. If the rider starts fractionally before the countdown reaches 0 or in the following 5 seconds the time it is triggered is used. If the rider starts after this 5 second delay has elapsed or in the event of problems with the electronic timing, the rider's time shall be counted as from the start of manual timing following the countdown. (N) Timekeeping shall be conducted at several points along the distance, so distributed as to ensure that riders and spectators alike be continually informed of the progress of the race. Finishing times shall be taken to the nearest one-tenth of a second at least.

Racing procedure

If one rider is caught up by another, he may neither lead nor follow in the slipstream of the rider who caught up. A rider, upon catching up with another shall leave a lateral gap of at least 2 metres between himself and the other rider.

After 1 km, the rider caught up shall ride at least 25 m away from the other.

If necessary, the commissaire shall force the riders to leave the 2 metre lateral gap and the distance of 25 metres respectively, without prejudice to the penalties provided for in the scale of penalties (article 12.1.040, point 40). Riders may not help one another. The specific regulations for the event shall indicate if feeding is permitted and which conditions apply.

Following vehicles

The following vehicle shall follow at least 10 metres behind the rider, shall never overtake him nor draw up level with him. In the case of a breakdown, technical support may be rendered only with the rider and vehicle stationary and the following vehicle shall not hinder anyone else. The following vehicle of a rider who is about to be caught shall, as soon as the distance between the two riders drops below 100 metres, drop back behind the vehicle of the other rider.

The vehicle of a rider who catches another may not take up position between the riders until they are at least 50 metres apart. Should this gap subsequently be reduced, the vehicle shall drop back behind the second rider. The following vehicle may carry equipment necessary for changing wheels or cycles. No equipment for the riders may be prepared or held ready outside the following vehicle. Persons riding in vehicles shall not reach or lean out. If technical support via motor-cycle is permitted, the motorcycle may carry only spare wheels. Megaphones or loud-hailers may be used.

Participation

For an individual time trial open to teams, the organiser must invite and contract the teams rather than their individual riders.

Disqualification

If a rider is disqualified before the result of the race is sanctioned, the classification shall be adjusted.

If a rider is disqualified after the result of the race has been sanctioned, the classification shall be adjusted, if applicable, for the first 20 places only. For the rest the place of the disqualified rider shall be left open.

2. TEAM TIME TRIALS

Participation

The number of riders per team is determined in the programme - technical guide - and must be at least 2 and no more than 10. Mixed teams are forbidden. *There are six riders per team for the world championships.*

Distances

The distances for team time trial races shall be 40-60 Kms in Elite Men category & 20- 40 Kms in Elite women category.

Course

The course shall be safe and perfectly signposted. It shall be sufficiently wide and avoid excessively sharp bends. From the start of the race, the circuit may be used only by the riders in the race and the vehicles following such riders. The distances remaining to be ridden shall be indicated clearly every 10 km at least. The last kilometre shall be signalled by a red triangle. For uphill races, each km shall be indicated. (N) The organiser shall provide a warm-up circuit of at least 800 metres in the vicinity of the start.

Starting order

The starting order shall be determined by the organiser of the race in accordance with objective criteria that are to be resumed in the programme - technical guide of the race. ***The UCI establishes the starting order of teams at the world championships.*** The starting order of team time trial stages during stage races shall be governed by article 2.6.024. Teams shall set off at identical intervals. Nevertheless this interval may be increased between the teams starting last.

Start

The riders of each team shall present at the bike check point no later than 15 minutes before the scheduled start time. Before the start, an additional check can be done. The time of any team reporting late to the start shall be calculated from its scheduled starting time. If a rider arrives late at the start, the team may either wait and have the lost time deducted, or start at the scheduled time. The late rider will start alone and have the lost time deducted.

At the start, the riders shall be held side by side on the starting line and then released, not pushed, by «holders» who shall be the same for all teams.

Timekeeping and classification

(N) Timekeeping shall be conducted at several points along the distance, so distributed as to ensure that riders and spectators alike be continually informed of the progress of the race. Finishing times shall be taken to the nearest one-tenth of a second at least. For UCI World Tour events and world championships, times shall be taken and communicated to the nearest one-hundredth of a second. The specific regulations for the event shall specify on which rider of a team crossing the finishing line the classification of teams will be timed for the finish.

In UCI Women's World Tour team time trials the time shall be taken on the fourth rider. *The time will be taken on the fourth rider at the world championships.*

Team conduct during the race

If a team is caught, it may neither lead, nor take advantage of riding in the slipstream of the team that catches it. This clause shall equally apply to riders that drop behind. A rider that has dropped behind may not join another team, nor receive or provide assistance. A team, upon catching another, shall leave a lateral gap of at least 2 metres between them. After 1 km, the team caught shall ride at least 25 m away from the other.

If necessary, the commissaire shall force the riders to leave the 2 metres lateral gap and the distance of 25 metres respectively, without prejudice to the penalties provided for in the scale of penalties. Riders, even of the same team, may not push one another. The exchange of food, drinks, small items of equipment, wheels and bicycles and help with running repairs shall be permitted between riders of the same team. The specific regulations for the event shall indicate if feeding is permitted and which conditions apply.

Following vehicles

The following vehicle shall follow at least 10 metres behind the last rider of the team, shall never overtake it nor draw up level with it. In the case of a breakdown, technical support may be rendered only with the rider and vehicle stationary. The vehicle may not take up position between the team and any rider(s) that has/have dropped behind unless they are at least 50 metres apart. The riders that have dropped behind may under no circumstances ride in the slipstream of a vehicle.

The following vehicle of a team that is about to be caught up shall, as soon as the distance between the two teams drops below 100 metres, drop back behind the vehicle of the other team. A vehicle following a team that catches up another may not take up position between the teams unless there are at least 60 metres between them. Should that gap subsequently reduce, the vehicle shall return to its position behind the last rider of the 2nd team. The following vehicle may carry equipment necessary for changing wheels or cycles.

No equipment for the riders may be prepared or held ready outside the following vehicle. Persons riding in vehicles shall not reach or lean out. If technical support via motorcycle is permitted, the motorcycle may carry only spare wheels. Megaphones or loud-hailers may be used.

Disqualification

If a rider is disqualified his team shall be disqualified and the classification shall be adjusted.

3. CRITERIUMS

For any aspect not covered below, the general provisions as well as the special provisions for one-day races shall apply by analogy.

Methods

The criterium is a road race run on a circuit closed to traffic and that is run according to one of the following methods:

1. classification at the finish of the last lap;
2. classification on the basis of the number of laps covered and the number of points obtained during the intermediate sprints.

If the criterium comprises several races, the individual race shall always be ridden last.

Organisation

It shall not be permissible to organise a criterium on the day preceding an international event without an individual contract being signed between the organiser and each rider involved. The national federations shall submit their criterium calendar to the UCI no later than 1st September for the following year. Organisers whose criterium is not included on this calendar may not invite riders from a team registered with the UCI or allow them to ride.

If the national criterium calendar is not received by the UCI before the deadline, the organisers in question may not invite riders from a team registered with the UCI or allow them to ride. An organiser may not contract a rider from a UCI World Team unless if at least 50% of riders participating belong to a team registered with the UCI. The organiser's national federation may increase this percentage. A zone of at least 150 metres before and 50 metres after the finish line will be protected by barriers. It will be accessible only to those working for the organisation, the riders, the paramedical assistants, the sports directors and accredited press.

The zone before the finish line will be protected by barriers from the beginning of the final corner, if the length of the finishing straight is less than 300 metres. If an event finishes after sunset, the circuit must be adequately lit. If not, the event shall be cancelled or stopped. If the event finishes after 10pm, the organiser must provide riders from teams registered with the UCI with a hotel bedroom and breakfast. The organiser must provide changing rooms for the riders.

Prizes and payments

The organiser shall, with the invitation, send out a list of prizes before accepting any enrolments. If, in addition to prizes awarded according to the results, a fixed payment be made for participation in the race, the amount of that payment shall be set down in an individual contract between the organiser and each rider concerned. For riders who are part of a team registered with the UCI, the contract must be countersigned by a representative of the team.

Prize money shall be paid exclusively to the riders that won it. Prizes and contractual amounts shall be paid within one hour following the finish of the race.

Distances

The circuit shall measure between 800 and 10,000 metres. The maximum distance for the race shall be set as follows:

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Length of circuit	Maximum distance
800 m - 1599 m	80 km
1600 m - 2999 m	110 km
3000 m - 3999 m	132 km
4000 m - 10000 m	150 km

Method with intermediate sprints

The programme - technical guide of the race shall specify the intermediate sprint system and the allocation of points, by taking account of the following provisions that shall automatically apply. Intermediate sprints shall take place on the finish line and after a number of laps that shall always be the same between two sprints. Points may be awarded to the first rider to cross the finish line during laps without any intermediate sprint. The number of such points may not exceed 40% of the points awarded the winner of an intermediate sprint.

Any rider or group of 20 riders or less who drop behind and are lapped by the lead riders shall be eliminated and must leave the race. If such a group involves more than 20 riders, the commissaires panel shall decide whether those riders may continue or be eliminated.

In the case of a recognised mishap as defined in the provisions governing track races (article 3.2.021), the rider shall be entitled to a neutralisation of one or two laps to be determined by the commissaires according to the length of the circuit. After the neutralisation, the rider shall resume the race but shall not earn any points in the following sprint.

The classification shall be as follows:

- the winner shall be the rider who covered the greatest number of laps;
- in the case of a tie on laps, the number of points won shall decide;
- in the case of a tie on laps and points, the number of wins during the intermediate sprints shall decide;
- if the riders are still tied, the place during the final sprint shall decide.

A rider shall be deemed to have gained a lap when he catches up with the tail of the main bunch.

4. ONE-DAY RACES

Method

(N) One-day races are competitions that take place on one day with only one start and only one arrival.

One-day races are only contested by teams and - when authorised by the present regulations – by mixed teams.

Distances

The maximum distance for one-day road races shall be as follows:

International Calendar	Category	Class	Distance
Olympic games and world championships	ME		From 250 to 280 km
	WE		From 130 to 160 km
	MU		From 160 to 180 km
	MJ		From 120 to 140 km
	WJ		From 60 to 80 km
Continental championships, continental games, regional games and national championships	ME		Maximum 240 km
	MU		Maximum 180 km
	WE		Maximum 140 km
	WU		Maximum 120 km
	MJ		Maximum 140 km
	WJ		Maximum 80 km
UCI WorldTour	ME	UWT	Distance determined by the Professional Cycling Council
UCI Continental Circuits	ME	1.HC	Maximum 200 km*
	ME	1.1	Maximum 200 km*
	ME	1.2	Maximum 200 km
	MU	1.2	Maximum 180 km
Women Elite	WE	WWT	Maximum 160 km
	WE	HC	Maximum 140 km
	WE	1.1	Maximum 140 km
	WE	1.2	Maximum 140 km
Men Junior	MJ	1. Ncup	Maximum 140 km
	MJ	1.1	Maximum 140 km
Women Junior	WJ	1.Ncup	Maximum 80 km
	WJ	1.1	Maximum 80 km

* Except prior permission of the UCI management committee.

For international events outside Europe, exemptions may be granted by the UCI Management Committee or, for UCI World Tour events, by the Professional Cycling Council.

Course

The organiser shall place permanent panels indicating: kilometer zero (the real start), the fiftieth kilometer and then the last 25, 20, 10, 5, 4, 3 and 2 km points. In races ending on a circuit, only the last 3, 2 and 1 km points and the laps remaining to be covered are to be displayed. The organiser shall also indicate the following distances from the finishing line: 500 m, 300 m, 200 m, 150 m, 100 m and 50m. The last kilometre shall be marked by a red triangle. Apart from the finish banner, no banner may be put up after the red triangle. The organiser

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shall, before the finish line, provide a detour which all vehicles (including motorbikes) must follow other than those of the event management, the commissaires and the official doctor. If the race is run on a circuit, it shall be at least 10 km long. On circuits between 10 and 12 km, per team only one vehicle with an official sportive function is permitted to follow the race. The race organiser may request that the UCI make exemptions to this provision. He must send such a request to the UCI via his national federation, to be received not less than 90 days before the start of the race. This request shall include a detailed description of the course and a supporting statement giving reasons for the exemption requested.

One part of an event may take place on a circuit under the following conditions:

3. The length of the circuit shall be at least 3 km;
4. The maximum number of laps on the circuit shall be:
 - 3 for circuits of between 3 and 5 km;
 - 5 for circuits of between 5 and 8 km;
 - 8 for circuits of between 8 and 10 km.

The commissaires shall take all measures indicated to ensure the race be properly run, particularly in the case of a change in the race situation after entry to the circuit.

Start of the race

Riders and their sports directors shall assemble at the place where the starting sheet is to be signed. They shall be present and ready at least fifteen minutes before the time of the start from the assembly point. The signing of the starting sheet will terminate ten minutes before the time for leaving the assembly point. Riders shall be required to sign on the starting sheet, otherwise be eliminated or disqualified from the race. However, in case of the occasion of particular circumstances, the commissaires panel might allow the riders in question to start.

The organizer of a UCI World Tour or UCI Women's WorldTour event can set the team order for team presentation and to sign the starting sheet for one day events and for the first stage of stage race events. If the team order is not respected, the rider and the team manager will be penalised in accordance with article 12.1.040. The real start will be given - flying or standing - at a point no more than 10 km from the assembly point.

At world championships and olympic games, identification numbers shall be distributed on the day before the road race or two days before. The numbering of the start list will be as follows:

Men Elite:

1. *the nation which won the world champion title at the previous world championships and the olympic champion title at the previous olympic games;*
2. *the first 15 nations of the last published UCI WorldTour classification by nation;*
3. *the nations ranked according to the number of points per nation in the continental tours of the last classification published;*
4. *the start order of nations which are not ranked in the continental tours classifications shall be determined by drawing lots.*

Women Elite:

1. *the nation which won the world champion title at the previous world championships and the olympic champion title at the previous olympic games;*
2. *the nations ranked according to the number of points by nation in the latest world classification by nation;*

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3. *the start order of nations which are not ranked in the world classification shall be determined by drawing lots.*

Men Under 23:

1. *for the world championships only, the nation which won the previous world champion title;*
2. *the nations ranked according to the latest standings of the Under 23 nations' cup ;*
3. *the start order of nations which are not ranked in the Under 23 nations' cup shall be determined by drawing lots.*

Men Junior:

1. *the nation which won the previous world champion title;*
2. *the nations ranked according to the latest standings of the men junior nations' cup;*
3. *the start order of nations which are not ranked in the men junior nations' cup shall be determined by drawing lots.*

Women Junior:

1. *The nation which won the previous world champion title;*
2. *The nations ranked according to the latest standings of the women junior nations' cup.*
3. *The start order of nations which are not ranked in the women junior nations' cup shall be determined by drawing lots.*

The number one bib shall be allotted to the outgoing world champion for the world championships and the outgoing olympic champion for the olympic games. The numbers of the nations shall be allotted according to the riders' alphabetical order. The nations shall be called to the starting line according to the numbering of the start list.

Rights and duties of riders

All riders may render each other such minor services as lending or exchanging food, drink, spanners or accessories. The lending or exchanging of tubular tyres or bicycles and waiting for a rider who has been dropped or involved in an accident shall be permitted only amongst riders of the same team. The pushing of one rider by another shall in all cases be forbidden, on pain of disqualification. Riders may, while riding, jettison their waterproof capes, over-garments, etc. by handing them in to their sports director's car which shall remain behind the car of the president of the commissaires panel. One member of a team may perform this service for his team-mates under the same conditions. When the finish is on a circuit, riders may help one another where permitted only if they have covered the same distance in the race.

Following vehicles

The order of vehicles is determined by the table in article 2.3.047. (N) Technical support for every mixed team will be provided by a neutral vehicle. The organiser must ensure that there are at least 3 other adequately equipped neutral technical support vehicles (cars or motorcycles) and a broom wagon. Only one vehicle per team will be permitted to circulate at race level. The order of team cars in the race will be determined as follows:

UCI WorldTour events

1. the cars of the teams represented at the sports directors' meeting referred to in article 1.2.087 in the order of the **ranking of starting riders on the last UCI WorldTour individual classification of the current season;**
2. the cars of the other teams (all teams considered, UCI World Teams included)

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- represented at the meeting whose starting riders have not yet earned points in the UCI World Tour individual classification;
3. the cars of teams which failed to confirm their starting riders within the time limits set out in article 1.2.090;
 4. the cars of teams not represented at the meeting.

Criterion 1 is not applicable for the first event of the season, the UCI WorldTour individual classification not having been established yet.

In groups 2 to 4 the order is determined by drawing lots. The car of a team covered by point 1 or 2, but which falls into the categories covered by points 3 or 4, will be placed in group 3 or 4 as appropriate.

Other events

1. The cars of UCI teams and of national teams represented at the sports directors' meeting and having confirmed their starters within the time limits set out in article 1.2.090;
2. The cars of other teams represented at the sports directors' meeting which confirmed their starters within the time set;
3. The cars of teams represented at the sports directors' meeting which failed to confirm their starters within the time set;
4. The cars of teams not represented at the sports directors' meeting.

Within each group, the order of cars will be determined by drawing lots at the sports directors' meeting. In all events, the drawing of lots shall use a slip of paper bearing the name of the teams entered. The first name drawn shall be given the 1st place, the second name drawn the 2nd place, etc. In all events, when required, the order of cars may be rectified by the president of the commissaires' panel; any change shall be communicated to all followers through "radio-tour". In the race, the vehicles shall take up position behind the car of the president of the commissaires panel or of the commissaire delegated by him. Occupants of vehicles shall, in all circumstances, comply with the instructions given by the commissaires who shall, in turn, do their utmost to facilitate the manoeuvres of the vehicles. Any driver wishing to overtake a commissaires' vehicle on his own initiative shall draw level with those vehicles, state his intention and proceed only once granted official permission by the commissaire. He shall then complete his business as expeditiously as possible and return without delay to his place in line. Only one vehicle at a time shall be allowed to penetrate the bunch regardless of the size of the bunch. If a group of riders breaks away from the bunch, their follower vehicles may not slip in between the break-away riders and the following group without the authorisation of the commissaire, if and for as long as he considers the gap sufficient. No vehicle may overtake the riders in the last 10 kilometres.

During world championships, only the vehicles mentioned below shall be authorised to drive in the race:

1. *the car of the president of the commissaires panel;*
2. *the second commissaire's car;*
3. *the third commissaire's car;*
4. *the fourth commissaire's car;*
5. *six UCI cars;*
6. *the doctor's car;*
7. *two ambulances;*
8. *the police car, if necessary;*
9. *the nations' cars plus four cars and one motorcycle providing neutral support;*

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10. a maximum of three camera motor-cycles and one sound motor cycle;
11. the two commissaire's motorcycles;
12. the two photographers' motorcycles;
13. the regulator(s)' motorcycle(s);
14. the two information motorcycles;
15. the doctor's motorcycle;
16. the time board motorcycle;
17. the police motor-cycles;
18. the broom wagon;

During Olympic Games, only the vehicles mentioned below shall be authorised to drive in the race:

1. the car of the president of the commissaires panel
2. the second commissaire's car
3. the third commissaire's car
4. the fourth commissaire's car
5. the organizing committee manager's car
6. the UCI technical delegate's car
7. the doctor's car
8. two ambulances
9. the police car
10. the nations' cars, plus four neutral support cars and one neutral support motor-cycle
11. a maximum of three camera motor-cycles and one sound motor cycle
12. the two commissaire's motorcycles
13. the two photographers' motorcycles
14. the regulator(s)' motorcycle(s);
15. the two information motorcycles
16. the doctor's motorcycle
17. the time board motorcycle
18. the police motor-cycles.
19. the broom wagon

Vehicles must circulate according to the diagram of the race convoy of article [2.3.047](#).

During world championships, the order of the nations' vehicles shall be determined as follows:

Men elite event

1. Vehicles of nations entering nine riders;
2. Vehicles of nations entering seven to eight riders;
3. Vehicles of nations entering fewer than seven riders grouped according to the number of riders entered.

Within each group, the order is determined by the most recently published UCI World ranking by nations. In a second phase, the order of the remaining unclassified nations is determined by the number of UCI points in the most recently published continental circuit ranking by nations. For vehicles representing more than one nation, the highest ranked nation will be taken into account.

Women elite event

1. vehicles of nations entering at least six riders;
2. vehicles of nations entering less than six riders grouped according to the number of riders entered.

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In each group, the order shall be determined by the last elite women classification by nation published. For the vehicles grouping several nations, account shall be taken of the highest ranked nation.

Men Under 23 event

1. Vehicles of nations entering at least five riders;
2. Vehicles of nations entering less than five riders grouped according to the number of riders entered.

In each group, the order shall be determined firstly by the latest Under 23 Men Nation Cup classification by nation published and secondly the order of the remaining nations shall be determined by the number of UCI points in the latest classification by nation published for the continental circuits.

For the vehicles grouping several nations, account shall be taken of the highest ranked nation.

Men Junior event

1. Vehicles of nations entering at least five riders;
2. Vehicles of nations entering less than five riders grouped according to the number of riders entered.

In each group, the order shall be determined firstly by the latest Men Junior Nations' Cup classification by nation published and secondly the order of the remaining nations shall be determined by drawing lots. For the vehicles grouping several nations, account shall be taken of the highest ranked nation.

Women Junior event

1. Vehicles of nations entering at least five riders;
2. Vehicles of nations entering less than five riders grouped according to the number of riders entered.

In each group, the order shall be determined firstly by the latest Women Junior Nations' Cup classification by nation published and secondly the order of the remaining nations shall be determined by drawing lots. For the vehicles grouping several nations, account shall be taken of the highest ranked nation.

During Olympic Games, the order of the nations' vehicles shall be determined as follows:

Men elite event

1. Vehicles of nations entering five riders;
2. Vehicles of nations entering four riders;
3. vehicles of nations entering less than four riders grouped according to the number of riders entered.

In the first group, the order is determined by the latest UCI WorldTour classification by nation published. For groups 2 and 3, the order is determined by the number of UCI points in the latest classification by nation published for the continental circuits. For the vehicles grouping several nations, the highest ranked nation will be taken into consideration.

Women elite event

1. Vehicles of nations entering at least three riders;
2. Vehicles of nations entering less than three riders grouped according to the number of riders entered.

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In each group, the order shall be determined by the last elite women's classification by nation published. For the vehicles grouping several nations, the highest ranked nation will be taken into consideration.

Feeding

In events or stages over a distance not exceeding 150 km, it is recommended that riders be supplied with refreshments only from the team car. The refreshments may be provided either in bonkbags or flasks. Riders shall move slowly up level with their sports director's car and he shall supply them from the vehicle. Food and drink shall be provided exclusively behind the commissaire's car and in no case in or behind the bunch. If a group of 15 riders or less has broken away from the bunch, food and drink may be supplied at the rear of that group.

In other events or stages the organisers may also provide food and drink in areas set aside for that purpose. The feeding zones will be signposted. They shall be of sufficient length to allow supply operations to proceed smoothly. Each feeding zone should be accompanied by a zone for waste situated just before and just after the feeding zone where riders can get rid of their waste. Organisers should also have a waste zone of sufficient length situated before the final 20 kilometres of each race or stage where riders have the opportunity to get rid of their waste.

The food and drink shall be distributed on foot by the staff accompanying the team and by no-one else. They shall be positioned on one side of the road only, which must be the side on which road traffic circulates in the country concerned. Feeding is prohibited on climbs, descents and during the first 50 and last 20 km. The commissaires panel may reduce the distances mentioned above, depending on atmospheric conditions and the category, type and length of the race. Such a decision must be communicated to interested parties before the start of the race.

During world championships and Olympic Games, feeding is only permitted at the permanent pit(s) set up for that purpose along the course and from the time set by the UCI for each course individually.

Technical support

Riders may only receive technical support from the technical personnel of their team or from one of the neutral support cars or else from the broom wagon. In the event of any change of bicycle during a race, the bicycle abandoned by the rider must in all cases be recovered either by vehicles accompanying the race, team vehicles, a neutral service vehicle or by the sag-wagon. Mechanical assistance at fixed locations on the course is limited to wheel changes only except for races on a circuit where bike changes can be made in the authorized zones. Any mechanical assistance which fails to meet the obligations above will result in the disqualification of the rider either immediately, or after the race if proven by any means and verified by the commissaires. Whatever the position of a rider in the race, he may receive such assistance and mechanical check (brakes for example) only to the rear of his bunch and when stationary. The greasing of chains from a moving vehicle shall be forbidden.

In case of a fall, the implementation of this disposal is left to commissaire's discretion. No equipment for riders may be prepared or held ready outside the following vehicle. Persons riding in vehicles shall not reach or lean out. If technical support via motorcycle is permitted, the motorcycle may carry only spare wheels.

During world championships and Olympic Games, repairs and wheel or bicycle changes may be effected either by the personnel in the following technical vehicle, or at the equipment pits set up for that purpose.

Level crossings

It shall be strictly forbidden to cross level crossings when the barrier is down or closing, the warning signal ringing or flashing. Apart from risking the penalty for such an offence as provided by law, offending riders shall be eliminated from the competition by the commissaires; **besides, the disciplinary commission may impose a suspension of up to one month as well as a fine of CHF 200 to 5'000.**

The following rules shall apply:

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

This article shall apply equally to similar situations (mobile bridges, obstacles on the route, etc.).

Sprints

Riders shall be strictly forbidden to deviate from the lane they selected when launching into the sprint and, in so doing, endangering others.

Finishes and timekeeping

The classification shall be always determined according to the order of crossing the finishing line. The classification shall determine the allocation of prizes and points. The finish classification shall be used to separate tied riders in the individual secondary classifications. (N) Photo-finish with an electronic timing tape shall be mandatory. Any rider finishing in a time exceeding that of the winner by more than 8% shall not be placed. The time limit may in exceptional circumstances be increased by the commissaires panel in consultation with the organiser.

At the world championships and at the Olympic Games, any rider who is dropped and lapped by the lead riders before they start their final lap shall be eliminated and must leave the race. All other riders shall be classified in accordance with their position.

All riders in a given bunch shall be credited with the same time when they cross the finishing line. Timekeeper-commissaires shall continue to officiate until the broom wagon arrives. They shall also record the times of riders that finish after the set deadlines and shall hand the list of recorded times to the president of the commissaires panel. All times recorded by the timekeeper-commissaires shall be rounded down to the nearest second. In case of track finishes, the whole surface of the track may be used.

Riders' times may be recorded as they enter the track. Moreover, the commissaires may decide on a neutralisation at the entrance to the track in order to avoid the mixing of riders from different bunches. If the track is impracticable, the finishing line shall be moved off the track and riders shall be informed by all available means.

If, after all technical means available have been exhausted, it is still not possible to separate riders for one of the first three places at the world championships or Olympic Games, these riders shall each be awarded the placing in question. No award shall be made for the following placing, or, where there is a three-way tie, for the following two placings.

The team classification shall be optional. It shall be based on the sum of the three best individual times for each team. In the event of a tie, teams shall be separated on the basis of the sums of the placings obtained by their three best placed riders. In the event that the positions are still tied, the teams shall be separated by the placing of their best rider.

Disqualification

If a rider is disqualified before the result of the race is sanctioned, the individual classification and, where applicable, the team classification shall be adjusted. If a rider is disqualified after the result of the race has been sanctioned, the individual classification shall be adjusted, if applicable, for the first 20 places only. For the rest the place of the disqualified rider shall be left open. If applicable, the team classification shall be adjusted completely.

Official award ceremony

Riders must take part in the official award ceremony based on the various classifications established by the organiser. The official ceremony will take place in the following order:

- The three first riders of the race;
- The other winners of the various other optional classifications;
- The leaders of UCI cups or UCI series.

No leader's jersey of the race can be awarded during the official award ceremony.

Diagram of the race convoy


