

ROAD RACES

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PART II ROAD RACES

Chapter CALENDAR

- 2.1.001** 1. Road events are entered on the calendars in accordance with their classification as per articles 2.1.002, 2.1.003 and 2.1.005.

The UCI Management Committee or, for races in classes 4 and above, the Professional Cycling Council shall allocate a classification to each event in accordance with the criteria which it shall draw up.

2. The maximum number of races in the following classes is set as follows

1.HC	5
2.HC	7
1.1	15
2.1	7

3. For events classified «hors classe» or in classes 1 to 6 as specified by articles 2.1.002 and 2.1.003, the following rules shall be applied without prejudice to the provisions of article 1.2.014:

An event which is not run in a given season shall be relegated to the next lower class for the following year, unless it is already in class 3, 5 or 6.

An event which is not run in two or more consecutive seasons shall be relegated to the lowest class in its category, except for races in classes 3 and above; such races shall be placed in class 3.

(text modified on 1.01.02).

2.1.002 World Calendar

Type of event	Participation
World Championships	- As per World Championships regulations
Olympic Games	- As per the regulations for cycling events at the Olympic Games
World Cup events	- As per articles 2.11.006 and 2.15.004
Major Tours	- As per article 2.6.003 bis
Hors Classe (1.HC and 2.HC) (*)	- 1.HC: - «Top Clubs» must be invited - TT/I and TT/II by invitation - 2.HC: as per article 2.6.003 bis

(text modified on 1.01.02).

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2.1.003 Continental Calendars

Type of event	Participation
Continental Championships	- As per specific regulations
Regional Games	- As per specific regulations
Class 5	- as per article 2.1.010
Class 1 (1.1 + 2.1) (*)	- 1.1: - «Top Clubs» must be invited - TT/I and TT/II by invitation - 2.1: as per article 2.6.003 bis
Class 2 (1.2 + 2.2) (*)	- TT/I, TT/II, TT/III and, optionally - national teams
Class 3 (1.3 + 2.3) (*)	- TT/I, TT/II and TT/III and mixed teams as desired And, optionally - national teams - other structures (except European calendar)
Class 5 (1.5 + 2.5) (*)	TT/Is (except the Top Clubs) from the country of the organiser, TT/II, TT/III and other entities
Class 6	TT/III and other entities
Class 7.1	Under 23 TT/III and other entities
Class 7.2	Under 23 TT/III and other entities
Class 8	Juniors Other entities
Class 9.1	Elite Women Trade Teams, other entities, mixed teams and composite teams
Class 9.2	Elite Women Trade teams, other entities, mixed teams and composite teams
Class 10	Junior Women Other entities
Class 11	Masters (Men or Women) Other entities

(*) Classification as per the UCI individual classification (section X).

(text modified on 1.01.02; 1.01.03).

2.1.004 To be able to be registered on the Continental Calendar, races of classes 5 - 6 - 7 - 8 - 9 and 11 have to guarantee participation of at least 5 foreign teams.

A mixed team or other entity composed of riders from teams in different countries shall be considered as a foreign team if the majority of its riders are of foreign nationality.

(text modified on 1.01.99).

2.1.005 National Calendars

Type of event	Participation
National Championships	Governed by National Federations
Class 12	Under 23s + Elite riders belonging to a TT/II from the organising country + Elite riders not belonging to a TT, with a maximum of 3 foreign teams participating. National Federations may be more restrictive with respect to the participation of TT/IIIs and Elite riders belonging to national TT/IIIs. <i>(text modified on 1.01.99)</i>
Class 13	Under 23s with a maximum of 3 foreign teams participating
Class 14	Juniors with a maximum of 3 foreign teams participating
Class 15	Elite Women with a maximum of 3 foreign teams participating
Class 16	Junior Women with a maximum of 3 foreign teams participating
Class 17	Youth
Class 18	Masters with a maximum of 3 foreign teams participating

2.1.006 For races of classes 12 to 18, National Federations may conclude agreements for the participation of foreign riders residing in border zones; such riders shall not be considered foreign riders.

Definition of the terms used

2.1.007	As regards World Cup events, Major Tours, «Hors Classe» events and events in classes 1 to 6:
- Top Club, TT/I and TT/II	Trade teams as per article 2.16.002
- TT/III	The teams covered by article 2.17.001
- Mixed team	Team made up of riders who are part of a TT/I or II whose TT is not riding the event or Team made up of riders who are part of a TT/III whose TT is not riding the event A mixed team must be clearly designated as such in all documents regarding the event in which it is taking part.
- Other entity	National team (made up of riders of the same nationality), federation team (made up of riders holding licences from the same federation), regional, club or other team, approved by its National Federation and comprising Elite riders who do not belong to a TT and Under 23 riders, other than those belonging to a TT/III. National federations are authorised to be more restrictive as regards participation by their under-23 riders. Exception: National teams can also include riders belonging to a TT even if it is riding the event, subject to the following conditions: - the team must ride in the national jersey - its riders must have agreement in writing from their TT.

(text modified on 1.01.02).

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2.1.008 With respect to women's elite world cup races and classes 7 to 11:

- Trade Teams	Trade Teams referred to in Article 2.18.001. Apart from in women's elite World Cup races, Trade Teams may take part in races with a maximum of 2 riders who are not members. If this includes members of another Trade Team, this team cannot take part.
- Mixed Teams	A team comprising riders belonging to Women's TT and which TT is not participating as such. A mixed team shall clearly be designated as such in all documents relating to the race in which it is participating.
- Composite teams	A team comprising elite women who are not members of a Women's TT and whose national team is not participating.
- Other entity	National Team (comprising riders of the same nationality), Federation Team (comprising riders licensed by the same Federation), regional, club or other team, approved by its National Federation comprising riders. In women's elite category races, riders belonging to a TT may not belong to another structure, with the exception of national teams, in accordance with the following conditions: <ul style="list-style-type: none">- the team must ride with its national jersey- its riders must have the written authorisation of their TT- the riders' TT must not be taking part in the race <i>(text modified on 1.01.00).</i>

2.1.009 Riders belonging to a TT I or TT II and riders belonging to a TT III may not compete simultaneously in the same event if the TT I or II and the TT III share a paying agent or a principal partner, unless it is an individual race or a criterium.

(text modified on 1.01.02).

2.1.010 Races where the field composition differs from that indicated in articles 2.1.002, 2.1.003 and 2.1.005 without intention to contravene these rules, may be included on the World, Continental or National Calendar on the decision of the Management Committee, the Professional Cycling Council or the national federation as appropriate.

The Professional Cycling Council may alternatively include these races in class S.

(text modified on 2.03.00).

**Chapter 1 GENERAL PROVISIONS****§ 1 Participation**

2.2.001 The number of riders participating in a road race shall be limited to 200.

2.2.002 The number of titular riders per team shall be set at 4 minimum and 10 maximum. The organiser shall indicate in the programme or technical guide and on the enrolment form the maximum number for his race. That number shall be the same for all teams. No account shall be taken of any riders entered in excess of that number.

If the maximum number of riders per team is 4, 5 or 6, no team may take the start with less than 4 riders. If the maximum number of riders per team is 7 or 8, no team may take the start with less than 5 riders. If the maximum number of riders per team is 9 or 10, no team may take the start with less than 6 riders.

2.2.003 (N) Teams may enter substitutes for the titular riders provided that the number of substitutes does not exceed one-half of the number of titular riders. Only enrolled substitutes may replace the titular riders.

2.2.004 (N) Teams shall, no later than three days before the race, confirm in writing to the organiser the names of the titular riders and three substitutes. Only the riders mentioned in that confirmation will be permitted to take the start.

2.2.005 Should the number of riders per team entered in a race exceed the number of participants admitted to that race, the number of participants per team shall be reduced to a number that will be equal for all teams. In other races, priority shall be given according to the order in which enrolment forms were received by the organiser. The organiser shall, as quickly as possible, announce any reduction in the size of teams to all teams, or to the enrolled riders that were not selected.

2.2.006 If, three days before the race, the number of participants enrolled is less than 100 riders, the organiser may authorise enrolled teams to increase the number of riders per team to 12 at maximum.

**§ 2 Organisation****Race Programme or Technical Guide**

2.2.007 (N) The organiser shall prepare a programme or technical guide for his race each time it is held.

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- 2.2.008** (N) The programme - technical guide shall cover all details of organisation, and at minimum:
- the specific regulations for the event which, depending on the type of race, shall include the following:
 - mention of the fact that the race will be run under UCI regulations
 - the class of event and the UCI points scale applicable
 - the categories of rider
 - the number of riders per team (maximum and minimum)
 - the opening hours of race headquarters
 - the venue and time for the confirmation of starters and the distribution of race numbers
 - the venue and time of the team managers' meeting
 - the exact location of race headquarters, the testing station for anti-doping tests
 - the frequency used for race radio
 - secondary classifications including all the information required (points, tie-break procedures, etc.)
 - the prizes awarded for all classifications
 - any applicable time bonuses
 - the complete finishing time limits
 - stages with summit finishes for the purposes of article 2.6.028
 - official ceremony procedures
 - the procedures for applying the times recorded during team time trial stages to individual classifications
 - the presence of the motorcycle service, if any
 - feeding points, if any, during time trial events or stages and the relevant procedures
 - the criteria used to determine starting order of a time trial event or prologue; the criteria shall determine the order of teams; each team shall determine the order of start of its riders
 - a description of the course or the stages with profile, distances, feeding points and, where applicable, circuits
 - obstacles on the course (tunnels, level crossings, danger points, etc.)
 - a detailed route and the schedule anticipated
 - intermediate sprints, mountain primes and special primes
 - the plan and the profile of the final three kilometres
 - exact start and finish points
 - the list of hospitals located close to the course,
 - the composition of the commissaires panel
 - the name, address and telephone number of the race director and the names of the officials.

(text modified on 1.01.02).

Race Headquarters - secretariat

- 2.2.009** (N) The organiser shall, for the full duration of the race or each stage thereof, provide a permanent equipped secretariat. A representative of the organiser shall be on hand there at all times.

- 2.2.010** (N) That Race Headquarters shall be set up at the start, two hours before the actual start of the race or stage and at the finish at least two hours before the actual finish of the race or stage.

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2.2.011 (N) The Race Headquarters at the finish shall be maintained until the results have been transmitted to the UCI or, if the commissaires have not yet finished their work, until such time as they have finished.

2.2.012 (N) The Race Headquarters shall be equipped with at least a telephone line. The Race Headquarters at the finish shall also be equipped with a fax machine.

Results

2.2.013 (N) As soon as results of the race or the stage are known, the organiser shall immediately transmit them by fax to the UCI and to its National Federation, together with the list of riders having taken the start.

2.2.014 (N) The National Federation of the organiser shall without delay communicate to the UCI any changes made to the results communicated by the organiser.

Security

2.2.015 The organiser shall ensure the presence of an adequate security service and efficient co-ordination with the policing services.

2.2.016 Notwithstanding any legal and administrative provisions that may apply and the duty of each individual to take all due care, the organiser shall ensure that the course does not include any places or situations that could constitute a special danger to the security of riders, attendants or the public.

2.2.017 The organiser shall, by way of signs, give sufficient prior notice of any obstacle that he can reasonably be expected to know or anticipate and that presents an abnormal security risk for riders and attendants.

Hence, the organiser shall in particular take care to ensure the lighting of tunnels so that it is possible, at all points in the tunnel and at its entrance, to make out a car number plate at 10 metres and a dark-coloured car at 50 metres with the naked eye.

(N) The obstacles referred to in the present article shall be indicated in the race programme or technical guide. **For one-day races**, they shall also be especially mentioned during the meeting of Team Managers.

(text modified on 1.01.03).

2.2.018 The organiser shall have an inspection vehicle lead the race to point out any possible obstacles.

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

(text modified on 1.01.00).

2.2.020 In no case, can the UCI be held responsible for any defects in the course or accidents that may occur.

Medical care

2.2.021 Medical care during the race shall be administered exclusively by the doctor or doctors designated by the organisers of the race from moment the riders enter the checking area at the start until they leave that at the finish.

2.2.022 Should any major treatment be necessary on mountain passes or hill-climbs, the doctor shall stop to administer that treatment. The doctor shall be responsible for his car and its occupants and will tolerate no assistance whatsoever being rendered that might help a rider receiving treatment to remain in or return to the bunch (by towing him or allowing him to ride in the wake of the vehicle, etc.).

Race Radio

2.2.023 (N) The organiser shall provide a "Race Radio" information service. He shall require all vehicles to be equipped with a receiver so that they can permanently pick up the "Race Radio".

2.2.023 Arrival

bis During class 3 and other higher classes trials, the organizer must provide space for 3 vehicles per team in the arrival section, in order for teams to meet riders at arrival.

(article introduced on 1.01.03).

§ 3**Race Procedure****Chaingear ratios**

2.2.024 (N) For Junior Men and Junior Women, the authorised maximum chaingear ratio is 7.93 metres.

(text modified on 1.01.00).

In-race communications

2.2.024 In races for Junior Men and/or Junior Women, the use of radio links or other means of remote communication between team managers and riders is not permitted.

bis

(text modified on 1.01.02).

Conduct of riders

2.2.025 Riders may not, without due care, jettison food, bonk-bags, feeding bottles, clothes, etc. in any place whatsoever.

Riders may not jettison anything on the roadway itself but shall draw to the shoulder and safely deposit the object there.

2.2.026 The carrying and the use of glass containers shall be forbidden.

2.2.027 The purloining of goods from anyone at all is strictly forbidden.

Riders' Body Number

2.2.028 Riders shall bear two number panels, save in Time Trial races, where they shall bear just one.

Frame numbers

2.2.029 Save in Time Trial races, riders shall affix a frame number, being identical to the body number to a visible point on the front (or where this is not possible, to some other part) of their bicycle frame.

Commissaires Panel

2.2.030 The composition of the Commissaires Panel is given in article 1.2.109.

Race Incidents

2.2.031 In case of an accident or incident that could impinge upon the normal conduct of a race in general or a particular stage thereof, the Race Manager may, after obtaining the agreement of the Commissaires Panel and having informed the timekeepers, at any moment, decide:

- to modify the course,
- temporarily to neutralise the race or stage,
- to consider a stage as not having been run,
- to cancel part of a stage as well as the results of any possible intermediate classifications and to restart the stage near the place of the incident,
- to let the results stand as are or
- to restart the stage, taking account of the gaps recorded at the moment of the incident.

Dropping out of the race

2.2.032 A rider dropping out of the race shall immediately remove his body number and hand it in to a commissaire or to the sag wagon.

He may not cross the finishing line.

Unless he is injured or feels seriously sick, he must ride on sag wagon.

Vehicles

2.2.033 Any vehicle having access to the race course shall bear a distinctive sign.

2.2.034 **Except in Time Trial races, all the vehicles accompanying the race are restricted to a maximum height of 1.60 m.**

(text modified on 1.01.03).

2.2.035 Vehicles shall travel on the side of the road required by the domestic legislation of the host country.

2.2.036 The organiser shall provide each international commissaires with a car having an opening roof and fitted with a radio transmitter-receiver.

2.2.037 **[Deleted as from 1 January 2003].**

Followers

2.2.038 All persons following a race, except for accredited journalists and guests of honour, have to be licence-holders.

Team cars shall carry a Team Manager or team leader who holds the appropriate licence, who shall be responsible for the vehicle. For vehicles belonging to trade teams, this Team Manager shall also be registered as such with the UCI.

(text modified on 1.01.98).

2.2.039 Followers may not jettison anything at all on the course.

2.2.040 Riders may not be sprayed from a vehicle.

§ 4 Press specifications (N)**Definition**

2.2.041 These Specifications shall concern any representative of the written, audio (radio) or visual (TV, film) Press and Press photographers, exercising their functions from a motor car or motor-cycle.

Accreditation

2.2.042 The organiser of the event shall send all Press institutions a model accreditation request form according to the model in article 2.2.088.

2.2.043 Persons regularly accredited by their Press institutions shall carry:

- a National Press Card
or a card recognised by the:
- I.A.C.J. (International Association of Cycling Journalists)
- I.S.P.A. (International Sporting Press Association)

2.2.044 No-one not previously accredited may obtain accreditation until agreement has been reached on the matter between the organiser and the designated I.A.C.J. delegate whose name shall have been communicated to the organiser.

2.2.045 The organiser shall provide each person accredited with a green badge bearing the name of the event and the dates thereof.

Information prior to the race

2.2.046 The organisers shall, during the days preceding the event, provide the various Press institutions with a maximum of information on the itinerary, the list of riders participating, the starting procedures, etc. They shall, in particular, make available to accredited persons lists of the riders entered for the event (at Race Headquarters by fax) and shall do so no later than Friday at noon for an event run over the week-end or no later than noon on the day preceding a race run during the week.

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Information during the race

2.2.047 Accredited persons shall, in the place to which they have been assigned by the Race Administration, be given information and instructions on the progress of the race.

2.2.048 Should the Race Administration, for the sake of safety, have directed the Press vehicles onto a parallel road or several kilometres ahead of the race, accredited persons shall be kept permanently informed of the progress of the race.

2.2.049 Information shall be conveyed in French or English and the language of the country in which the event is taking place.

Press motorcade

2.2.050 Apart from the organising publication, no press institution may, without firstly having obtained the agreement of the organiser, have more than one car in the motorcade and one motor-cycle keeping up with the race.

2.2.051 Such vehicles shall bear an accreditation plate front and rear which will permit them to accompany the field.

All vehicles shall be equipped with a radio receiver so that they may permanently receive reports from the "Race Radio".

2.2.052 Should the nature of the terrain and considerations of safety be such as to make it necessary to limit the number of vehicles, the organiser may not impose any such limitation until having obtained the agreement of the UCI and the I.A.C.J. office.

2.2.053 The organisers shall demand that Press vehicles driving alongside the race be driven by experienced drivers, familiar with cycle races and knowing how to manoeuvre. Such drivers may be reporters or technicians. Each Press institution shall be responsible for the driving skill of the chauffeur and motor-cyclist it appoints.

§ 5 Driving during the race

General comments

2.2.054 Drivers and motor-cyclists shall be responsible for their vehicles and shall immediately comply with orders and instructions given by the Race Managers and the organisers.

2.2.055 No Press vehicle whatsoever shall be permitted to accompany the riders during the last 500 metres up to the finishing line unless an exception was made at the start of the race.

2.2.056 Vehicle drivers or motor-cycle passengers who fail to comply with the aforementioned orders or instructions shall have their accreditation plates confiscated for a period of time commensurate with the gravity of the facts. This disciplinary action, which shall be taken by a member of the Commissaires Panel with the agreement of the Race Manager or one of his delegates, may be implemented immediately or held over to the finish of the race.

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2.2.057 Should the accreditation plates be confiscated during a World Cup event, the measure shall apply during any subsequent World Cup event(s). Should the accreditation plates be confiscated during a stage race, the vehicle or motor-cycle shall be debarred from the motorcade for one or more of the following stages.

2.2.058 If Press personnel permit riders to hold on to their vehicles, they shall be debarred from the race and suspended for a period the duration of which shall be commensurate with the gravity of the facts.

Cars

2.2.059 The Press motorcade, situated ahead of the field, may not include any advertising or team vehicles.

2.2.060 Within the Press motorcade, Press vehicles shall have priority over the vehicles of any guests that may be there on the invitation of the organiser.

2.2.061 Within the race, Press vehicles shall follow all instructions given to them by the Race Managers. They may, in no case, cross a barrier (red flag) unless they have received prior permission so to do.

2.2.062 Photographing and filming from a moving Press car shall be prohibited.

2.2.063 Press vehicles shall respect the highway code applicable in the country in which the event is being run. They may not form a double file except in order more rapidly to move away after having received permission to do so or at the request of the Race Manager.

Motor cycles: photographers

2.2.064 Ahead of the race, motor-cyclists shall keep ahead of the leading commissaire's car thus forming a mobile "screen".

2.2.065 To take photos, they shall, in turn, move slowly up to the front of the race; the photographer shall then take his photo and the motor-cyclist shall immediately move back into the «screen».

2.2.066 No motor-cycle may remain between the head of the field and the leading commissaire's car.

In exceptional cases, where the motor-cycle may be caught unawares, too close to the riders, it shall let the riders overtake it. It shall not return to its position (in the "screen") until authorised so to do by the Race Manager.

2.2.067 To the rear of the race, motor-cyclists shall drive in single-file behind the Race Manager's car and shall make way for vehicles that have to attend the bunch or wish to overtake the riders.

2.2.068 In mountains and hill climbs, motor-cyclists shall take care not to hinder the riders or the official cars and, in principle, photographers shall be stationary when taking their photos.

2.2.069 At the finish, photographers wearing a distinguishing garment (a cape) shall line up on either side of the road, as shown in the plan in article 2.2.089.

2.2.070 Motor cycles: Radio and TV reporters

To the fore, these motor-cycles shall keep ahead of the photographers' "screen" and shall never slip in between the commissaire's car and the riders.

They may not slip in between two groups of riders unless authorised to do so by the Race Manager.

2.2.071 To the rear, they shall keep level with the Team Managers' cars in single-file and shall make way for vehicles that have to attend the bunch or wish to overtake the riders.

2.2.072 It shall be forbidden to interview riders as they race. Team Managers may be interviewed except during the **10** last kilometres and provided that the interview be conducted from a motor-cycle. **A fine of Fr. 200.– will be imposed on the trade team whose team manager grants an interview in the last 10 kilometres.**

(text modified on 1.01.03).

Motor cycles: TV cameramen

2.2.073 Three motor-cycle-mounted cameras and one motor-cycle-mounted sound recorder shall be permitted. These motor-cycles shall manoeuvre in such a way as neither to help nor hinder the progress of the riders.

(texte modified on 1.01.98).

2.2.074 Motor-cyclists shall make way for vehicles that have to attend the bunch or wish to overtake the riders.

2.2.075 Cameramen shall film in profile or 3/4 rear view. They may not film as they overtake the bunch unless the road is wide enough.

In the mountains and hill-climbs, filming shall be effected from behind.

2.2.076 Motor-cycles shall never remain near riders unless filming.

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

Finishing line

2.2.078 The organisers shall provide a sufficiently large area beyond the finishing line to permit accredited persons to work correctly. That area shall be accessible solely to the persons responsible for organisation, riders, paramedical assistants, Team Managers and accredited Press personnel. The organisers shall undertake to keep the local police force informed of these arrangements.

(text modified on 1.01.00).

Press room

2.2.079 The Press room shall be as close as possible to the finishing line. If it has to be at a distance therefrom, it shall be accessible along a clearly signposted road, closed to normal traffic.

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2.2.080 The organisers shall provide a sufficiently large and well-equipped place for accredited Press personnel to work (with tables, chairs, electric outlets, etc.).

2.2.081 The Press room shall be accessible exclusively to accredited Press personnel and members of the organisational team.

2.2.082 The Press room shall be open at least two (2) hours before the finish of the race (at latest, one (1) hour after the start in the case of World Cup events) and be equipped with TV sets. It may not be closed until all Press personnel have finished their work.

Telecommunications

2.2.083 The organisers shall make available to Press personnel such means of transmission as they require (telephone, telefax). The Press shall make their requirements known on the Accreditation Request Form.

Press conference

2.2.084 The first three riders placed shall attend a Press conference, accompanied by the organisers, either in the Press room or in a designated place reserved for Press personnel if the Press room is too far away.

2.2.085 After the official ceremony following a World Cup event, the winner and the leader of the World Cup shall go to the Press room for a maximum of 20 minutes accompanied by a titular international commissaire who shall then accompany them to the drug-test room.

List of starters and results

2.2.086 The list of starters and complete results, set out according to the UCI model shown in articles 2.2.090 and 2.2.091, shall be made available to the Press as soon as possible.

(texte modified on 1.01.98).

Accreditation request

2.2.087 Accreditation requests shall be filled out as shown in the model in article 2.2.088.

2.2.088 Accreditation request form

Firm-Publication-Agency:

.....
.....

Special representatives:

Surname and first name

Function

Press card No.

(attach photocopy)

.....
.....
.....

Car - Make

Registration No.

.....

Motor-cycle - Make

Registration No.

.....

Fitted with receiver:

yes/no

Require place in organisation car:

yes/no

Press room:

No. of places required:

.....

Transmission media required:

- Telephone

yes/no

- Telex

yes/no

- Telefax

yes/no

- Computer

yes/no

Firm-Publication-Agency seal:

.....

Date + signature:

.....

Information on our event is to be sent to the following address:

.....

.....

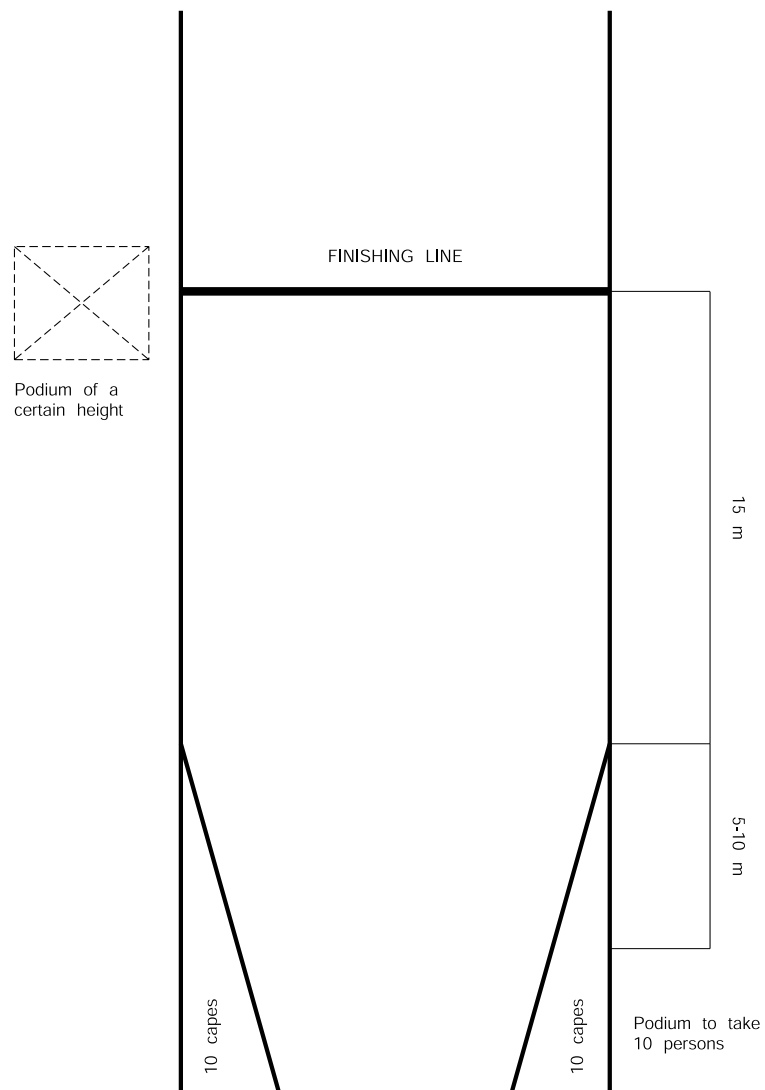
Deadline:

.....

Questionnaire to be returned no later than:

.....

2.2.089 Positioning of press photographers



2.2.090 Sample starters list

Communiqué No.

Name of event - Date Starters list

Organiser:

Number	Surname, First name	UCI Code
MAP	MAPEI - GB	ITA
1	ZANINI, Stefano	ITA19690123
2	FARESIN, Gianni	ITA19650716
3	MISSAGLISA, Gabriele	ITA19700724
4	LANFRANCHI, Paolo	ITA19680725
5	NARDELLO, Daniele	ITA19720802
6	ABE, Yoshiyuki	JPN19690815
Directeur Sportif: ALGERI, Pietro		
CSO	CASINO - C'EST VOTRE EQUIPE	FRA
11	BESSY, Frédéric	FRA19720109
12	CHANTEUR, Pascal	FRA19680209
13	ELLI, Alberto	ITA19640309
14	GOUGOT, Fabrice	FRA19710831
15	MASSI, Rodolfo	ITA19650917
16	RICHARD, Pascal	SUI19640316
Directeur Sportif: LAVENU, Vincent		
MX1	FORELDORADO - GOLF - COLLSTROP/ MIXED TEAM	NED/BEL
21	CERNEUS, Michel	NED19761012
22	DE CLERCQ, Eric	BEL19671203
23	DEN BRABER, John	NED19700916
24	DESMET, Tom	BEL19691129
25	VAN DER MEER, Casper	NED19651023
26	VERMEERSCH, Jürgen	BEL19750201
Directeur Sportif: LANDUYT, Luc		
MX2	ASICS-CGA-BANESTO/MIXED TEAM	ITA/ESP
31	ZAINA, Enrico	ITA19670927
32	BIANCHI, Carlo Marino	ITA19700612
33	SHEFFR, Aleksandr	KAZ19710820
34	BLANCO GIL, Santiago	ESP19740613
35	CASERO MORENO, Angel Luis	ESP19720927
36	OSA EIZAGUIRRE, Aitor	ESP19730909
Directeur Sportif: TURCHETTI, Pietro		

UCI CYCLING REGULATIONS

EUR EUROPOLIS-GROENEWOUD

41 NEDERLOF, Alex
 42 HERNES, Jeroen
 43 VAN MELIS, Angelo
 44 PEETERS, Ivan
 45 POST, René
 46 OUDENAMPSTEN, Bart
 Directeur Sportif: BRUINS, Arian

NED

NED19660610
 NED19711008
 NED19750604
 NED19750930
 NED19740122
 NED19751221

NIT ITALIAN NATIONAL TEAM

51 LUPI, Emanuele
 52 CAPELLI, Adler
 53 CITTON, Cristiano
 54 DI FRESCO, Giuseppe
 55 ZANOBINI, Mirco
 56 ANDREANI, Cristiano
 Directeur Sportif: CALLARI, Sandro

ITA

ITA19690103
 ITA19731108
 ITA19741025
 ITA19730308
 ITA19740713
 ITA19720212

(text modified on 1.01.98).

2.2.091 Sample classification

Communiqué No.

Name of event
Final / General / Stage No. ... Classification (Course)
Date

Organiser:

No of km:

Average speed of winner:

Place	No.	UCI Code	Surname, name	Team code	Time Gap
1	74	POL19711122	ETGEN Janusz	HIS	3h48'03"
2	5	GBR19650201	WILLIAMS Dylan	GIS	16"
3	17	NED19690715	SCHENDERLEIN Thomas	TOS	19"
4	19	LUX19620630	MEYERS Pascal	DEL	26"
5	21	BEL19670410	VAN DIJKEN Patrick	VAR	28"

etc.

Number of starters:

Number finishing after the deadline:

Riders dropping out:

(text modified on 1.01.98).



Chapter ONE-DAY ROAD RACES

Method

2.3.001 (N) One-Day races are run by teams.

In the case of other entities, riders shall wear an identical jersey which may bear the advertisement of their usual sponsor. Where such a team is composed of riders from more than one country, this shall not under any circumstances be a national jersey.

If a women's Trade Team takes part in a race with riders who are not members according to article 2.1.008, these riders shall wear their own team's jersey.

Members of a composite team (article 2.1.008) must wear an identical jersey.

(text modified on 1.01.02).

2.3.001 bis Women aged 18 may take part in elite women's events except for the World Cup events, provided they have the authorisation of the national federation that issued their licence.

(text modified on 1.01.02).

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

Category		Maximum distance (km)
Men:	Juniors	140
	Under 23s	180
	Elite	<ul style="list-style-type: none"> • 250 (World Cup events) • 230 Paris-Brussels. • 200 (other events) • The following races may be ridden over their traditional distances: Milan-San Remo, Tour des Flandres, Paris-Roubaix, Liège-Bastogne-Liège, Paris-Tours, Giro di Lombardia
	Masters	150
	Women:	
Women:	Juniors	80
	Elite	140

For events on continental calendars other than that of Europe, exemptions may be made by the UCI Management Committee or, for events in classes 4 and above, by the Professional Cycling Council.

(text modified on 2.03.00).

UCI CYCLING REGULATIONS

2.3.003 At the World Championships and Olympic Games the distances shall be as follows:

Category		World Championships	Olympic Games
Men:	Juniors	120 to 140	—
	Under 23	160 to 180	—
	Elite	+/-250	220 to 250
Women:	Juniors	60 to 80	—
	Elite	100 to 140	100 to 140

(text modified on 1.01.02).

Course

2.3.004 The organiser shall place permanent panels indicating: km zero (the real start), the fiftieth km and then the last 25, 20, 10, 5, 4, 3 and 2 kms. In races ending on a circuit, only 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 50 m.

(text modified on 1.01.98).

2.3.005 The last km shall be signalled by a red flare. Apart from the finishing banner, no streamer may be suspended beyond the red flare.

2.3.006 The organiser shall, before the finishing line, provide a detour that shall be mandatory for all vehicles (including motorbikes) other than those of the Race Administration, the commissaires, the official doctor and the Team Manager or team leader of the winning team provided that the winner has a clear lead of at least one minute over the rest of the field.

2.3.007 If the race is run on a circuit, it shall be at least 12 km long.

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.

(text modified on 1.01.99).

2.3.008 Races may end on a circuit on the following conditions:

- The length of the circuit shall be 3 km at least.
- 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 12 km.

UCI CYCLING REGULATIONS

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 final circuit.

Start of the race

2.3.009 Riders and their Team Managers or team leaders 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.

2.3.010 The real start will be given - flying or standing - at a point no more than 10 km from the assembly point.

2.3.011 *At World Championships riders' number panels shall be distributed on the day before the race (two days before for the Elite Men's championship and Olympic Games).*

The order of teams on the starting line shall be set as follows:

- 1. The teams of the first 15 riders of different nationalities at the previous World Championship shall be aligned in order of their placings in those Championships.*
- 2. Lots shall be drawn for the other teams.*

(text modified on 1.01.00).

Rights and duties of riders

2.3.012 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 injured or has dropped behind 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.

2.3.013 Riders may, while riding, jettison their waterproof capes, over-garments, etc. by handing them in to their Team Manager's car which shall retain its position behind the Race Manager's car.

One member of a team may perform this service for his team-mates under the same conditions.

2.3.014 When the finish is on a circuit, riders may help one another where permitted only if they have covered the same distance in the race.

Follower vehicles

2.3.015 The order of vehicles is determined by the table in article 2.3.044.

- 2.3.016** (N) Technical assistance for every mixed team will be provided by a neutral vehicle. The organiser must ensure that there at least 3 other adequately equipped neutral assistance vehicles (cars or motorcycles), and a broom wagon.

(text modified on 1.01.02).

- 2.3.017** Only one vehicle per team will be permitted in the body of the race

- 2.3.018** The order of team cars in the race will be determined as follows:

Elite Women's Events

1. The cars of UCI-registered Trade Teams and national teams represented at the team managers' meeting **which confirmed their starters within the time set in article 1.2.083.**
2. The cars of other teams represented at the team managers' meeting **which confirmed their starters within the time set.**
3. **The cars of trade teams or teams represented at the team managers' meeting which failed to confirm their starters within the time set.**
4. The cars of teams not represented at the meeting of team managers – **team leaders.**

Within each group, the order of cars will be determined by drawing lots at the team managers' meeting.

Other events

1. **The cars of teams represented at the team managers' meeting which confirmed their starters within the time set in article 1.2.083.**
2. **The cars of other teams represented at the team managers' meeting which failed to confirm their starters within the time set.**
3. **The cars of teams not represented at the team managers' meeting.**

Within each group, the order of cars will be determined by drawing lots at the meeting of team managers – team leaders.

In all events, the drawing of lots shall use a slip of paper bearing the name of the teams involved. The first name drawn shall be given the 1st place, the second name drawn the 2nd place, etc..

(text modified on 1.01.01; 1.01.03).

- 2.3.019** In the race, the vehicles shall take up position behind the car of the Chief Commissaire's 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.

UCI CYCLING REGULATIONS

2.3.020 Any driver wishing to overtake the Race Administration vehicles 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.

2.3.021 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 Race Manager, if and for as long as he considers the gap sufficient.

2.3.022 No vehicle may overtake the riders in the last 10 km.

2.3.023 *During World Championships, only the vehicles mentioned below shall be authorised to drive in the race:*

- (1) *the Race Manager's car*
- (2) *the second commissaire's car*
- (3) *the third commissaire's car*
- (4) *two UCI cars*
- (5) *the Race-Radio liaison car*
- (6) *the ambulance*
- (7) *the doctor's car*
- (8) *a police car*
- (9) *6 neutral assistance vehicles for Under 23s, Elite Women, Junior Women and Junior Men races*
- (10) *national cars for the Elite Men's race plus four neutral assistance vehicles*
- (11) *television vehicles, whose number shall be agreed upon between the representative of the host broadcaster and the UCI*
- (12) *the commissaire's motorbike*
- (13) *the "flash-card" man's motorbike*
- (14) *motorbikes motor-cycle mounted police*

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

1. *the race manager's car*
2. *the second commissaire's car*
3. *the third commissaire's car*
4. *the UCI car*
5. *The Race-Radio liaison car*
6. *the organising committee's car*
7. *the ambulance*
8. *the doctor's car*
9. *the police car*
10. *the cars of the countries for the Elite Men's and Elite Women's races, plus four neutral assistance vehicles and 1 neutral assistance motor-cycle*

UCI CYCLING REGULATIONS

11. *a maximum of 3 TV motor-cycles*
12. *the commissaires' motor-cycle*
13. *the 'flash-card' man's motor cycle*
14. *the motor-cycles of the motor-cycle mounted police*

(text modified on 1.01.02).

2.3.024 *The order of vehicles of the nations referred to in point 9 of article 2.3.023 shall be determined as follows:*

1. *vehicles of nations entering at least ten riders*
 2. *vehicles of nations entering five to nine riders*
 3. *vehicles of nations entering less than five riders grouped according to the number of riders entered.*
 4. *in each group, the order shall be determined by the last UCI classification of nations published.*
- For the vehicles grouping several nations, account shall be taken of the best-classified nation.*

Refreshments

2.3.025 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 bonk-bags or flasks.

Riders shall move slowly up level with their Team Manager's car and he shall supply them from the vehicle. Refreshments shall be provided exclusively to the rear of 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, refreshments may be supplied to the rear of that group.

2.3.026 In other events or stages the organisers may also provide refreshments in areas set aside for that purpose. Such refreshment areas shall be signposted and shall be of sufficient length to allow supply operations to proceed smoothly. Refreshments shall be distributed on foot by the staff accompanying the team and by no-one else.

2.3.027 There shall be no refreshments on hill-climbs and descents, or during the first 50 and last 20 km.

The Commissaires' Panel may reduce the distance of 50 kilometres 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.

(text modified on 1.01.01).

2.3.028 *During World Championships and Olympic Games, refreshments shall be authorised solely at the permanent pits set up for that purpose along the course and from moment set by the UCI for each course individually.*

(text modified on 1.01.00).

Breakdown assistance

2.3.029 Riders may receive breakdown assistance from the technical personnel of their team or from one of the neutral assistance cars or else from the sag-wagon.

2.3.030 Whatever the position of a rider in the race, he may receive such assistance only to the rear of his bunch and when stationary. The greasing of chains from a moving vehicle shall be forbidden.

2.3.031 No equipment for riders may be prepared or held ready outside a technical vehicle. Persons riding in vehicles shall not reach or lean out.

2.3.032 If motorcycle breakdown assistance is permitted, the motorcycle may carry only spare wheels.

2.3.033 *During World Championships and Olympic Games, the repairing and changing of wheels or bicycles may be effected either by the personnel in the following technical vehicle, or at the equipment pits set up for that purpose.*

(text modified on 1.01.00).

Level crossings

2.3.034 It shall be strictly forbidden to cross level crossings when the barrier is down.

Apart from risking the penalty for such an offence as provided by Law, offending riders shall be disqualified from the race by the commissaires.

2.3.035 The following rules shall apply:

1. Where one or more riders who have broken away from the field are held up at a level crossing but where the gates open before the field catches up, no action shall be taken and the closed level crossing shall be considered a mere passing incident.
2. Where one or more riders with more than 30" advance on the field are held up at a level crossing and the rest of the field catches up while the gates are still closed, the race shall be neutralised and restarted with the same gaps, once the official vehicles preceding the race have passed.
If the advance is less than 30", the closed level crossing shall be considered a mere passing 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 passing incident.
4. Any other situation (prolonged closure of the barrier, etc.) shall be resolved by the commissaires.
5. This article shall apply equally to similar situations (mobile bridges, obstacles on the route, etc.).

Sprints

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

Finishes and time-keeping

2.3.037 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.

((text modified on 1.01.02)).

2.3.038 (N) The photo-finish shall be mandatory.

2.3.039 Any rider finishing in a time exceeding that of the winner by more than 5% shall not be placed.

For events in the Elite Men's and Elite Women's World Cups, the time limit may in exceptional circumstances be increased by the Commissaires' Panel in agreement with the organiser.

At the World Championships, any rider who is dropped and lapped by the lead riders before they start their final lap shall be eliminated and must drop out of the race. All other riders shall be classified in accordance with their position.

(text modified on 1.01.99).

2.3.040 All riders in a given bunch shall be credited with the same time when they cross the finishing line. The timekeepers shall continue to officiate until the sag-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 Chief Commissaire.

2.3.041 All times recorded by the timekeepers shall be rounded down to the nearest second.

2.3.042 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.

2.3.043 *If after all technical means available have been exhausted, riders draw for the allocation of the World Champion title, they shall immediately run a 1000 metres sprint to decide.*

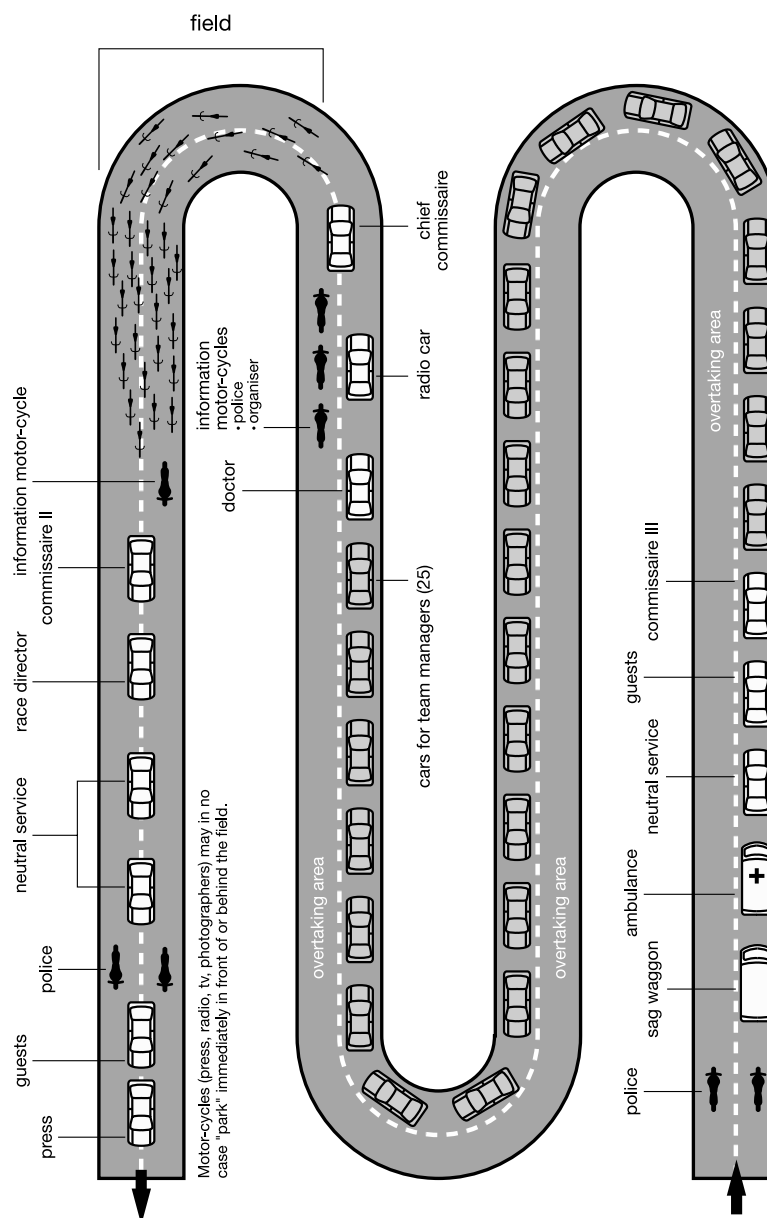
2.3.044 The team classification shall be optional. It shall be based on the sum of the three best individual times for each team.

In the event of a **draw**, teams shall be separated on the basis of the sums of the placings obtained by their three best placed riders.

In the event of a renewed draw, the teams shall be separated by the placing of their best rider.

(text modified on 1.01.02; 1.01.03).

2.3.045 Diagram of the motorcade



IV

Chapter INDIVIDUAL TIME-TRIAL RACES

Distances

2.4.001 The distances shall be the following:

Category		World Championships and Olympic Games	Other events Maximum distance
Men:	Juniors	20-30	30
	Under 23s	30-40	40
	Elite	40-50	80
	Masters	-	30
Women:	Juniors	10-15	15
	Elite	20-30	40

Course

2.4.002 The course shall be safe and perfectly signposted.

2.4.003 From the start of the race, the circuit may be used only by the riders in the race and the vehicles following such riders.

2.4.004 The distances remaining to be ridden shall be indicated clearly every 5 km at least.
For uphill races, each km shall be indicated.

2.4.005 (N) The organiser shall provide a warming-up circuit of at least 800 metres in the vicinity of the start.

Starting order

2.4.006 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 or technical guide of the race.

2.4.007 Riders shall set off at identical intervals. Nevertheless this interval may be increased between riders starting last.

2.4.008 The starting order of Time-Trial stages during stage races shall be governed by article 2.6.022.

2.4.009 *At World Championships and Olympic Games, the starting order shall be determined by the UCI.*

(text modified on 1.01.98).

Start

2.4.010 Each rider shall present at the enrolment check-point no later than 15 minutes before the time set for the start.

- 2.4.011** 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 time is taken using an electronic strip on the start line, the distance from the point of contact of the front tyre with the ground to the electronic strip shall not exceed 5 cm at the time the rider is released.

(N) The start shall be taken from a starting ramp.

(text modified on 1.09.00).

- 2.4.012** The rider shall start his ride under the orders of the timekeeper 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.

(text modified on 1.09.00).

- 2.4.013** The moment of start may be determined by contact between the front tyre and an electronic timing strip on the start line. In this case the rider shall start within a period of 5 seconds following the countdown. Should the rider start after this time has elapsed or should there be problems with the electronic timing mechanism, the rider's time shall be calculated from the moment the manual timing is started following the countdown.

(text modified on 1.09.00).

Time-keeping

- 2.4.014** (N) Time-keeping 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.

- 2.4.015** Finishing times shall be taken to the nearest one-tenth of a second at least.

- 2.4.016** *Times shall be recorded to the nearest one-hundredth of a second in World Championships.*

However, in official communiqués, on score-boards, TV screens, etc., times shall be given to the nearest second. Only in the case of a draw shall the time be communicated with sufficient precision to distinguish between the riders, i.e. to the nearest tenth, or hundredth of a second.

This article shall apply also to Olympic Games.

(text modified on 1.09.00).

Racing procedure

- 2.4.017** If one rider is caught up by another, he may neither lead nor follow in the slipstream of the rider who caught up.

UCI CYCLING REGULATIONS

2.4.018 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.

2.4.019 If necessary, the commissaire or assistant commissaire shall force the riders to leave the 2 metre lateral gap and the distance of 25 metres respectively notwithstanding the penalties provided for in the Scale of Penalties (article 12.1.040, point 41).

2.4.020 Riders may not help one another.

2.4.021 The race rules shall indicate whether the riders may be given refreshments and the conditions attaching.

Following vehicles

2.4.022 [Deleted as from 1 January 2003].

2.4.023 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, breakdown service may be rendered only with the rider and vehicle stationary and the following vehicle shall not hinder anyone else.

2.4.024 The following vehicle of a rider who is about to be caught up shall, as soon as the distance between the two riders drops below 100 metres, drop back behind the vehicle of the other rider.

2.4.025 The vehicle of a rider who catches up with 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.

2.4.026 The following vehicle may carry equipment necessary for changing wheels or cycles.

2.4.027 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.

2.4.028 If motorcycle breakdown assistance is permitted, the motorcycle may carry only spare wheels.

2.4.029 Megaphones or loud-hailers may be used.

Participation

2.4.030 For an individual time trial open to Trade Teams in accordance with articles 2.1.002 and 2.1.003, the organiser must invite and contract trade teams rather than their individual riders.

(text modified on 1.01.02).



Chapter TEAM TIME-TRIAL RACES

Distances

2.5.001 The maximum distances for team Time-Trial races shall be:

Category		Maximum distance
Men:	Juniors	70
	Under 23s	80
	Elite	100
	Masters	70
Women:	Juniors	30
	Elite	50

Course

2.5.002 The course shall be safe and perfectly signposted.

It shall be sufficiently large 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.

2.5.003 The distances remaining to be ridden shall be indicated clearly every 10 km at least. For uphill races, each km shall be indicated.

2.5.004 (N) The organiser shall provide a warming-up circuit of at least 800 metres in the vicinity of the start.

Starting order

2.5.005 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 or technical guide of the race.

2.5.006 The starting order of Team Time-Trial stages during stage races shall be governed by article 2.6.023.

2.5.007 Teams shall set off at identical intervals. Nevertheless this interval may be increased between the teams starting last.

Start

2.5.008 The riders of each team shall present at the enrolment check-point no later than 15 minutes before the time set for the start.

No team may start until all its members are present.

UCI CYCLING REGULATIONS

The time of any team reporting late to the start shall be calculated from its scheduled starting time.

- 2.5.009** 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.

Time-keeping and classification

- 2.5.010** (N) Time-keeping 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.

- 2.5.011** Finishing times shall be taken to the nearest one-tenth of a second at least.

- 2.5.012** *Times shall be recorded to the nearest one-thousandth of a second in World Championships.*

However, in official communiqués, on score-boards, TV screens, etc., times shall be given to the nearest second. Only in the case of a draw shall the time be communicated with sufficient precision to distinguish between the teams, i.e. to the nearest tenth, hundredth or thousandth of a second.

This article shall apply also to Olympic Games.

- 2.5.013** The race regulations shall specify on which rider of a team crossing the finishing line the classification of teams will be timed for the finish.

Team conduct during the race

- 2.5.014** If a team is caught up, it may neither lead, nor take advantage of riding in the wake of the team that catches it up. This clause shall equally apply to riders that drop behind. A rider that has dropped behind may neither join another team, nor receive or provide assistance.

- 2.5.015** A team, upon catching up with another shall leave a lateral gap of at least 2 metres between them.

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

- 2.5.016** If necessary, the commissaire shall force the riders to leave the 2 metres lateral gap and the distance of 25 metres respectively notwithstanding the penalties provided for in the Scale of Penalties (article 12.1.040, point 47).

- 2.5.017** Riders, even of the same team, may not push one another.

- 2.5.018** The exchange of food, drink, small items of equipment, wheels and bicycles and help with running repairs shall be permitted between riders of the same team.

- 2.5.019** The race rules shall indicate whether the riders may be given refreshments and the conditions attaching.

Following vehicles

- 2.5.020** **[Deleted as from 1 January 2003].**

UCI CYCLING REGULATIONS

- 2.5.021** 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, breakdown service may be rendered only with the rider and vehicle stationary.
- 2.5.022** 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.
- 2.5.023** 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.
- 2.5.024** 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.
- 2.5.025** 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 technical vehicle. Persons riding in vehicles shall not reach or lean out.
- 2.5.026** If motorcycle breakdown assistance is permitted, the motorcycle may carry only spare wheels.
- 2.5.027** Megaphones or loud-hailers may be used.
- 2.5.028** Teams must comprise riders from a single trade team or a single club or a national or regional selection not including riders who belong to a trade team.
- For trade teams, the organiser must invite and contract the trade team and not its individual riders.
- (text modified on 1.01.02).*

VI **Chapter STAGES RACES (N)**

- Method**
- 2.6.001** Stages Races shall be run over a minimum of two days with a general time classification. They shall be run in One-Day stages and Time Trial stages.
- 2.6.002** Unless otherwise stipulated hereafter, One-Day stages shall be run as One-Day races and Time Trial stages shall be governed by the provisions governing Time Trial races.
- 2.6.003** Stage Races shall be run solely by teams. In the case of men's mixed teams or other entities, riders shall wear identical jerseys which may bear the advertisement of their usual sponsor. Where such a team is composed of riders from more than one country, this shall not under any circumstances be a national jersey.

Nevertheless, riders belonging to a women's mixed team or a mixed team made up from 2 Men's Trade Teams shall wear the jerseys of their respective Trade Teams.

If a women's Trade Team takes part in a race with riders who are not members according to article 2.1.008, these riders shall wear the Trade Team jersey.

(text modified on 1.01.00).

Participation

2.6.003 bis The organiser of a Major Tour is required to invite:

- a) the «Top Clubs»
- b) the winning trade team from the previous year's World Cup
- c) the trade team to which the winner of the same event in the preceding year belonged
- d) the trade team which won the team classification at the previous running of the event
- e) the other TT/Is in the order of their **UCI classification** at the end of the last event of the previous year's World Cup such that the total number of teams covered by a) to e) totals to **14**.

In addition, the organiser may invite TT/Is and TT/Is, giving primacy to sporting considerations when making the selection. The selection of the accepted teams must be done and made public at the latest:

- a) on 1 February for 4 teams**
- b) for the remaining teams :**
 - **on 31 March for the Giro d'Italia**
 - **45 days before the start of the race for the Tour de France and the Vuelta a España**

For the Tour de France, the number of teams taking part in the race shall be at least 21.

For the Giro d'Italia and the Vuelta a España, the number of teams taking part in the race must be between 18 and 22. The organiser shall not be able to refuse to allow TT/Is to participate if he has not invited at least 20 teams.

A Top Club must take part in at least two of the three Major Tours; otherwise it will be excluded from the 'Top Clubs' the following year.

(text modified on 1.01.02; 1.01.03).

2.6.003 ter For Hors Classe and class 2.1 stage races, the organiser is required to invite:

- the «Top Clubs»
- the winning trade team from the previous year's World Cup
- the trade team to which the winner of the same event in the preceding year belonged
- **the trade team which won the team classification at the previous running of the event.**

UCI CYCLING REGULATIONS

In addition, the organiser may invite TT/Is and TT/IIIs, giving primacy to sporting considerations when making the selection.

(text modified on 1.01.02; 1.01.03).

- 2.6.004** For Elite Women's races, 18-year-old competitors shall be permitted to participate if an exception is made by the National Federation that issued their licences.

Prologue

- 2.6.005** A prologue may be included in stage races on condition that:
1. It does not exceed 8 km;
 2. It is run as an individual Time Trial. If more than 60 riders are involved, the interval between the start of any two riders shall not exceed one minute.
 3. It counts towards the general individual classification.
 4. Any rider who suffers an accident during the prologue and is unable to complete the distance shall nevertheless race the following day and be credited with the time of the last rider to finish.
 5. No rider may participate or be made to participate in a second race on the same day as the prologue.
 6. The prologue shall count as a race day.

UCI CYCLING REGULATIONS

Duration

2.6.006 The maximum duration of stage races is set as follows:

Europe

2000 Calendar		Length
Men	Juniors — races of more than 4 days on the 2001 calendar	2001 length
	Juniors — other races	4
	Under 23 - class 2.7	8
	Elite - Major Tours	23
	Elite - Tour de Suisse	2002 and 2003: 9 including 1 prologue From 2004: 9
	Elite - Paris-Nice, Critérium du Dauphiné Libéré	8 including 1 prologue
	Elite - Tirreno Adriatico, Volta a Catalunya	7
	Elite - Tour de Romandie	6
	Elite - Vuelta al País Vasco	5
	Elite - Peace Race	9
	Elite - National Tours recognised by the Professional Cycling Council (Germany, Austria, Poland)	7
	Elite — Volta ao Portugal	2002: 14 2003: 12 From 2004: 11
	Elite — other events in classes 2.1 to 2.4	5
	Elite - new events in class 2.5 of the 1996 calendar	10
	Elite - new events in class 2.5	5
	Elite - class 2.6	12
	Masters - class 2.11	4
Women:	Elite - class 2.9 of the 1996 calendar	1996 length
	Elite - new events in class 2.9	6
	Juniors - class 2.10	4

For events for elite riders exemptions may be granted by the UCI Management Committee or, for events in classes 3 and above, by the Professional Cycling Council.

UCI CYCLING REGULATIONS

Other continents

2000 Calendar		Length
Men	Juniors - races of more than 4 days on the 2001 calendar	2001 length
	Juniors – other races	4
	Under 23s - class 2.7	8
	Elite - class 2.1 to 2.4	2001 length (maximum 10)
	Elite – Tour de Langkawi	11
	Elite - existing events requesting their first inscription in class 2.5 or 2.6	Existing length
	Elite - class 2.5 and 2.6	12
	Masters - class 2.11	4
Women:	Elite - class 2.9 of the 1996 calendar	1996 length
	Elite - new events in class 2.9	6
	Juniors - class 2.10	4

The length shown above indicates the total number of days occupied on the calendar, including both days of racing (including any prologue) and rest days.

(text modified on 1.0102).

2.6.007 Stage distances

	Calendar	Maximum average daily distance.*	Maximum distance per stage	Maximum distance of individual TT stages	Maximum distance of team TT stages
Men	Juniors - class 2.8	100	120	30 half- stages: 15	50 half- stages: 25
	Under 23s - - class 2.7	150	180	40 half-stages: 25	60 half-stages: 40
	Elite	180	260	80	80
	Masters - class 2.11	120	160	30	50
Women	Elite - class 2.9	100	130	40	30
	Juniors - classe 2.10	60	80	15	20

* The distance of the prologue is not taken into consideration for calculating the average daily distance.

UCI CYCLING REGULATIONS

For events on continental calendars other than that of Europe, exemptions may be made by the UCI Management Committee or, for events in classes 4 and above, by the Professional Cycling Council.

(text modified on 1.01.2; 1.01.03).

2.6.008 With a special waiver from the Executive Committee or, for events in classes 4 and above, from the Professional Cycling Council, organisers may be authorised to include:

- a maximum of two stages of over 260 km in races of 10 days and more for Elite Men
- a single stage of no more than 230 km in races for Under-23 Men and Masters
- in Women's Elite races one stage only of 150 km maximum.
- in Junior Men's races one stage only of 130 km maximum.

(text modified on 1.01.02).

2.6.009 Half-stage

The number of half-stages is limited as follows without taking account the prologue:

- races of under 6 racing days: two half-stage
- races of 6 racing days and more: 4 half-stage

(text modified on 1.01.00).

Major Tours

2.6.010 The maximum length of major tours is 3500 km.

Stage distances shall not exceed 225 km, except that no more than two stages may exceed 225 km.

(text modified on 1.01.02).

Rest days

2.6.011 Elite Men's events

In events with 11 or more days of competition, at least one rest day must be allowed for.

In the Major Tours two rest days are obligatory.

(text modified on 1.01.02).

2.6.012 **[Deleted as from 1 January 2000].**

Classifications

2.6.013 Various classifications may be drawn up; they must be based exclusively on sporting criteria.

The individual general classification on time and team general classification on time are obligatory in events in class 3 and above.

On the base of these classifications, no more than 4 leaders' jerseys can be awarded for events up to class 5 with a maximum of 6 jerseys for other events. A leader's jersey for the individual general classification on time is compulsory.

(text modified on 1.01.02).

2.6.014 The times as recorded by the timekeepers shall be entered in the general time classifications, account being taken of bonuses and penalisations.

2.6.015 Where two or more riders make the same time in the general individual time placings, the hundredths of a second registered by the timekeepers during the individual time trials (including the prologue) shall be added back into the total time to decide the order.

If the result is again a draw or if there are no individual Time-Trial stages the placings obtained in each stage shall be added and, as a last resort, the place obtained in the last stage ridden shall be taken into consideration.

2.6.016 The team classification for the day shall be calculated on the basis of the sum of the three best individual times from each team. In the event of **a draw**, the teams are separated by the sum of the places acquired by their three best placed riders on the stage. **In the event of a renewed draw, teams shall be separated by the placing of their best rider on the stage classification.**

The team general classification shall be calculated on the basis of the sum of the three best individual times from each team in each stage ridden. In the event of **a draw**, the following criteria shall be applied in order until the teams are separated:

1. Number of first places in the daily team classifications
2. Number of second places in the daily team classifications
- Etc.

If there is still a draw, the teams shall be separated by the placing of their best rider in the general individual classification.

Any team reduced to fewer than three riders shall be eliminated from the team general classification.

(text modified on 1.01.02; 1.01.03).

2.6.016 bis In the event of **a draw** in the final general **individual** classification by points, the following criteria shall be applied in order until the riders are separated:

1. Number of stage wins
2. Number of wins in the intermediate sprints
3. Final general **individual** classification by time.

In the event of **a draw** in the final general **individual** mountains classification, the following criteria shall be applied in order until the riders are separated:

1. Number of first places in the highest category climbs
2. Number of first places on climbs in the next highest category and so on
3. Final general **individual** classification by time.

(text modified on 1.01.02; 1.01.03).

- 2.6.017** The leader of each classification shall don the corresponding distinctive jersey while respecting the order of priority defined by the organiser.

Similarly, the riders of a team leading a teams classification shall wear the corresponding distinctive sign.

Bonuses

- 2.6.018** Bonuses may be offered under the following conditions:

1. Major Tours (Tour de France, Giro d'Italia, Vuelta a España)

Intermediate sprints:

- half-stages: 2 sprints maximum
- stages: 3 sprints maximum

Bonuses

- intermediate sprints: 6" - 4" - 2"
- finish: half-stage: 12" - 8" - 4"
stage: 20" - 12" - 8"

2. Other events

Intermediate sprints:

- half-stages: 1 sprint maximum
- stages: 3 sprints maximum

Bonuses

- intermediate sprints: 3" - 2" - 1"
- finish: half-stage: 6" - 4" - 2"
stage: 10" - 6" - 4"

(text modified on 1.01.03).

- 2.6.019** No bonuses may be awarded during stages or half-stages without a bonus also being awarded at the finish.

- 2.6.020** Such bonuses shall be shown only in the general placings. No bonuses shall be awarded for individual and Team Time Trial events.

Prizes

- 2.6.021** Prizes shall be awarded for each stage and half-stage as well as for all classifications, without prejudice to the power the Management Committee or, for events in classes 4 and above, the Professional Cycling Council has to impose minimum prizes.

(text modified on 2.03.00).

Individual Time Trial Stages

- 2.6.022** The starting order for individual Time Trial stages shall be the inverse order of the general time classification. Nevertheless, the Commissaires Panel may modify that order to avoid two riders of the same team riding consecutively.

For the prologue, or if the first stage is an individual time trial race, **the starting order for each team shall be determined by the organiser in agreement with the Commissaires Panel; each team shall determine the order in which its riders shall start.**

(text modified on 1.01.03).

Team Time Trial Stages

- 2.6.023** The starting order of team Time Trial stages shall be the inverse order of the general team classification. Where no such classification exists, the starting order shall be determined by drawing lots.

- 2.6.024** The classification of these stages shall count towards the general individual time classification and the general team classification. The race regulations shall determine how times be recorded, including those of riders who drop behind.

Riders abandoning the race

- 2.6.025** A rider dropping out of the race may not compete in any other cycling events for the duration of the stage race that he abandoned, on pain of a 15 day suspension and a fine of 200 FS to 1000 FS.

For the Major Tours, the Race Administration and the Commissaires Panel jointly may, however, grant exceptions at the request of a rider and with the agreement of his Team Manager or team leader.

(text modified on 1.01.03).

Finish

- 2.6.026** In the case of a duly noted fall, puncture or mechanical incident beyond the red flare, the rider or riders involved shall be credited with the time of the rider or riders in whose company they were riding at the moment of the accident. His or their placing shall be determined by the order in which he or they actually cross the finishing line.

- 2.6.027** If, as the result of a fall beyond the red flare, a rider cannot cross the finishing line, he shall be placed last in the stage and credited with the time of the rider or riders in whose company he was riding at the time of the accident.

- 2.6.028** Articles 2.6.026 and 2.6.027 shall apply neither in Time-Trial stages nor where the finish is at the top of a hill-climb.

Finishes on a circuit

- 2.6.029** Even if a stage finishes on a circuit, times shall always be taken on the finishing line.

- 2.6.030** In stage races, the number of laps may exceed 5 for circuits of between 5 and 8 km, but only during the final stage of the race. In this instance, the total distance ridden on the circuit may not exceed 100 km.

(text modified on 1.01.00).

Finishing deadline

- 2.6.031** The finishing deadline shall be set in the specific regulations for each race in accordance with the characteristics of the stage.

The Commissaires Panel may extend the finishing time limits after consultation with the organiser.

(text modified on 1.01.02).

Team vehicles

- 2.6.032** Only one vehicle per team shall be permitted to drive level with the race.

Nevertheless, for the 3 Major Tours «Hors Classe races» and class 2.1 to 2.4 races, except during stages held on a circuit or on finishing circuits, a second vehicle is allowed. The second paragraph of Article 2.2.038 shall not apply to this vehicle.

The organiser shall make a follower vehicle available to each team (other than Trade Teams) that does not have one.

(text modified on 1.01.98).

- 2.6.033** During the first stage, the order in which team vehicles drive shall be determined according to the position of the first rider of each team in the general individual time classification at the end of the prologue and, where no such classification exists, by drawing lots.

For the following stages, the driving order shall be determined according to the position of the first rider of each team in the general individual time classification.

Reporting results

- 2.6.034** (N) Besides the communication of results stipulated in article 2.2.013, the organiser must distribute the results to teams at the finish or, failing that, send them by fax as soon as possible.

(text modified on 1.01.99).

- 2.6.035 Exclusion from the Major Tours** Without prejudice to the disciplinary penalties provided by the regulation, a licence holder or a team may be excluded from a Major Tour if he/it seriously blemishes the image of cycling or of the race.

The exclusion is imposed by joint decision of the president of the commissaires panel and the organiser.

In case of disagreement between the president of the commissaires panel and the organiser, the decision shall be taken by the president of the Professional Cycling Council or by the deputy he shall have designated.

The licence holder or the team must be heard.

If the decision is taken by the president of the Professional Cycling Council, he can decide solely on the basis of the report from the president of the commissaires panel.

Unless otherwise provided in this regulation, the results and the bonuses and prizes obtained before the facts on which the exclusion is based shall not be withdrawn.

(article introduced 1st January 2003).

VII

Chapter CRITERIUMS

- 2.7.001** For any aspect not covered below, please refer to the general provisions as well as to the special provisions for One-Day races that shall apply by analogy.

Methods

- 2.7.002** 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.

- 2.7.003** If the Criterium comprises several races, the individual race shall always be ridden last.

Organisation

- 2.7.004** 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.

(text modified on 1.01.02).

UCI CYCLING REGULATIONS

2.7.005 The national federations shall submit their criterium calendar to the UCI no later than 1 January.

Organisers whose criteriums are not included on this calendar may not invite riders from a TT/I 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 TT/I or allow them to ride.

(text modified on 1.01.02).

2.7.006 An organiser may not invite a rider from a TT/I unless at least 50% of the riders invited belong to a TT/I, TT/II or TT/III. The organiser's national federation may increase this percentage.

(text modified on 1.01.02).

2.7.007 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 team managers 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.

(text modified on 1.01.02).

2.7.008 If an event finishes after sunset, the circuit must be adequately lit. If not, the event shall be cancelled or stopped.

(text modified on 1.01.02).

2.7.009 If the event finishes after 22.00, the organiser must provide the riders from TT/Is and TT/IIs with a hotel bedroom with breakfast.

(text modified on 1.01.02).

2.7.010 The organiser must provide changing rooms for the riders.

(text modified on 1.01.02).

Prizes and payments

2.7.011 The organiser shall, with the invitation, send out a list of prizes on offer before accepting any enrolments.

2.7.012 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 forming part of a Trade Team, the contract shall be countersigned by a representative of that Trade Team.

2.7.013 The contractual amount shall be paid by the organiser even in case of cancellation or interruption of the race. Nevertheless, if the cancellation or the interruption is due to an act of God, the following rules shall apply:

- cancellation before the start: the organiser shall refund riders their travel expenses
- interruption of the race: the organiser shall distribute the “gate money” among riders proportionally to the amount of their respective contracts.

2.7.014 Prize money shall be paid exclusively to the riders that won it.

2.7.015 Prizes and contractual amounts shall be paid within one hour following the finish of the race.

Distances

2.7.016 The circuit shall measure between 800 and 10,000 metres.

2.7.017 The maximum distance for the race shall be set as follows:

Length of circuit	Maximum distance
800 - 1599 m	80 km
1600 - 2999 m	110 km
3000 - 3999 m	132 km
4000 - 10,000 m	150 km

Method with intermediate sprints

2.7.018 The programme or 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.

2.7.019 Intermediate sprints shall take place on the finishing line and after a number of laps that shall always be the same between two sprints.

2.7.020 Points may be awarded to the first rider to cross the finishing 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.

2.7.021 Any rider or group of 20 riders or less who drop behind and are overtaken by the lead riders shall be eliminated and 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.

2.7.022 In the case of a recognised accident 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 determine 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.

- 2.7.023** The classification shall be as follows:
- the winner shall be the rider who covered the greatest number of laps
 - in the case of a draw on laps, the number of points won shall decide
 - in the case of a draw on laps and points, the number of wins during the intermediate sprints shall decide
 - if a draw still obtains, the place during the final sprint shall decide.

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

VIII

Chapter INDIVIDUAL RACES

- 2.8.001** For any aspect not covered below, please refer to the general provisions as well as to the special provisions for One-Day races that shall apply by analogy.

- 2.8.002** An individual race is a road race in which participate exclusively individual riders.

- 2.8.003** An individual race may be registered only on a national calendar and on the following conditions:
1. riders enter individually
 2. the minimum prize money shall be 8,000 SFR.
 3. the maximum distance shall be 170 km
 4. if the race is ridden on a circuit, that circuit shall be a minimum of 10 km long
 5. breakdown service shall be provided by neutral cars
 6. team vehicles shall not be admitted to the race unless the team has at least 5 of its riders in the race.

IX

Chapter OTHER RACES

- 2.9.001** Other road races, as well as races behind pacers, hill-climbs and marathon road races, may be organised if their entry on the continental or national calendar is accepted as appropriate, by the UCI Management Committee, the Professional Cycling Council or the national federation.

(text modified on 2.03.00).

- 2.9.002** For these races, please refer to the general provisions as well as to the specific One-Day race provisions that shall apply by analogy.

X

Chapter INDIVIDUAL CLASSIFICATION

- 2.10.001** The UCI has created a progressive individual classification system for riders participating in the races referred to in article 2.10.009.

UCI CYCLING REGULATIONS

This classification shall be called the “UCI Individual Classification” and shall be the exclusive property of the UCI.

- 2.10.002** A classification shall also exist of TT/Is, TT/IIs, of TT/IIIs and of the corresponding nations and shall be the exclusive property of the UCI.

(text modified on 1.01.99).

- 2.10.003** The classification shall be established according to the points obtained by riders participating in Road races on the calendar, divided into classes according to article 2.10.009 below.

[second paragraph deleted as of 2 March 2000].

- 2.10.004** The number of points to be won in each race is indicated in articles 2.10.010 to 2.10.012bis.

At the end of each race, the total number of points obtained by each rider on the previous occasion when that same race was run shall be subtracted from the total points won up to that time. If, in the course of any given year, a race is not held or no longer counts towards the classification, the requisite number of points shall be subtracted on the date of the anniversary of the last time it was held.

Points awarded during stages shall be taken into account only after the end of the race.

(text modified on 15.10.01).

- 2.10.005** Under 23 year-old riders reaching Elite category shall, in the UCI individual classification, be credited with the points corresponding to their classification in the UCI Under-23 World Challenge Cup of the preceding year in accordance with the scale given in article 2.10.013.

(text modified on 1.01.00).

- 2.10.006** National Federations and organisers shall be required, immediately following the end of the race, to transmit to UCI Headquarters by telefax the list of starters and complete results. For stage races, this information shall be transmitted within 72 hours of the end of the last stage.

The National Federation of the organiser of the event shall also, within 72 hours of the final decision, communicate the downgrading of a rider to UCI headquarters. As a general practice, all National Federations shall immediately communicate any facts or decisions that could result in an amendment to the points obtained by a rider.

Should such information not be transmitted as indicated, the UCI Management Committee or, for events in classes 4 and above, the Professional Cycling Council may declassify the race in question or exclude it from the Calendar, notwithstanding any other penalties provided for in the Regulations.

(text modified on 2.03.00).

2.10.007 The Individual Classification, the Trade Team Classification, the TT/III classification and the Classification by Nation shall be drawn up at least twice a month.

If need be, the classification of preceding months will be corrected.

(text modified on 1.01.99).

2.10.008 The UCI Management Committee shall award prizes to riders, in accordance with such criteria as it may establish and with their placing within the system of Classification.

Should the Classification be rectified, prizes already awarded shall be returned and given to the entitled riders according to the revised Classification.

Classification of races

2.10.009 Elite Men's Championships

- World Championships
- National Championships
- Olympic Games

Major tours

World Cup events

Hors Classe events

One-Day events

Classes 1.1, 1.2, 1.3, 1.4, 1.5

Stage Races

Classes 2.1, 2.2, 2.3, 2.4, 2.5

One-hour record

(text modified on 15.10.01).

Individual Classification

2.10.010 Points are awarded according to the following scale:

Stage Races

Final classi- fication	Class						
	Majors Tours	Hors classe	2.1	2.2	2.3	2.4	2.5
1	500	220	160	120	100	80	25
2	375	165	120	90	75	60	19
3	300	132	96	72	60	48	15
4	275	121	88	66	55	44	13
5	250	110	80	60	50	40	12
6	225	99	72	54	45	36	11
7	200	88	64	48	40	32	10
8	175	77	56	42	35	28	9
9	150	66	48	36	30	24	8
10	125	55	40	30	25	20	7
11	116	47	35	27	22		
12	107	41	30	24	19		
13	99	37	27	21	17		
14	91	32	24	18	15		
15	83	28	21	16	13		
16	75	25	19	14			
17	73	22	17	12			
18	71	19	15	10			
19	69	16	13	9			
20	67	15	11	8			
21	65	14	10				
22	63	13	9				
23	61	12	8				
24	59	11	7				
25	57	10	6				
26	55	10	5				
27	53	10	5				
28	51	10	5				
29	49	10	5				
30	47	10	5				
31	45	10	5				
32	43	10	5				
33	41	10	5				
34	39	10	5				

UCI CYCLING REGULATIONS

(2.10.010)

35	37	10	5				
36	35	10	5				
37	33	10	5				
38	31	10	5				
39	29	10	5				
40	27	10	5				
41	25	10	5				
42	23	10	5				
43	22	10	5				
44	21	10	5				
45	20	10	5				
46	19	10	5				
47	18	10	5				
48	17	10	5				
49	16	10	5				
50	15	10	5				
*	15						
Prologue, stages and 1/2 stages Leader							
1	70	35	25	20	15	10	4
2	50	25	15	10			
3	35	15	10	5			
4	20	10	5				
5	15	5					
6	10	3					
7	5						
8	3						
9	2						
10	1						
Leader	20	10	8	6	5	5	2

* all other finishers.

SUBSIDIARY CLASSIFICATIONS

Placing	Major Tours			Hors Classe		
	Points classification	Mountains classification	Team classification	Points classification	Mountains classification	Team classification*
1	70	70	70	35	35	35
2	50	50	50	25	25	25
3	35	35	35	15	15	15
4	20	20	20	10	10	10
5	15	15	15	5	5	5
6	10	10	10	3	3	3
7	5	5	5			
8	3	3	3			
9	2	2	2			
10	1	1	1			

* Points counting for the trade team classification only.

(text modified on 1.01.00).

2.10.011 One-day races

Place	World Champs. and Olympics (in line)	World Champs. and Olympics Ind. TT World Cup	Class 1.HC	Class 1.1	Class 1.2	Class 1.3	Class 1.4	Class 1.5
1	400	240	175	140	80	60	40	15
2	240	150	110	84	48	36	24	9
3	200	120	90	70	40	30	20	8
4	180	108	78	63	36	27	18	7
5	160	96	70	56	32	24	16	6
6	144	84	61	49	28	21	14	5
7	128	72	52	42	24	18	12	4
8	112	60	44	35	20	15	10	3
9	96	53	38	28	16	12	8	2
10	80	48	34	21	12	9	6	1
11	64	43	31	15	8			
12	50	39	28	13	5			
13	45	35	25	12	5			
14	41	31	22	11	5			
15	37	28	19	10	5			
16	33	25	16	9	5			
17	30	23	14	8	5			
18	27	21	12	7	5			
19	24	19	11	6	5			
20	22	17	10	5	5			
21	20	15	9	5				
22	18	13	8	5				
23	17	12	7	5				
24	16	11	6	5				
25	15	10	5	5				
26	14	9	5	5				
27	13	8	5	5				
28	12	7	5	5				
29	11	6	5	5				
30	10	5	5	5				
31	10	5	5					
32	10	5	5					
33	10	5	5					
34	10	5	5					
35	10	5	5					
36	10	5	5					
37	10	5	5					

UCI CYCLING REGULATIONS

(2.10.011)

Place	World Champs. and Olympics (in line)	World Champs. and Olympics Ind. TT World Cup	Class 1.HC	Class 1.1	Class 1.2	Class 1.3	Class 1.4	Class 1.5
37	10	5	5					
38	10	5	5					
39	10	5	5					
40	10	5	5					
41	10	5	5					
42	10	5	5					
43	10	5	5					
44	10	5	5					
45	10	5	5					
46	10	5	5					
47	10	5	5					
48	10	5	5					
49	10	5	5					
50	10	5	5					
*	10	5						

At the end of the last World Cup race, a number of points in accordance with the individual classification in the World Cup will also be added:

Place	Points
1	280
2	210
3	175
4	140
5	110
6	85
7	60
8	35
9	20
10	10

At the same time the points awarded at the end of the last preceding World Cup race are deducted.

(text modified on 1.01.99).

2.10.012 National Championships

Place	Place in the UCI classification by nation on 15 January of the current year							
	1 st to 5 th		6th to 10th		11th to 25th		26th and lower	
	Road race	Time trial	Road race	Time trial	Road race	Time trial	Road race	Time trial
1	140	70	80	40	60	30	15	8
2	84	42	48	24	36	18	9	5
3	70	35	40	20	30	15	8	4
4	63	30	36	18	27	13	7	2
5	56	27	32	16	24	11	6	1
6	49	24	28	14	21	9	5	
7	42	21	24	12	18	8	4	
8	35	18	20	10	15	7	3	
9	28	15	16	8	12	6	2	
10	21	12	12	6	9	5	1	
11	15	9	8	5				
12	13	8	5	4				
13	12	7	5	3				
14	11	6	5	2				
15	10	5	5	1				
16	9		5					
17	8		5					
18	7		5					
19	6		6					
20	5		5					
21	5							
22	5							
23	5							
24	5							
25	5							
26	5							
27	5							
28	5							
29	5							
30	5							

(text modified on 1.01.99).

One-hour record

- 2.10.012 bis** The rider who beats the one-hour record (article 3.5.026) wins 240 points in the individual ranking if the record is approved. The rider who beats the record several times wins 240 points each time, except if the record is beaten on the same day.

The points are held for a period of 12 months, even if the record is beaten in the meantime.

These points are not taken into account for the rankings of the trade teams or for the country rankings.

(text modified on 15.10.01).

UCI Under 23s World Challenge Cup

- 2.10.013** Riders entering the Elite category the following year shall be credited with the following points in the December 20 classification according to their classification in the UCI Under 23s World Challenge Cup of the year in question:

Place	Points	Place	Points
1	150	11	25
2	120	12	25
3	100	13	20
4	75	14	20
5	60	15	20
6	50	16	15
7	45	17	15
8	40	18	15
9	35	19	15
10	30	20	15

(text modified on 1.01.00).

Classification of Trade Teams

- 2.10.014** Separate annual classifications are drawn up for TT/Is and TT/IIs.

a) TT/I

The TT/I classification is drawn up on the basis of the points scored by their riders in the year in question in World Cup events, Major Tours, Hors Classe events, and the events in classes 1.1, 2.1, 1.2, 2.2, 1.3 and 2.3 covered by articles 2.1.002 and 2.1.003 and National Championships.

The classification is calculated as follows:

1. the points scored by the trade team's riders in a given event are added together
2. the totals thus obtained are ranked in descending order for each class of race

3. For each class of event, only the highest totals are used; the number of races counted is limited as follows:

- 90% of the number of World Cup events on the calendar
- 67% of the number of Major Tours on the calendar
- 70% of the number of Hors Classe events on the calendar
- 60% of the number of class 1.1 events on the calendar
- 60% of the number of class 2.1 events on the calendar
- 50% of the number of class 1.2 events on the calendar
- 50% of the number of class 2.2 events on the calendar
- 20% of the number of class 1.3 events on the calendar
- 20% of the number of class 2.3 events on the calendar
- 100% of National Championships

The result of the calculation will be rounded to the nearest whole number.

- 4. the highest totals are added together
- 5. the classification is drawn up on the basis of the total obtained by each trade team
- 6. no account is taken of the races covered by article 2.1.010.

b) TT/II

The TT/II classification is drawn up on the basis of the points scored by their riders in the year in question in World Cup events, Major Tours, Hors Classe events, and the events in classes 1.1, 2.1, 1.2, 2.2, 1.3, and 2.3 covered by articles 2.1.002 and 2.1.003 and National Championships.

The classification is calculated as follows:

- 1. the points scored by the trade team's riders in a given event are added together
- 2. the totals thus obtained are ranked in descending order for each class of race
- 3. For each class of event, only the highest totals are used; the number of races counted is limited as follows:
 - 20% of the number of World Cup events on the calendar
 - 34% of the number of Major Tours on the calendar
 - 30% of the number of Hors Classe events on the calendar
 - 30% of the number of class 1.1 events on the calendar
 - 30% of the number of class 2.1 events on the calendar
 - 30% of the number of class 1.2 events on the calendar
 - 30% of the number of class 2.2 events on the calendar
 - 50% of the number of class 1.3 events on the calendar
 - 50% of the number of class 2.3 events on the calendar
 - 100% of National Championships

The result of the calculation will be rounded to the nearest whole number.

- 4. the highest totals are added together
- 5. the classification is drawn up on the basis of the total obtained by each trade team

UCI CYCLING REGULATIONS

No account is taken of the races covered by article 2.1.010.

(text modified on 11.01.01).

Classification of TT/III's

- 2.10.014 bis** The classification of TT/III's shall be determined on the basis of the total points obtained by their first 8 riders in the Individual Classification.

(text modified on 1.01.99).

Classification by Nation

- 2.10.015** The classification by Nation shall be established on the basis of the points obtained by the first 10 riders of their nationality in the Individual Classification.

Special case

- 2.10.016** For Team Time-Trial races and stages, the above-mentioned points shall be awarded to the team. Those points shall be shared equally amongst the riders who will count for the classification of the team. Any other rider arriving at the same time will receive an equal number of points to that of his classified team-mates.

Calculations shall be made to the nearest one-hundredth of a point.

XI **Chapter WORLD ROAD CYCLING CUP**

- 2.11.001** The Road Cycling "World Cup" shall be the exclusive property of the UCI.

- 2.11.002** The World Cup shall comprise 10 races designated by the Professional Cycling Council.

(text modified on 2.03.00).

- 2.11.003** No more than two World Cup races may be run in the same country in any one year.

- 2.11.004** The "World Cup" events may in no case coincide with the Giro d'Italia, the Tour de France or the Vuelta a España. They shall all take place between 1 March and 15 December.

- 2.11.005** Organisers of World Cup races shall sign a contract with the UCI governing especially broadcasting and marketing rights and the material organisation of the races.

- 2.11.006** The organiser of each event is required to invite the first 18 TT/Is listed in the prescribed order in the **UCI Trade Team classification** at the end of the last World Cup event of the previous year. He must, additionally, invite 5 other TT/Is of his choice from the current year and 2 TTs from his country among the remaining TTs.

For each invitation that is declined, the organiser may invite a TT/I or TT/II of his choice.

A 'Top Club' must take part in at least nine events; otherwise it will be excluded from the 'Top Clubs' the following year.

(text modified on 1.01.02; 1.01.03).

2.11.007 World Cup Races shall be run by teams of 8 riders.

2.11.008 In accordance with article 2.11.006, the organiser issues an invitation to the trade teams at least 60 days in advance, providing general information on the event.

At least forty days before the event, those invited to participate reply in writing (letter or fax) to the organiser, informing them of their decision to accept or reject the invitation.

At least thirty days before the event, the organiser sends a UCI official enrolment form to those whose application is accepted. Likewise, the organiser informs all others that their application has not been accepted.

15 days before the event, the TTs inform the organiser and the UCI of their choice of 8 titular riders and 5 replacements.

(text modified on 1.01.02).

2.11.009 Trade Teams shall, by 72 hours before the time of the start of the race, have faxed the enrolment form to the UCI and to the organiser giving the names of eight titular and two substitute riders. Only riders announced in that final confirmation will be permitted to race.

No team may take the start with less than six riders.

(text modified on 1.01.98).

2.11.010 The final World Cup classification shall include only:

- TT/Is that have participated in at least the number of races of the World Cup, less two.
- Riders (of any Trade Team participating in the races) who have participated in at least 6 World Cup races.

Only the teams and riders which are able to compete in the required number of races in order to be kept in the final World Cup classification can feature in the provisional classification published at the end of each race.

(text modified on 1.01.00).

Individual classification

2.11.011 Points shall be awarded to the first 25 riders in each race according to the following scale:

Classification	Number of points
1	100
2	70
3	50
4	40
5	36
6	32
7	28
8	24
9	20
10	16
11	15
12	14
13	13
14	12
15	11
16	10
17	9
18	8
19	7
20	6
21	5
22	4
23	3
24	2
25	1

Classification by team:

2.11.012 To determine Trade Team placings per event, points shall be awarded to the first 3 riders of each team as follows: 1 point to the 1st, 2 to the 2nd, etc.

Only Trade Teams with at least 3 riders in the official placings of the event will be considered for classification.

Teams drawing in the event classification shall be placed according to the classification obtained by their respective best riders.

Points shall be awarded to the first 10 teams according to the following scale:

Classification	Number of points
1	12
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

- 2.11.013** At the end of each event, the order of precedence between riders and teams drawing in the general classifications shall be determined according to the greatest number of 1st places, then 2nd places, etc. considering only the placings for which points are awarded.

If they still stand equal, precedence shall be awarded to the rider with the best classification in the most recent event.

The order of precedence in draws in the final results shall be determined according to the greatest number of 1st places, then 2nd places, etc.

(text modified on 1.01.99).

- 2.11.014** If the event is being televised, Trade Teams and their confirmed riders shall participate in any presentation ceremony the organiser might put on either on the day of the race or the day before.

- 2.11.015** The leader of the general individual classification as well as the first 3 placed riders in each race shall appear on the podium for the official ceremony.

- 2.11.016** After the official ceremony, the leader of the general individual World Cup classification and the winner shall put in an appearance in the Press room accompanied by the organiser.

If he fails to do so, 10 points will be taken away from his World Cup ranking.

(text modified on 1.01.98).

- 2.11.017** The UCI shall award the World Cup leader's jersey to the leader of the Individual Classification. That jersey shall bear the name and/or logo of the World Cup sponsor. The wearing of that jersey in World Cup races shall be mandatory.

UCI CYCLING REGULATIONS

2.11.018 The UCI shall award a trophy to the Cup winner and to the victorious team. The vehicles of the victorious Trade Team may bear the wording "Winner of the 20.. World Cup" for the year following that victory.

2.11.019 The Professional Cycling Council may award prizes to riders and trade teams in accordance with their classification in line with such criteria as it may determine.

(text modified on 2.03.00).

2.11.020 Should the Classification be rectified, prizes and trophies already awarded shall be returned and given to the entitled riders or Trade Teams according to the revised Classification.

2.11.021 The order of cars in World Cup races shall be determined at the meeting of Team Managers that will take place at 5 p.m. on the eve of the race. It shall be as follows:

First event of the year

1. The car of the TT that won the previous World Cup
2. The cars of TT/Is represented at the meeting
3. The cars of TT/Is represented at the meeting
4. TT cars which fail to meet the time limits for registration for the event.
5. The car of TTs which fail to confirm their starters within the time set in article 1.2.083.
6. The cars of TTs not represented at the meeting.

In groups 2 to 6 the order is determined by drawing lots.

The car of a TT covered by points 1,2 or 3 but which falls into one of the categories noted under points 4, 5 or 6 shall be included in group 4,5 or 6 as appropriate.

For other events

1. the cars of TTs represented at the meeting in the order of the individual World Cup classification as determined on the eve of the race
2. cars of TT/Is represented at the meeting and whose riders have not yet obtained points in the World Cup
3. cars of TT/Is represented at the meeting
4. The car of TTs which have failed to respect the registration deadlines for the event.
5. The car of TTs which fail to confirm their starters within the time set in article 1.2.083
6. The cars of TTs not represented at the meeting.

In groups 2 to 6 the order is determined by drawing lots.

The car of a TT covered by points 1,2 or 3 but which falls into one of the categories noted under points 4, 5 or 6 shall be included in group 4,5 or 6 as appropriate.

(text modified on 1.01.02).

- 2.11.22** The organiser must appoint a traffic supervisor approved by the UCI to control the movements of motorcycles in the race in accordance with the procedures agreed with each organiser.

All motorcycles must leave the course at least 500 metres before the finish line. The traffic supervisor may authorise a single TV motorcycle to continue beyond this point.

(text modified on 1.03.01).

XII

Chapter WORLD UNDER 23s CHALLENGE CUP

- 2.12.001** The UCI has created an annual individual classification of riders under 23 years of age participating in the races referred to in article 2.12.003.

This classification is the exclusive property of the UCI.

(text modified on 1.01.98).

- 2.12.002** The classification is established on the basis of the points obtained by riders participating in Road races on the calendar, divided into classes according to article 2.12.003 below.

(text modified on 1.01.98).

2.12.003 Classification of races

World Championships

One-Day Races class 1.7.1

Stage Races class 2.7.1

(text modified on 1.01.98).

UCI CYCLING REGULATIONS

2.12.004 Points shall be awarded as follows:

Place	World Championships		Other events		
	One-Day races	Time-Trial races	Stage races class 2.7.1 (Final placings)	Stage races class 2.7.1 (Prologue, stages and half-stages)	One-Day races class 1.7.1
1	100	90	70	5	30
2	75	70	35		18
3	60	55	30		16
4	35	30	25		14
5	25	20	20		12
6	20	18	18		10
7	18	16	16		8
8	16	14	14		7
9	14	12	12		6
10	12	11	11		5
11	11	10	10		
12	10	9	9		
13	9	8	8		
14	8	7	7		
15	7	6	6		
16	6	5	5		
17	5	4	4		
18	4	3	3		
19	3	2	2		
20	2	1	1		

(text modified on 1.01.98).

2.12.005 The classification shall be established once a month, on the basis of the results registered with the UCI.

Placings of riders with the same number of points in the final classifications shall be determined by the successive application of the following criteria as necessary:

1. Their positions in the World Championship road race for that year
2. Their positions in the World Championship time trial for that year
3. The greater number of race wins
4. The greater number of second places
5. The greater number of third places
6. and so on in other races, taking account only of placings for which points are awarded
7. The number of stage wins.

(text modified on 1.01.98).

UCI CYCLING REGULATIONS

- 2.12.006** On the basis of this classification, riders attaining the Elite category will in the individual UCI classification be credited with the points mentioned in article 2.10.013.
- 2.12.007** National Federations and organisers shall immediately telefax to UCI Headquarters the list of starters and complete results. All National Federations shall immediately inform the UCI of any facts or decisions entailing an amendment to the points obtained by a rider.
- Should this information not be provided, the UCI Management Committee may downgrade the race in question or exclude it from the calendar, notwithstanding any disciplinary action provided for in the Regulations.
- 2.12.008** The UCI shall award a trophy to the winner of the World Challenge Cup competition.
- 2.12.009** The UCI Management Committee may award prizes to riders according to their classification and any criteria that it may determine.
- 2.12.010** Should the Classification be rectified, prizes and trophies already awarded shall be returned and given to the entitled riders according to the revised Classification.

XIII

Chapter UCI WORLD JUNIOR MEN'S CHALLENGE CUP

- 2.13.001** The UCI has created an annual individual classification of riders participating in Junior Men's races.
- This classification is the exclusive property of the UCI.
- 2.13.002** The classification is established on the basis of points obtained by riders participating in World Individual Road and Time-Trial Championships and the Stage Races selected annually by the UCI Management Committee in accordance with the following criteria:
- quality of organisation
 - long-standing of the race
 - sporting value of the race
 - the number of national teams participating.
- Each group of such selected races shall be referred to as a "Super Calendar".
- 2.13.003** Teams shall comprise 4 to 6 riders.
- 2.13.004** The organiser shall meet the expenses of the riders and 2 to 3 attendants per team.
- (text modified on 1.01.01).*

UCI CYCLING REGULATIONS

2.13.005 Points shall be allocated according to the following scale:

Place	World Championships		Super Calendar events
	One-Day races	Time-Trial races	
1	100	90	70
2	75	70	35
3	60	55	30
4	35	30	25
5	25	20	20
6	20	18	18
7	18	16	16
8	16	14	14
9	14	12	12
10	12	11	11
11	11	10	10
12	10	9	9
13	9	8	8
14	8	7	7
15	7	6	6
16	6	5	5
17	5	4	4
18	4	3	3
19	3	2	2
20	2	1	1

2.13.006 The classification shall be drawn up at least once by month on the basis of the results registered with the UCI.

Placings of riders with the same number of points in the final classifications shall be determined by the successive application of the following criteria as necessary:

1. Their positions in the World Championship road race for that year.
2. Their positions in the World Championship time trial for that year
3. The greater number of race wins
4. The greater number of second places
5. The greater number of third places
6. and so on in other races, taking account only of placings for which points are awarded
7. The number of stage wins.

(text modified on 1.01.98).

- 2.13.007** National Federations and organisers shall immediately telefax to UCI Headquarters the list of starters and complete results. All National Federations shall immediately inform the UCI of any facts or decisions entailing an amendment to the points obtained by a rider.

Should this information not be provided, the UCI Management Committee may declassify the race in question or exclude it from the calendar, notwithstanding any disciplinary action provided for in the Rules.

- 2.13.008** The UCI shall award a trophy to the winner of each World Challenge Cup competitions.

- 2.13.009** The UCI Management Committee may award prizes to riders according to their classification and any criteria that it may determine.

- 2.13.010** Should the Classification be rectified, prizes and trophies already awarded shall be returned and given to the entitled riders according to the revised Classification.

XIV

Chapter UCI WOMEN-ELITE INDIVIDUAL CLASSIFICATION

- 2.14.001** The UCI has created a progressive individual classification system for riders participating in the races referred to in article 2.14.008.

This classification shall be called the "UCI Women-Elite Individual Classification" and shall be the exclusive property of the UCI.

- 2.14.002** A classification shall also exist of Trade Teams and of the corresponding nations and shall be the exclusive property of the UCI.

(text modified on 1.01.99).

- 2.14.003** The classification shall be established according to the points obtained by riders participating in Road races on the calendar, divided into classes according to article 2.14.008 below.

[second paragraph abrogated on 1 January 2001].

- 2.14.004** The number of points to be won in each race is indicated in articles 2.14.009 and 2.14.010.

At the end of each race, the total number of points obtained by each rider on the previous occasion when that same race was run shall be subtracted from the total points won up to that time. If, in the course of any given year, a race is not held or no longer counts towards the classification, the requisite number of points shall be subtracted on the date of the anniversary of the last time it was held.

Points awarded during stages shall be taken into account only after the end of the race.

- 2.14.005** National Federations and organisers shall be required, immediately following the end of the race, to transmit to UCI Headquarters by telefax the list of starters and complete results. For stage races, this information shall be transmitted within 72 hours of the end of the last stage.

The National Federation of the organiser of the event shall also, within 72 hours of the final decision, communicate the downgrading of a rider to UCI headquarters. As a general practice, all National Federations shall immediately communicate any facts or decisions that could result in an amendment to the points obtained by a rider.

Should such information not be transmitted as indicated, the UCI Management Committee may declassify the race in question or exclude it from the Calendar, notwithstanding any other penalties provided for in the Regulations.

- 2.14.006** The Individual Classification and the Classification by Nation shall be drawn up at least once a month.
- If need be, the classification of preceding months will be corrected.

- 2.14.007** The UCI Management Committee shall award prizes to riders, in accordance with such criteria as it may establish and with their placing within the system of Classification.

Should the Classification be rectified, prizes already awarded shall be returned and given to the entitled riders according to the revised Classification.

Classification of races

- 2.14.008** World Championships

Olympic Games

World Cup Races

One-Day Races class 1.9.1

Stage Races class 2.9.1

(text modified on 1.01.98).

Individual Classification

2.14.009 Points are awarded according to the following scales:

Place	World Championships and Olympic Games		Other races				
	One-Day race	Time-Trial race	World Cup Races	Stage Races class 2.9.1	Stage Races class 2.9.2	One-Day Races classe 1.9.1	One-Day Races classe 1.9.2
1	200	120	80	50	25	15	3
2	160	96	64	40	20	12	2
3	128	77	52	32	16	10	1
4	102	62	42	26	13	8	
5	82	50	34	21	11	6	
6	66	40	27	17	9	5	
7	53	32	22	14	7	4	
8	42	26	18	11	6	3	
9	34	21	14	9	5	2	
10	27	17	12	7	4	1	
11	22	14	10	6	3		
12	18	11	8	5	2		
13	14	9	6	4	2		
14	11	7	5	3	1		
15	9	6	4	2	1		
16	7	5	3	2			
17	6	4	3	2			
18	5	3	2	1			
19	4	2	2	1			
20	3	2	1	1			
21	3	2	1				
22	3	2	1				
23	3	2	1				
24	3	2	1				
25	3	2	1				
26	2	1	1				
27	2	1	1				
28	2	1	1				
29	2	1	1				
30	2	1	1				
*	1	1					
Stages and halfstages							
1				10	3		
2				8	2		
3				6	1		
4				4			
5				2			
Leader				5	1		
* all other finishers							

National Championships

	Place in the UCI countries classification in the first ranking of the year in question	
Place	1st to 20th	21st and beyond
1	15	5
2	10	3
3	6	1
4	3	
5	1	

(text modified on 1.01.00).

Classification by Nation

2.14.010 The classification by Nation shall be established on the basis of the points obtained by the first 5 riders of their nationality in the Individual Classification.

2.14.010 bis The classification of Trade Teams shall be determined on the basis of the total points obtained by their first 4 riders in the Individual Classification

(text modified on 1.01.99).

Special case

2.14.011 For Team Time-Trial races and stages, the above-mentioned points shall be awarded to the team. Those points shall be shared equally amongst the riders who will count for the classification of the team. Any other rider arriving at the same time will receive an equal number of points to that of his classified team-mates.

Calculations shall be made to the nearest one-hundredth of a point.

XV

Chapter WOMEN'S ELITE WORLD ROAD CUP

(chapter came into force on 1st January 1998).

General

2.15.001 The Women's Elite Road "World Cup" is the exclusive property of the UCI.

2.15.002 The World Cup will comprise a certain number of one day races chosen each year by the UCI Management Committee.

2.15.003 Organisers of World Cup races shall sign a contract with the UCI governing especially broadcasting and marketing rights and the material organisation of the races.

Participation

2.15.004 World Cup races are open to National Teams (comprising riders of the same nationality), Trade Teams and Federation Teams (comprising riders licensed by the same Federation); in addition, the organiser may invite:

- regional or club teams belonging to its country's national federation, with that federation's consent.
- Composite teams comprising riders who do not belong to a UCI-registered TT and whose national team is not participating.

The organiser is obliged to send out invitations to:

- the first 15 national federations in accordance with the last UCI nation classification published in the year prior to that in which the race takes place;
- the first 10 Trade Teams in accordance with the first UCI Trade Team classification published in the year in which the race takes place.

The organiser must allow at least 20 teams to participate.

(text modified on 1.01.01).

2.15.005 Teams comprising 6 riders shall be allowed to compete in the World Cup.

No team shall be allowed to take part with less than 4 riders.

(text modified on 1.01.99).

Classification

2.15.006 Points shall be awarded to the first 20 riders in each race according to the following scale:

Classement	Points
1	75
2	50
3	35
4	30
5	27
6	24
7	21
8	18
9	15
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

2.15.007 At the end of each event, the order of precedence between riders drawing in the general classifications shall be determined according to the greatest number of 1st places, then 2nd places, etc. considering only the placings for which points are awarded.

If they still stand equal, precedence shall be awarded to the rider with the best classification in the most recent event.

The order of precedence in draws in the final results shall be determined according to the greatest number of 1st places, then 2nd places, etc.

(text modified on 1.01.99).

2.15.008 The leader of the general individual classification as well as the first 3 placed riders in each race shall appear on the podium for the official ceremony.

2.15.009 After the official ceremony, the leader of the general individual World Cup classification and the winner in the event shall put in an appearance in the Press room accompanied by the organiser.

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2.15.010 The UCI shall award the World Cup leader's jersey to the leader of the Individual Classification. That jersey shall bear the name and/or logo of the World Cup sponsor. The wearing of that jersey in World Cup races shall be mandatory.

2.15.011 The UCI shall award a trophy to the Cup winner and to the victorious team.

2.15.012 The UCI Management Committee may award prizes to riders according to their classification and such criteria as it may establish.

2.15.013 Should the Classification be rectified, prizes and trophies already awarded shall be returned and given to the entitled riders according to the revised Classification.

Order of vehicles

2.15.014 The order of cars will be as follows:

First race of the year:

1. the car of the team whose rider won the previous World Cup
2. the cars of teams represented at the meeting
3. the car of teams which fail to confirm their starters within the time set in article 1.2.083
4. the cars of teams not represented at the meeting.

In groups 2, 3 and 4 the order is determined by drawing lots.

The car of a team covered by points 1 or 2 but which falls into one of the categories noted under points 3 or 4 shall be included in group 3 or 4 as appropriate.

For other races:

1. the car of teams represented at the meeting in the order of the individual World Cup ranking as determined on the eve of the race.
2. the cars of teams represented at the meeting whose riders have not yet obtained points in the World Cup individual ranking.
3. the cars of TTs which fail to confirm their starters within the time set in article 1.2.083
4. the cars of teams not represented at the meeting.

In groups 2, 3 and 4 the order is determined by drawing lots.

The car of a team covered by points 1 or 2 but which falls into one of the categories noted under points 3 or 4 shall be included in group 3 or 4 as appropriate.

(text modified on 1.01.02).

XVI

Chapter TRADE TEAMS

Identity

2.16.001 A Trade Team is an entity constituted to participate in road races open to Trade Teams as defined in articles 2.1.002 and 2.1.003. It shall be designated by a special name and be registered with the UCI as provided below.

A Trade Team shall comprise all the riders registered with the UCI as members of the team, the paying agent, the sponsors and all the other persons contracted by the paying agent and/or the sponsors to carry out the permanent activities of the team (Administrator, Team Manager, coach, paramedical assistant, mechanic etc.).

Each trade team must take at least the following number of persons, full time and for the entire year of registration:

	Top Club	TT/I	TT/II
Riders	18	16	12
Team managers	2	2	1
Other staff (paramedical assistants, mechanics, etc.)	8	5	2

Trade Teams are divided into two categories: TT/I or TT/II.

Only those Trade Teams registered with the UCI on 20 December may be TT/Is during the subsequent year.

2.16.002 Trade teams are divided into two categories: TT/I and TT/II.

Only trade teams registered by the UCI on 20 December of the preceding year may be granted TT/I status during the year of registration.

There are 30 TT/Is:

- The 26 highest ranked TT/Is in the classification established at the end of the last World Cup event of the preceding year, leaving aside trade teams which are not registered with the UCI on 20 December or who refuse TT/I status.
The ten highest-ranked trade teams, leaving aside teams ineligible for this status under the provisions of article 2.6.003bis or article 2.11.006, shall be known as 'top clubs'.
- The two highest ranked TT/IIIs in the classification established at the end of the last World Cup event of the preceding year, leaving aside the trade teams which are not registered with the UCI on 20 December or who refuse TT/I status. The third, fourth etc. TT/IIIs in the same classification will be granted TT/I status insofar as the total of 26 TT/Is is not reached under the provisions of clause a) above.

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- c) The first two trade teams in the classification of 20 December of the preceding year on the basis of the total points scored by the highest ranked riders of the year in question registered for the year of registration in the individual classification, leaving aside the trade teams covered by points a) and b).

The other trade teams shall be classed TT/II.

For the purposes of points a) and b) above, a trade team may only be given TT/I status if at least 50% of the riders that belonged to it on 30 November stay registered with the trade team. If the employer or a principal partner for such a trade team has changed, the professional cycling council shall decide, without right of appeal, whether it shall be considered as being the same trade team. Should it be deemed to be a new trade team, it may only be classed as a TT/I under point c) above.

2.16.003 Sponsors shall be persons, firms or bodies which contribute to the funding of the Trade Team. Of these sponsors, no more than two may be designated as the principal partners of the Trade Team. Should neither of the two principal partners be the paying agent of the team then the paying agent may be only a person or body corporate whose sole commercial income is derived from advertising or sponsorship and whose sole activity is the running of the trade team.

2.16.004 The principal partner(s) and the paying agent shall commit themselves to the Trade Team for a whole number of calendar years.

2.16.005 The principal partner(s) and the paying agent may act in that capacity with respect to one Trade Team only and his/its/their name(s) shall appear on the riders' licences. Their names must appear on the rider's licence.

2.16.006 The name of the Trade Team shall be that of the company or brand name of the principal partner or that of one or both of the two principal partners.

2.16.007 No two Trade Teams, their principal partners or paying agents, may bear the same name. Should application for a new and identical name be simultaneously made by two or more teams, priority shall be given to the team which has used the name for the longer or longest time.

2.16.008 The nationality of the Trade Team shall be that held by the largest number of riders of a single nationality included in the registration request and approved by the UCI.

Legal and financial status

2.16.009 The paying agent shall represent the trade team for all matters regarding the UCI regulations.

The paying agent shall be a person legally entitled to employ staff. It shall sign contracts with the riders.

The paying agent may act only through individuals who hold a licence.

The paying agent and the principal partners shall be held jointly and severally liable for all the financial obligations of the trade team to the UCI and national federations, including fines.

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The paying agent shall keep separate accounts for the activities of the trade team. The administration of the Professional Cycling Council may issue directives on the procedures for these accounts. At its request or at that of the UCI, the accounts for the current year and/or preceding years must be submitted to the auditor referred to in article 2.16.014.

(text modified on 1.01.03).

- 2.16.010** The paying agent and principal partners shall immediately inform the UCI of the following details: any change in domicile or head office, reduction in capital, change of legal form or identity (merger, take-over), application for or implementation of any agreement or measure concerning all the creditors.

The information specified in the present article must be also sent to the auditor nominated by the UCI.

- 2.16.011** Each year trade teams must apply to the UCI for registration for the following year, referred to hereinafter as the «year of registration», in accordance with the procedures set out below.

- 2.16.012** By 1 September prior to the year of registration the team applying for trade team status must submit the following to UCI headquarters:

1. a) the text, in French or English, of the standard contract(s) with its riders, indicating any clauses added or altered by comparison with the standard contract under article 2.16.056;
- b) the text, in French or English, of the bank guarantee which they intend to set up.

In the event of late submission, the registration fee shall be increased by CHF 2000 per week for applicant TT/Is and by CHF 1000 for all other teams.

The documents in question are submitted for information only. The team shall remain solely responsible for the compliance of its documents to the requirements of the regulations and, where applicable, any legal obligations which may exist.

2. the payment of the registration fee into the UCI account.

In the event of delay the registration fee will automatically be increased by CHF 1000 per day for teams which are to have TT/I status in the year of registration and by CHF 500 for other teams.

(text modified on 1.01.03).

- 2.16.013** By 15 November prior to the year of registration, the team applying for trade team status must submit the following to UCI headquarters:

1. the original of a first-demand bank guarantee in line with the model set out in article 2.16.057, in French or English, and valid up to 31 March of the year following the year of registration. The total of this guarantee must be at least that of the guarantee provided by the trade team for the

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current year and no lower than the minimum amount set under article 2.16.025;
New teams must deposit the bank guarantee no later than 31 October.

2. a list comprising:
 1. the exact name of the trade team
 2. the address (including telephone and fax numbers) to which all communications for the trade team may be sent
 3. the name and address of the principal partners, the paying agent, the manager, the team manager, the assistant team manager and the team doctor
 4. the name, first name, addresses, nationality and date of birth of each riders.

In the event of delay the registration fee will automatically be increased by CHF 1000 per day for teams which are to have TT/I status in the year of registration and by CHF 500 for other teams. Furthermore the examination of the application will not start until all the conditions are fulfilled and the team in question will not be able to claim TT/I status.

- 2.16.014** Registrations will be accepted on the basis of the statement issued by the Auditor appointed by the UCI.

This statement will be issued following an audit for which the aim and procedures shall be set each year by the administration of the Professional Cycling Council.

- 2.16.015** The team applying for trade team status must submit all the documents and information required for the audit to the Auditor appointed by the UCI no later than 15 November of the year preceding the year of registration.

In the event of delay the registration fee will automatically be increased by CHF 1000 per day for teams which are to have TT/I status in the year of registration and by CHF 500 for other teams. This additional fee shall not be cumulative with any made under article 2.16.013 where it is in respect of the same period. The team in question may not claim TT/I status. Furthermore the audit shall be postponed until such time as the documentation is in order.

- 2.16.016** For each rider and each other person contracted by the trade team following its registration, the auditor shall issue an additional statement.

An additional statement is also required should the team's total value of contractual benefits increase without adding to the riders or staff.

Where applicable an additional bank guarantee must be set up.

- 2.16.017** Only trade teams whose documents are found to be in order by the UCI by 20 December before the year of registration can be registered as TT/I.

Trade teams whose documents are found to be in order by the UCI by 15 January of the year of registration may be registered as TT/Is.

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Other teams may not be registered as Trade Teams. No refund shall be made to them.

Registration may be subject to proof of respect for the regulations and any of the team's other obligations, including those in the past.

2.16.018 Any problem or dispute arising in connection with the registration of a trade team shall be settled, without right of appeal, by the Professional Cycling Council. The council shall take account, inter alia, the suitability of the registration and the respect or lack of respect for the regulations shown by the applicants in the past.

2.16.019 The trade team must inform the UCI within one week should any of the persons or entities mentioned in points 3 and 4 of article 2.16.013.2 leave the trade team for any reason whatsoever.

Likewise any change to the information in the list mentioned in article 2.16.013.2, must be submitted to the UCI for approval within one week.

Where applicable this may only be given after the receipt of the additional statement from the auditor appointed by the UCI and an additional bank guarantee.

(text modified on 1.01.03).

2.16.020 Trade teams which are not registered by the UCI may not take part as such in cycling events.

Only those riders on the list approved by the UCI may take part in cycling events as members of their trade team.

The UCI will make no automatic statements regarding the progress of the registration procedure. It is the responsibility of interested parties (riders, organisers) to request information from the UCI.

2.16.021 Each licence holder and each Trade Team must give to the UCI, upon first request, any document or information which it deems useful for verifying compliance with the Regulations and rights and interests of members of the Trade Team. In case of refusal and notwithstanding any other consequences, the licence holder shall be liable to a fine of CHF 1000 to 5000 and the Trade Team a fine of CHF 10000. Furthermore, the offender may be suspended in accordance with article 12.1.005.

2.16.022 The act of annual registration shall imply that Trade Teams and, inter alia, their paying agent and sponsors undertake to respect the Constitution and Regulations of the UCI and the National Federations and to participate in cycling events in a fair and sporting manner.

2.16.023 The registration of a trade team with the UCI shall give rise to a registration fee payable by the trade team. The total shall be set yearly by the UCI Management Committee.

Bank guarantee

2.16.024 Each Trade Team shall furnish the UCI with a first-demand (abstract) bank guarantee in accordance with the model in article 2.16.057. The guarantee shall be drawn up in French or English **by a**

banking institution included on a list prepared by the administration of the Professional Cycling Council.

The purpose of that guarantee shall be to defray debts, in accordance with the procedure set out below, incurred by the sponsors and the paying agent to other members of the trade team holding a licence (riders, coaches, mechanics etc.) for the operation of the trade team or team applying for trade team status for the year of registration and to cover the payment of any outstanding costs, indemnities, fines, penalties and charges imposed by or under the UCI regulations. For the application of provisions regarding the bank guarantee the companies through whom the licence-holders concerned carry out their activity for the operation of the traded team shall be considered as members of the trade team.

(text modified on 15.04.02).

- 2.16.025** The total of the guarantee shall represent a quarter of the gross sums to be paid by the trade team to the riders and persons contracted for the operation of the team during the year of registration.

Should the total amount of the guarantee set out in article 2.16.013, point 1, be less than the sum mentioned in the first paragraph of the present article, a supplementary guarantee must be arranged and submitted to the UCI before registration of the trade team.

In no event may the total amount of the bank guarantee be less than € 650 000.— for a Top Club, € 250 000.— for a TT/I and for a TT/II: € 100 000.— in 2002, € 130 000.— in 2003 and € 150 000.— since 2004.

If the total contractual benefits increases following the arrangement of the guarantee, the total sum of the bank guarantee must be increased proportionately. Trade teams must inform the UCI immediately of such an increase and specify the total amount and the reason. They must also send forthwith to the auditor the documents relating to the increase, including, inter alia, the additional bank guarantee. The auditor shall issue a supplementary statement to the UCI.

The guarantee must be drawn up and payable in Swiss francs, euros or US dollars.

- 2.16.026** Should the bank guarantee be revealed to be inadequate the trade team shall be subject to a fine of between CHF 5000 and 50000. Furthermore the trade team shall be suspended automatically should it fail to arrange the additional guarantee within one month of the date of the decision imposing the fine and shall remain suspended for as long as it fails to do so.

- 2.16.027** The guarantee shall be valid from 1 January of the year of registration until 31 March of the following year.

- 2.16.028** **1§** The UCI shall be obliged to draw on the bank guarantee in favour of the creditor mentioned in the second paragraph of article 2.16.024 except in the event that the claim is clearly unfounded. The Trade Team shall be informed about the creditor's claim and the appeal for the guarantee.

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The creditor shall not be actually paid until one month has elapsed from the time the sum was allocated from the guarantee. If, in the interim, the Trade Team raises a reasonably justifiable objection to the payment of the money to the creditor, the UCI shall pay the sum at issue into a special account and shall subsequently distribute it in accordance with any agreement reached between the parties or according to an enforceable legal decision.

2§ Should the creditor fail to take proceedings against the paying agent before the body stated in his contract or such body as he may consider competent on other grounds within three months of the date of his call on the guarantee, the paying agent may call on the UCI to release the funds in his favour.

The funds shall be released should the creditor fail to take proceedings within one month of the despatch of notice by the UCI or to submit proof of such proceedings within the following fifteen days. Should the body before which proceedings are taken declare itself not competent to rule the creditor shall resubmit his claim within one month of being informed of the decision. Should this not be the case the paying agent may call on the UCI to release the funds in his favour. The funds shall be released should the creditor fail to take further proceedings within one month of the despatch of notice by the UCI or to submit proof of such proceedings within the following fifteen days.

(text modified on 1.01.03).

- 2.16.029** Should the claim exceed an amount equivalent to three months' contractual benefits, the balance of the debt may be paid from the main guarantee should that guarantee not have been exhausted by the end of its period of validity.
- 2.16.030** The UCI may call up the bank guarantee if costs, indemnities, fines, penalties and charges remain unpaid provided that the guarantee has not been used up by the end of its period of validity and, if applicable, after the requirements of article 2.16.029 have been met 2.16.029.
- 2.16.031** Trade Teams whose guarantee is drawn upon shall be automatically suspended if the guarantee is not made up to its full amount within one month.
- 2.16.032** The creditor must make application to the UCI for the guarantee to be called up by 1 March before its expiry date at the latest. Documentary evidence must be provided with the application.

In its absence the application shall be disregarded.

A creditor may not apply for the guarantee to be called up in respect of a contract unless he shall have submitted a duplicate of his copy to the auditor nominated by the UCI by 1 January on the year of registration or, for contracts signed later than 1 December of the year before the year of registration, one month after the date of signing.

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However, the right to the guarantee may not be denied:

1. for contracts submitted to the auditor by the team
2. subsequently to the extent that the guarantee has not been exhausted on its expiry date.

2.16.033 The UCI may wholly or partly liberate the bank guarantee before it matures provided that all creditors covered by the terms of the second paragraph of article 2.16.024 certify that the Trade Team has paid them all benefits due.

Teams and riders

2.16.034 The number of riders in each Trade Team shall be no less than 16 for a TT/I and 12 for a TT/II.

The maximum number of riders per trade team that can be registered with the UCI is limited to 25.

(text modified on 1.01.02; 1.01.03).

2.16.035 During the period between 1 September and the end of the year, each Trade Team may engage three Elite or Under-23 year-old riders on the following conditions:

1. in the case of an Elite rider, he shall not previously have belonged to any Trade Team.
2. the Trade Team shall communicate the identity of riders to the UCI before 1 August;
3. such riders shall obtain the authorisation of their National Federations and may associate with only one Trade Team during this period;
4. these riders may not participate in World Cup road races or Major Tours.

In all other respects, the relationship between these riders and the Trade Team may be determined by mutual agreement between the parties.

2.16.036 A rider whose Trade Team is entered in a race, may not participate independently of his team on pain of being disqualified and fined from 300 to 2000 Swiss francs.

2.16.037 A rider shall not enter into any commitment with an organiser, whomsoever that organiser may be, with a view to participating in a race, without having firstly obtained the agreement of his paying agent or of the employer's delegate. That agreement shall be considered to have been granted if, on being duly requested, the employer has not replied within ten days.

Any rider in breach of this regulation shall be disqualified and fined from 300 to 2000 Swiss francs.

2.16.038 A rider belonging to a Trade Team may not participate in an event on the Cyclo-Tourism Calendar on the eve of or during World Cup, "Hors Classe" or Class 1 road races.

Any rider in breach of this regulation shall be suspended for one month and fined from 50 to 100 Swiss francs.

2.16.039 It is prohibited to engage or allow more than 3 riders belonging to a Trade Team in a race on the cycle-touring calendar.

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The organisers of cycle-touring events who wish to allow more than 3 riders belonging to a Trade Team to take part, must submit a request to the Professional Cycling Council through their National Federation between 15 October and 15 November in the year before their event. The Professional Cycling Council may grant an exemption if it considers that other events will not suffer.

If the organiser infringes the rules, he will be sanctioned as stipulated in article 12.1.008.

- 2.16.040** Without prejudice to 2.16.043, the rights and obligations of the rider and the paying agent shall be resumed in a written employment contract that shall contain at least the minimum stipulations of the model contract given in article 2.16.056. In any case, those stipulations shall apply automatically.

The rights and obligations of the parties are also governed by the joint agreements concluded between the CPA (Cyclistes Professionnels Associés – Associated Professional Cyclists) and the AIGCP (Association Internationale des Groupes Cyclistes Professionnels – International Association of Professional Cycling Groups).

In any case the stipulations of the standard contract and the joint agreements will be applied by law.

- 2.16.041** A rider's membership of a trade team shall necessarily be based on a contract for a fixed term ending on 31 December, in accordance with the procedures set by the collective agreements.

- 2.16.042** Any clause concluded between the rider and the paying agent that impinges on the rights of the rider as provided for in the model contract or in the joint agreements shall be null and void.

- 2.16.043** **The rider can enter into a contract with the Trade Team as a self-employed worker and be registered as a member of the Trade Team, subject to the following provisions:**

- 1. The independent status complies with the applicable legislation.**
- 2. The rider's remuneration must be at least 150% of the amount laid down under article 10 of the joint agreement.**
- 3. In all other respects, the contract must comply with articles 5 to 20 of the joint agreement, except for the following provisions:**
 - art. 5:** compliance with the standard contract is judged by taking account of this article
 - art. 11, 2nd paragraph:** the frequency of the payments is agreed between the parties
 - art. 15:** this point is agreed between the parties
 - art. 16, 1st paragraph:** this point is agreed between the parties
 - art. 17, 1st paragraph**

4. If the applicable legal social security system does not provide for the compulsory insurance referred to in article 22.3 of the joint agreement, the rider shall take out such insurance.
5. The rider must have taken out the insurance policies referred to in article 23 of the joint agreement.
6. The contract with the rider shall stipulate that he must provide proof of the above social security or insurance cover, in the absence of which he shall not be able to be registered as a member of the trade team. This proof shall be submitted to the Trade Team, which shall pass it on to the auditor with the audit file.

The Trade team shall attach to each contract, on the form drawn up by the administration of the Professional Cycling Council, a list of the legal or contractual insurance benefits which the rider will, or will not, be entitled to.

For self-employed riders, this list shall be drawn up on the basis of the evidence submitted by the rider.

The self-employed rider must be able, at any time, to submit proof to the Auditor approved by the UCI of the cover referred to in article 24, either at the request of the auditor or of the UCI.

(text modified on 15.08.02).

- 2.16.044** Any contract between a Trade Team and a rider shall be drawn up in triplicate at least with one copy to the rider. An original shall be given to the auditor.
- 2.16.045** On the expiry of the foreseen term of the contract, the rider shall be free to leave the trade team and join another team.
- No system of transfer fees shall be permitted.
- 2.16.046** A Trade Team or a paying agent that desires to engage a rider who is currently contractually bound to some other paying agent shall, before any contact be established with the rider himself, inform the UCI of the date from which it wishes to engage the rider. Similarly, it shall obtain from the UCI a written statement indicating the date of expiry of the contract of the rider as well as any options he has to extend that contract.
- 2.16.047** Should the new Trade Team or paying agent wish to engage the rider in question in such a way that he would begin to ride for that new Trade Team before the expiry of the planned term of the contract with his current paying agent, it shall firstly inform the UCI of this intention. Before undertaking any further steps, and especially before contacting the rider, the new Trade Team or paying agent shall make known its intention to the current paying agent of the rider.

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The transfer of the rider shall be authorised only if a written and global agreement can be reached between the three parties concerned, viz. the rider, his current paying agent and the new paying agent, and with the authorisation of the Professional Cycling Council.

Any Trade Team or its paying agent that approaches or engages, albeit conditionally, a rider from another Trade Team or a TT/III without the prior agreement of the current paying agent, shall be subject to a fine of 30,000 Swiss francs. Individual licence-holders involved in such procedures shall be liable to a fine of between 3000 and 5000 Swiss francs.

Moreover, the offending Trade Team in question shall pay the rider's current paying agent compensation equivalent to the amount of the remuneration for the period of the contract with the current paying agent remaining to run, but no less than six months' salary.

In no case may a rider move to another team before the expiry of the term with his current paying agent as stipulated in the contract - even if that contract does not run its full term - unless he has prior authorisation from the UCI.

2.16.048 In the case of a merger between trade teams or a trade team and a TT/III, the present provision shall apply to riders of the merged entity who have changed paying agent.

2.16.049 For the purpose of the application of article 2.16.002, the rider's new team referred to in articles 2.16.047 and 2.16.048 above, shall not derive any benefit from the points the rider accumulated before moving to the new team. This provision shall not apply if the rider terminated the contract for non-performance by his paying agent of its obligations towards him. Disputes on this matter shall, for the purpose of applying the present provision, be settled without appeal by the Disciplinary Commission.

2.16.050 For the application of UCI Regulations, any move to another trade team or a TT/III shall be deemed to constitute a new contractual relationship, so that a new contract will have to be concluded in accordance with article 2.16.040, even if, under applicable legislation, the transfer is effected by a cession of contract, the pursuance of the contract by other parties, the secondment of the rider or any other similar technique.

2.16.051 Riders and Trade Teams may not, before 1 September, reveal that they are involved in negotiations about the renewal of their contracts or transfers.

A breach of this regulation shall render the rider liable to a fine of 2000 Swiss francs and the Trade Team to a fine of 5000 Swiss francs.

Dissolution of a Trade Team

2.16.052 A Trade Team shall announce its dissolution or the end of its activity or its inability to respect its obligations, as soon as possible to the riders, to its other members, to the UCI.

Once this announcement has been made, riders shall be fully entitled to contract with a third party for the following season or for the period starting at the moment announced for the dissolution, the end of activities or the inability to perform.

2.16.052 bis A rider who is under contract to a trade team may, subject to the conditions set out below, conclude a contract to ride for a second trade team in the event that his contract with his current trade team is terminated prematurely for recognised reasons relating to the financial situation of that trade team.

1. The rider must notify the PCC of the situation of his current trade team, of his particular position and of his intention to seek another trade team, prior to signing a contract with another trade team. The PCC may request information from any interested party.
2. The contract between the rider and the other trade team must contain the following clause:
The parties confirm that the contract between the rider and his/her current trade team expires only on.... The paying agent recognises and accepts that this contract will be respected. The present contract is concluded provisionally and shall be subject to the premature termination of the contract between the rider and his/her current trade team on grounds previously authorised by the PCC.
3. The contract with the new trade team shall be deposited with the PCC. Should more than one contract be deposited by the same rider, only the first contract deposited shall be recognised, unless the parties to that contract mutually agree otherwise.
4. Before terminating his contract with his current trade team, the rider must have the grounds for such termination authorised by the PCC. The recognition of the grounds shall stand as authorisation to the rider to move to the second trade team as soon as the contract with his/her current trade team is terminated.
5. The transfer to the second trade team shall be at the risk of the rider and that trade team alone: the recognition of the grounds by the PCC or the refusal to recognise such grounds shall not give rise to any claim against the UCI.
6. Should the rider transfer to a second trade team without fulfilling the conditions above, the penalties provided in articles 2.16.054 and 2.16.055 shall apply. The rider's new Trade Team shall not benefit from the points obtained by the rider before his transfer for the purposes of article 2.16.002.

Penalties

2.16.053 Should a Trade Team, as a whole, fail or cease to meet all the conditions of the present clause, it may no longer participate in cycling events.

2.16.054 Each time a Trade Team participates in a race or enters a rider at the start of a race without having firstly met all the conditions set forth in this clause, either with respect to the Trade Team as a whole or with respect to the individual rider, the Trade Team shall be liable to a fine of 5000 Swiss francs per rider. The offending rider will not be permitted to take the start. If he nevertheless participates, he shall be disqualified.

2.16.055 A rider in breach of article 2.16.048 shall be liable to a fine of between 300 and 2000 Swiss francs.

2.16.056 Standard contract between a rider and a trade team

Between the undersigned,

(name and address of the employer)

UCI CYCLING REGULATIONS

paying agent for the trade team (name of TT) for whom the principal partners are:

1. (name and address) (where applicable, the employer itself)
2. (name and address)

hereinafter "the employer"

ON THE FIRST PART

and: (name and address of rider)

born at at

of nationality

holder of a licence issued by

hereinafter «the Rider»

ON THE SECOND PART

Whereas:

- The Employer employs a team of cyclists who, forming the..... Trade Team and under the direction of Mr (name of the Team Manager), participate in cycling road races governed by the Regulations of the International Cycling Union;
- The Rider wishes to join the (name of the Trade Team)
- Both parties are acquainted with and declare that they will abide wholly by the UCI Constitution and Regulations, and those of its affiliated National Federations as well as the joint agreements concluded between the CPA and the AIGCP and approved by the Professional Cycling Council.

This being recognised, it is agreed as follows:

ARTICLE 1 - Engagement

The Employer hereby engages the Rider, who accepts the position, as a road rider.

Participation by the Rider in events in other disciplines shall be agreed upon by the Parties case by case.

The engagement shall be subject to the registration of the team with the UCI as a Trade Team. Should such registration not be obtained, the Rider may terminate the present contract without notice or indemnity.

ARTICLE 2 - Duration

The present contract shall be concluded for a fixed period commencing on 1 January... and expiring on 31 December... In case of tacit extension, the contract shall be automatically extended by one year.

ARTICLE 3 - Salary

1. The Rider shall have the right to gross annual pay of

This pay may not be lower than:

- the pay level stipulated in the collective work agreement binding the Employer or the Trade Team and notably the joint agreement mentioned in article 2.16.041
- in the absence of a collective agreement, the legal minimum annual pay for the country of the nationality of the trade team as per article 2.16.008;
- in the absence of a legal minimum wage, the usual pay for a full time worker in the country in question;

In no instance may the gross pay be lower than:

- CHF 1000 per month in the following countries:
 - Germany, Belgium, Canada, Spain, Denmark, United States of America, France, the UK, Italy, Netherlands, Portugal, Switzerland.
- CHF 500 per month in the following countries:
 - Czech Republic, Poland, Slovakia, Slovenia, Russia.
- CHF 300 by month in the following country:
 - Colombia.

The country to be taken into consideration is the country of which the majority of the riders in the trade team are nationals. If this country is not listed above, the minimum annual pay shall be set by the Professional Cycling Council.

2. If the duration of the present contract is less than one year, the Rider must in this period earn at least the total annual pay set out in article 3.1. Where applicable, the pay due from the rider's previous trade team for the first part of the year in question may be deducted as long as the pay for the duration of the present contract is no lower than the minimum determined under the previous point.

ARTICLE 4 - Payment of wages

1. The employer shall pay the remuneration set out under article 3 in equal monthly payments on or before the last working day of each month.
2. Should the Rider be suspended under the terms of the UCI Regulations or those of one of its affiliated Federations, he shall not be entitled to the said remuneration referred to in article 3 for the part of the suspension exceeding one month.
3. Should the Employer fail to pay the net remuneration as determined under article 3, the Rider shall, as of right and without notice, be fully entitled to the following extra benefits:
 - a) 5% interest for each of the five working days in arrears starting with the fourth day,
 - b) and thereafter, 1% interest for each working day.The total increase may not exceed 50% of the amount due.
4. **The remuneration shall be paid by transfer to the bank account of the rider. Only the proof of the execution of the bank transfer shall be accepted as proof of payment.**

ARTICLE 5 - Premiums and prizes

The Rider shall be entitled to premiums and prizes won during cycling competitions in which he participated for the Trade Team, in accordance with the Regulations of the UCI and its Affiliated Federations.

Premiums and prizes shall be paid as promptly as possible, but at latest on the last working day of the month following that in which said premiums and prizes were won.

Premiums and prizes must be paid by transfer to the bank account of the rider. Only the proof of the execution of the bank transfer shall be accepted as proof of payment.

ARTICLE 6 - Miscellaneous Obligations

1. The Rider may not, for the duration of the present contract, work for any other Trade Team or advertise for any other sponsors than those belonging to the (name) Trade Team, save in such cases as are provided for in the Regulations of the UCI and of its affiliated Federations.
2. The Employer hereby undertakes to allow the Rider properly to perform his occupation by providing him with the necessary equipment and apparel and by permitting him to participate in a sufficient number of cycling events, either as a member of the team or individually.
3. The Rider may not participate individually in a race without the express agreement of the Employer. The Employer shall be deemed to have given its agreement if it has not replied within a period of ten days from the date of the request. In no case may the Rider take part in a road race within any other structure or a mixed team if the (name of the Trade Team) has already entered for that race.
4. The parties undertake to respect the riders' health protection programme referred to in Part XIII of the UCI Regulations.

In case of a national selection, the Employer shall be required to permit the Rider to participate in preparatory races and programmes decided upon by the National Federation. The Employer shall authorise the National Federation to give the Rider any instructions it deems necessary in connection with and for the duration of the selection provided that it does so solely in connection with sporting matters, in its own name and on its own behalf.

In none of the aforementioned cases shall the Contract be suspended.

ARTICLE 7 - Transfers

On the expiry of the present contract, the Rider shall be entirely free to leave the Trade Team and sign a contract with a third party, subject to the provisions of the UCI Regulations.

ARTICLE 8 - End of contract

Notwithstanding the legislation governing the present contract, it may terminate before expiry, in the following cases and on the following conditions:

1. The Rider may terminate the present contract, without notice nor liability for damages:
 - (a) if the employer be declared bankrupt, insolvent or goes into liquidation.
 - (b) if the name of the Trade Team or its principal partners be modified during the course the calendar year without the approval provided for in article 2.16.019 of the UCI Cycling Regulations.

- (c) if the employer or a principal partner withdraw from the Trade Team and the continuity of the Trade Team is not guaranteed or else if the Trade Team announces its dissolution, the winding up of its activities or its inability to meet its commitments; if the announcement be made for a given date, the Rider shall perform the contract until that date.
 - (d) if the Employer defaults seriously. Serious misconduct is considered, in particular, failure to authorise the Rider, despite his repeated demands, to participate in competitions during a continuous period in excess of 6 weeks or during four discontinuous periods of 7 days each, during which period(s) at least 1 One-Day race on the International Calendar took place.
If need be, the Employer shall have to prove that the Rider was in no state to participate in a race.
2. The Employer may terminate the present contract, without notice or liability for damages, in the case of serious misconduct on the part of the Rider and of the suspension of the Rider under the terms of the UCI Regulations for the duration of the present contract remaining to run.
Serious misconduct is considered, in particular, refusal to participate in cycling races, despite being constantly summoned to do so by the Employer.
If need be, the Rider shall have to prove that he was in no state to participate in a race.
3. Either party shall be entitled to terminate the present contract, without notice or liability, should the Rider be rendered permanently unable to exercise the occupation of professional cyclist.

ARTICLE 9 - Defeasance

Any clause agreed upon between the parties that runs counter to the terms of the model contract between a rider and a Trade Team to a joint agreement mentioned in article 2.16.041 and/or to the provisions of the UCI Constitution or Regulations and which would in any way restrict the rights of the Rider shall be null and void.

ARTICLE 10 - Arbitration

Any dispute between the Parties arising from the present Contract shall be submitted to arbitration and shall not be brought before any court, either according to a joint agreement mentioned in article 2.16.041 for the affairs which are settled there, or according to the regulations of the National Federation which issued the licence to the rider or, failing this, the legislation governing this Contract.

(text modified on 1.01.02; 1.01.03).

Model bank guarantee

2.16.057 The present Bank Guarantee is issued under the terms of Article 2.16.024 of the Cycling Regulations of the INTERNATIONAL CYCLING UNION for the purpose of guaranteeing, within the limits set in those regulations, the payment of sums due by the Trade Team TT to riders and other creditors covered by the second paragraph of article 2.16.024 of those Regulations as well as the payment of expenses, indemnities, fines and sanctions or sentences imposed by or in virtue of the regulations of the UCI.

The amount of the present Guarantee is limited to CHF/EUR/USD X

The bank,

hereby undertakes, on first demand and within fifteen days of receiving the demand, to pay the INTERNATIONAL CYCLING UNION any amount in CHF/EUR/USD requested up to a maximum of CHF/EUR/USD X up to exhaustion of the present Guarantee.

The aforementioned payments shall be made on reception of a simple request regardless of any objection raised or exception taken by anyone whomsoever. The request shall require no justification.

The present Guarantee shall remain in effect until 31 March 200...

Any call on the present Guarantee shall be sent to the Bank on or before 31 March 200....

XVII

Chapter TT/III

Identity

2.17.001 A TT/III is an entity composed of Elite and/or Under 23 riders constituted to participate in road races open to them as defined in articles 2.1.002 and 2.1.003.

A Trade Team shall comprise all the riders registered with the UCI as members of the team, the paying agent, the sponsors and all the other persons contracted by the paying agent and/or the sponsors to carry out the permanent activities of the team (Administrator, Team Manager, coach, paramedical assistant, mechanic etc.).

It shall be designated by a special name and be registered with the UCI as provided below.

2.17.002 Sponsors shall be persons, firms or bodies which contribute to the funding of the TT/III. Of these sponsors, no more than two may be designated as the principal partners of the TT/III. Should neither of the two principal partners be the paying agent of the team then the paying agent may be only a person or body corporate, whose sole commercial income is derived from advertising or sponsoring.

2.17.003 The principal partner(s) and the paying agent shall commit themselves to the team for a whole number of calendar years.

2.17.004 The principal partner(s) and the paying agent may act in that capacity with respect to one TT/III only and his/its/their name(s) shall appear on the riders' licences.

2.17.005 The name of the TT/III shall be that of the company or brand name of the principal partner or that of one or both of the two principal partners.

2.17.006 No two TT/III, their principal partners or paying agent, may bear the same name. Should application for a new and identical name be simultaneously made by two or more Teams, priority shall be given to the Team which has used the name for the longer or longest time.

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- 2.17.007** The TT/III shall register with the UCI-affiliated National Federation of the country whose nationality the majority of its riders hold.

Legal and financial status

- 2.17.008** The paying agent shall represent the TT/III for all matters regarding the UCI regulations.

The paying agent shall be a person legally entitled to engage personnel. It shall sign contracts with the riders.

The paying agent and the principal partners shall be held jointly and severally liable for all the financial obligations of the TT/III to the UCI and national federations, including fines.

- 2.17.009** Each person, company, foundation, association or other entity that becomes a paying agent or principal partner of a TT/III for the first time, shall at latest when requesting registration of the TT/III, lodge with its National Federation:

- for individuals: proof of domicile
- for bodies corporate and other entities:
 - Articles of Association
 - proof of entry in the Commercial Register of companies or associations, or any other official document certifying the legal existence of the entity
 - list of managers or directors with surname, first name, occupation and full address
 - annual accounts (balance-sheet and profit and loss account) of the past accounting year in proper legal form.

In addition the paying agent and principal partners shall immediately inform the National Federation of the following details: any change in domicile or head office, reduction in capital, change of legal form or identity (merger, take-over), application for or implementation of any agreement or measure concerning all the creditors.

Registration with National Federation

- 2.17.010** Each year, TT/III shall register with their National Federations for the following year.

The application for registration and the bank guarantee must be received by the National Federation by 30 November at the latest. Failure to comply with this provision shall mean that the entity shall not be registered as a TT/III.

On the following day the National Federation shall inform the UCI of name of the entities which have applied for registration before the expiry of the deadline.

- 2.17.011** The National Federation may register a TT/III only after having received the bank guarantee and checked that it is in order. **The national federation shall be solely liable for checking that the guarantee complies with the regulations.**

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TT/III's shall, at the same time, register their riders. The National Federation shall register solely riders whose contracts comply with the present Regulations.

(text modified on 1.01.03).

- 2.17.012** **Registration with the UCI**
National Federations shall communicate their list of TT/III's to the UCI, by 31 January at latest, for registration. They must include confirmation that they have checked the compliance of the bank guarantees, as well as a copy of those guarantees. A team failing to comply shall not be registered as a TT/III.

On the list, the National Federations shall, for each team, indicate:

1. the exact denomination
2. the address (including telephone and fax numbers) to which all communications for the TT/III can be sent
3. the names and addresses of the principal partners, the paying agent, the Team Manager and the assistant Team Manager
4. the surnames, first names, addresses, nationalities and dates of birth of the riders.

The TT/III's National Federation shall be notified immediately of any changes to the information given above. The federation shall submit the amendments to the UCI for approval.

(text modified on 1.01.01; 1.01.03).

- 2.17.013** A TT/III may request that the UCI register it directly in the following circumstances:
- 1) If the TT/III's registration has been refused by its National Federation for reasons independent of the present regulations.
 - 2) If the national federation fails to apply for its registration with the UCI within the deadline set.

The application shall reach UCI headquarters by 1 February at the latest.

If, following the application of the above-mentioned point 1, the TT/III is registered with the UCI without being registered with a national federation, only the UCI can order the release of the bank guarantee in favour of the creditor in accordance with article 2.17.027. The information specified in articles 2.17.009 and 2.17.012, 2nd paragraph, as well as the specimen of team clothing referred to in article 1.3.036, must be delivered to the UCI headquarters.

- 2.17.014** Any TT/III's whose registration be refused shall be debarred from participating as such in cycling races.

Only riders on the list approved by the UCI may participate in cycling races as members of their TT/III.

The registration and approval of the above could be refused particularly if the rules are abused or not respected.

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2.17.015 Each licence holder and each TT/III shall give the UCI, on first request, any document or information the UCI deems useful for verifying compliance with the Regulations and rights and interests of members of the TT/III. In case of refusal, and notwithstanding any other consequences, a licenceholder shall be liable to a fine of FS 300 to FS 2000 and a TT/III shall be liable to a fine of FS 500 to FS 5000.

2.17.016 By their annual registration with their respective National Federations and with the UCI, TT/IIIs and especially the paying agent and sponsors shall undertake to respect the Constitution and Regulations of the UCI and the National Federations and to participate in cycling events in a loyal and sporting manner.

The employer and principal partners shall be held jointly and severally liable for all the financial commitments of the TT/III to the UCI and the National Federations, including for fines.

2.17.017 The registration of the TT/III with the UCI shall involve a registration fee to be paid by the TT/III. The amount shall be set annually by the UCI Management Committee.

The registration fee must be paid to the UCI before registration.

Bank guarantee

2.17.018 Each TT/III shall furnish its National Federation and the UCI with a first-demand (abstract) bank guarantee in accordance with the model in article 2.17.049.

The purpose of that guarantee shall be to defray debts, in accordance with the procedure set forth below, incurred by the sponsors and the paying agent to other members of the TT/III holding a licence (riders, coaches, mechanics etc.) for the operation of the traded team and to cover the payment of any outstanding financial penalties imposed under the UCI regulations. For the application of provisions regarding the bank guarantee the companies through whom the licence-holders concerned carry out their activity for the operation of the TT/III shall be considered as members of the trade TT/III.

2.17.019 The amount of the guarantee shall be equal to ten percents of the total gross sum payable by the TT/III to all riders and other persons contracted for the functioning of the Team during the year for which it is registered, with a minimum of FS 7500.

Should the amount of the contractual benefits increase after the guarantee is set up, the amount of the bank guarantee will have to be increased proportionally. TT/IIIs shall immediately inform their National Federations or, in the case mentioned in the 3rd paragraph of article 2.17.013, the UCI of any such increase and specify the amount and motive.

The guarantee must be drawn up and made payable in Swiss Francs, in Euros or in US dollars.

2.17.020 Should the guarantee prove to be insufficient, the TT/III shall be liable to a fine of between 1000 and 5000 Swiss francs. Furthermore if the additional guarantee is not put up within one month of the date of the decision imposing the fine, the TT/III shall automatically be suspended until such time as it is put up.

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2.17.021 The guarantee shall be valid from 1 January of the year for which the TT/III requests its registration until 31 March of the following year.

2.17.022 The National Federation shall be obliged to draw on the bank guarantee in favour of the creditor mentioned in the second paragraph of article 2.17.018 except in the event that the claim is clearly unfounded. Where applicable the creditor could refer to the UCI who could itself appeal for the guarantee in favour of the creditor. The TT/III shall be informed about the creditor's claim and the appeal for the guarantee.

The creditor shall not be actually paid until one month has elapsed from the time the sum was allocated from the guarantee. If, in the interim, the TT/III should raise any reasoned opposition to the payment of the money to the creditor, the National Federation or the UCI shall pay the sum at issue into a special account and shall subsequently use it in accordance with an agreement reached between the parties or according to an enforceable legal decision.

2.17.023 Should the claim exceed an amount equivalent to 10 percents of the creditor's gross annual profit, the balance of the debt may be paid from the global guarantee to the extent that that guarantee has not been exhausted by the end of its period of validity.

2.17.024 The UCI may call up the bank guarantee if fines are not paid provided that the guarantee has not been used up by the end of its period of validity and, if applicable, after the requirements of the article 2.17.023 have been met.

2.17.025 A TT/III whose guarantee is drawn upon shall be automatically suspended if the guarantee is not made up to its full amount within one month.

2.17.026 The National Federation shall immediately inform the UCI of:

1. the filing of each claim, mentioning the creditor, the debtor, the amount and the date the claim was filed
2. each time use is made of the bank guarantee
3. the reconstitution of the guarantee within the month or the suspension of the TT/III, as appropriate.

2.17.027 The National Federation and the UCI may wholly or partly liberate the bank guarantee before it matures provided that all creditors covered by the terms of the second paragraph of article 2.17.018 certify that the Trade Team has paid them all benefits due.

Teams and riders

2.17.028 The number of riders in each TT/III shall be no fewer than 8.

The majority of the TT/III's riders shall be aged no more than 27, calculated by subtracting the year of the rider's birth from the year for which the TT/III is registered.

2.17.029 A rider whose TT/III is entered in a race, may not participate independently of his team on pain of being disqualified and fined from 300 to 2000 Swiss francs.

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- 2.17.030** A rider shall not enter into any commitment with an organiser, whomsoever that organiser may be, with a view to participating in a race, without having firstly obtained the agreement of his paying agent or of the paying agent's delegate. That agreement shall be considered to have been granted if, on being duly requested, the employer has not replied within ten days.

Any rider in breach of this regulation shall be disqualified and fined from 300 to 2000 Swiss francs.

- 2.17.031** No more than 3 riders from the same TT/III may be engaged in or admitted to an event on the Cyclo-Tourism Calendar.

Any organiser in breach of this regulation shall be penalised as indicated in article 12.1.008.

Contract

- 2.17.032** A rider's membership of a TT/III shall be subject to a contract for a fixed period of one or several years starting on 1 January and terminating on 31 December. The contract may be on a part time basis.

Should a TT/III engage a rider after 1 January who has never previously belonged to a TT/III or a Trade Team, the contract shall not terminate prior to 31 December of the year following that in which it took effect.

Should a TT/III engage a rider after 1 January who has that same year belonged to another TT/III or a Trade Team, the contract shall be for a fixed period ending on 31 December of that or a subsequent year.

- 2.17.033** The rights and obligations of the rider and the TT/III shall be summarised in a written contract that shall contain at least the minimum stipulations of the model contract given in article 2.17.048. In any case, those stipulations shall apply automatically.

- 2.17.034** Any clause concluded between the rider and the paying agent that impinges on the rights of the rider as provided for in the model contract shall be null and void.

- 2.17.035** [abrogated]

- 2.17.036** Any contract between a Trade Team and a rider shall be drawn up in three copies, one copy of which will be given to the rider, another to the TT/III and a third copy to the TT/III's national federation or, in the case mentioned in the 3rd paragraph of the article 2.17.013, to the UCI.

End of contract

- 2.17.037** On the expiry of the foreseen term of the contract, the rider shall be free to leave the TT/III and join another team.

No system of transfer fees shall be permitted.

2.17.038 A TT/III or a paying agent that desires to engage a rider who is currently contractually bound to some other paying agent shall, before any contact be established with the rider himself, inform the UCI to that effect and the UCI shall then inform the National Federation of the rider's current TT/III or Trade Team of the date from which it wishes to engage the rider. Similarly, it shall obtain from the UCI a written statement indicating the date of expiry of the contract of the rider as well as any options he has to extend that contract.

2.17.039 Should the TT/III or paying agent wish to engage the rider in question in such a way that he would begin to ride for that new TT/III before the expiry of the planned term of the contract with his current paying agent, it shall firstly inform the UCI of this intention. Before undertaking any further steps, and especially before contacting the rider, the new TT/III or the paying agent shall make known its intention to the current paying agent of the rider.

The transfer of the rider shall be authorised only if a written and global agreement can be reached between the three parties concerned, viz. the rider, his current paying agent and the new paying agent, and with the authorisation of the UCI, at the request of the National Federation of the rider.

Any TT/III or its paying agent that approaches or engages, even conditionally, a rider from another TT/III or Trade Team without the prior agreement of the current paying agent, shall be subject to a fine of 10,000 Swiss francs. Individual licence-holders involved in such procedures shall be liable to a fine of between 500 and 5,000 Swiss francs.

Moreover, the offending TT/III in question shall pay the rider's current paying agent compensation equivalent to the amount of the contractual benefits for the period of the contract with the current paying agent remaining to run, but no less than six months' salary.

2.17.040 In no case may a rider move to another team before the expiry of the term with his current paying agent as stipulated in the contract - even if that contract does not run its full term - unless he has prior authorisation from the UCI in response to a request by his National Federation.

In the case of a merger between TT/IIIs or between a TT/III with a Trade Team, the present provision shall apply to riders of the merged entity who have changed paying agent.

2.17.041 The rider's new TT/III referred to in articles 2.17.039 and 2.17.040 above, shall not derive any benefit from the points the rider accumulated before moving to the new TT/III. This provision shall not apply if the rider terminated the contract for non-performance by his TT/III of its obligations towards him. Disputes on this matter shall, for the purpose of applying the present provision, be settled by the Disciplinary Commission without appeal.

2.17.042 For the application of UCI Regulations, any move to another TT/III or Trade Team shall be deemed to constitute a new contractual relationship, so that a new contract will have to be concluded in accordance with article 2.17.042, even if, under applicable legislation, the transfer is effected by a cession of contract, the pursuance of the contract by other parties, the secondment of the rider or any other similar technique.

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- 2.17.043** Riders and TT/III may not, before 1 September, reveal that they are involved in negotiations about the renewal of their contracts or transfers.

A breach of this regulation shall render the rider liable to a fine of 300 Swiss francs and the TT/III to a fine of between 1,000 and 5,000 Swiss francs.

Dissolution of a TT/III

- 2.17.044** A TT/III shall announce its dissolution or the end of its activity or its inability to respect its obligations to riders, to its other members, the UCI and the national federation, as soon as possible.

Once this announcement has been made, riders shall be fully entitled to contract with a third party for the following season or for the period starting at the moment announced for the dissolution, the end of activities or the inability to perform.

Penalties

- 2.17.045** Should a TT/III, as a whole, fail or cease to meet all the conditions of the present clause, it may no longer participate in cycling events.

- 2.17.046** Each time a TT/III participates in a race or enters a rider at the start of a race without having firstly met all the conditions set forth in this clause, either with respect to the TT/III as a whole or with respect to the individual rider, the TT/III shall be liable to a fine of 1000 Swiss francs per rider. The offending rider will not be permitted to take the start. If he nevertheless participates, he shall be disqualified.

- 2.17.047** A rider in breach of article 2.17.040 shall be liable to a fine of between 300 and 2,000 Swiss francs.

2.17.048 Model Contract between a rider and a TT/III

Between the undersigned,

(name and address of paying agent)

being financially empowered to represent the TT/III (name of the TT/III), affiliated to the (name of the National Federation) and whose principal partners are:

1. (name and address) (if appropriate, the paying agent)
2. (name and address)

hereafter called "TT/III",

ON THE ONE PART

And: (name and address of the rider)

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born in _____ on _____

nationality _____

holder of a licence issued by _____

hereafter called "the Rider"

ON THE OTHER PART

Do hereby recall that:

- the TT/III has created a cycling team who, under the direction of Mr. (name of the Team Manager), participate in cycling road races governed by the Regulations of the International Cycling Union;
- The Rider wishes to join the TT/III
- Both parties are acquainted with and declare that they will abide wholly by the UCI Constitution and Regulations, and those of its affiliated National Federations.

This having been established, it is hereby agreed as follows:

ARTICLE 1 - Employment

The TT/III and the Rider agree that the Rider will belong to the TT/III and compete in road races which the TT/III enters.

ARTICLE 2 - Duration

The present contract shall be concluded for a fixed period commencing on 1 January 19.. and expiring on In case of tacit extension, the contract shall be automatically extended by one year.

ARTICLE 3 - Payment of remuneration

The Rider shall be entitled to the following benefits:...

ARTICLE 4 - Salary payment

Failing payment of the financial benefits by the given date, the Rider shall, without summoning the TT/III / WTT to make payment, be fully entitled to the following extra benefits:

- a) 5% interest for each of the five working days in arrears starting with the fourth day,
- b) and thereafter, a 1% interest for each weekday.

The total increase may not exceed 50% of the amount due.

Failing payment of benefits in kind by the given date, the Rider shall, without notice, be fully entitled to the equivalent amount in cash, increased as stipulated in the previous paragraph.

ARTICLE 5 - Premiums and prizes

The Rider shall be entitled to premiums and prizes won during cycling competitions in which he participated for the TT/III, in accordance with the Regulations of the UCI and its Affiliated Federations.

Premiums and prizes shall be paid as promptly as possible, but at latest on the last working day of the month following that in which said premiums and prizes were won.

ARTICLE 6 - Miscellaneous Obligations

1. The Rider may not, for the duration of the present contract, work for any other TT/III or Trade Team or advertise for any other sponsors than those belonging to the (name) TT/III, save in such cases as are provided for in the Regulations of the UCI and of its affiliated Federations.
2. The TT/III hereby undertakes to allow the Rider properly to perform in competitive cycling by providing him with the necessary equipment and apparel and by permitting him to participate in a sufficient number of cycling events, either as a member of the team or individually in accordance with the enclosed programme.
3. The Rider may not participate individually in a race without the express agreement of the paying agent. The paying agent shall be deemed to have given its agreement if it has not replied within a period of ten days from the date of the request. In no case may the Rider take part in a road race within any other structure or a mixed team if the TT/III has already entered for that race.

In case of a national selection, the GS/III shall be required to permit the Rider to participate in preparatory races and programmes decided upon by the National Federation. The GS/III shall authorise the National Federation to give the Rider any instructions it deems necessary in connection with and for the duration of the selection provided that it does so solely in connection with sporting matters.

In none of the aforementioned cases shall the Contract be suspended.

ARTICLE 7 - Transfers

On the expiry of the present contract, the Rider shall be entirely free to leave the TT/III and sign a contract with a third party, subject to the provisions of the UCI Regulations.

ARTICLE 8 - End of contract

Notwithstanding the legislation governing the present contract, it may terminate before expiry, in the following cases and on the following conditions:

1. The Rider may terminate the present contract, without notice nor liability for damages:
 - (a) if the paying agent be declared bankrupt, insolvent or goes into liquidation.
 - (b) if the name of the TT/III or its principal partners be modified during the course the calendar year without the approval provided for in article 2.17.012 of the UCI Cycling Regulations.
 - (c) if the paying agent or a principal partner withdraws from the TT/III and the continuity of the team is not guaranteed or else if the TT/III announces its dissolution, the winding up of its activities or its inability to meet its commitments; if the announcement be made for a given date, the Rider shall perform the contract until that date.
 - (d) in the event of serious misconduct on the part of the TT/III. Serious misconduct shall be taken to include failure to authorise the Rider, to compete in the agreed schedule of races.

UCI CYCLING REGULATIONS

- If need be, the TT/III shall have to prove that the Rider was in no state to participate in a race.
2. The TT/III may terminate the present contract, without notice or liability for damages, in the case of serious misconduct on the part of the Rider and of the suspension of the Rider under the terms of the UCI Regulations for the duration of the present contract remaining to run.
Serious misconduct shall be taken to include refusal to participate in agreed cycling races, despite being constantly summoned to do so by the Employer.
If need be, the Rider shall have to prove that he was in no state to participate in a race.
3. Either party shall be entitled to terminate the present contract, without notice or liability, should the Rider be rendered permanently unable to exercise the occupation of competitive cyclist.

ARTICLE 9 - Defeasance

Any clause agreed upon between the parties that runs counter to the terms of the model contract between a rider and a TT/III and/or to the provisions of the UCI Constitution or Regulations and which would in any way restrict the rights of the Rider shall be null and void.

ARTICLE 10 - Arbitration

Any dispute between the Parties arising from the present Contract shall be submitted to arbitration and shall not be brought before any court, according to the regulations of the National Federation which issued the licence to the rider or, failing this, the legislation governing this Contract.

Made in _____ on _____

in three copies

The Rider _____
Representing the TT/III,
the paying agent

Model bank guarantee

2.17.049 The present Bank Guarantee is issued under the terms of article 2.17.018 of the Cycling Regulations of the INTERNATIONAL CYCLING UNION for the purpose of guaranteeing, within the limits set in those regulations, the payment of sums due by the TT/III N to riders and other creditors covered by the second paragraph of article 2.18.017 of those Regulations and of fines imposed on the TT/III under UCI Regulations.

The amount of the present Guarantee is limited to X FS/euro /USD

The _____ Bank

hereby undertakes, on first demand and within fifteen days of receiving the demand, to pay the National Federation or the INTERNATIONAL CYCLING UNION any amount in FS/euro/USD requested up to a maximum of X FS/euro/USD up to exhaustion of the present Guarantee.

The aforementioned payments shall be made on reception of a simple request regardless of any objection raised or exception taken by anyone whomsoever. The request shall require no justification.

The present Guarantee shall remain in effect until 31 March 200...

Any call on the present Guarantee shall be sent to the Bank by 31 March 200.. at latest.

XVIII

Chapter WOMEN'S TRADE TEAMS

Identity

2.18.001 A Women's Trade Team is an entity composed of Elite riders constituted to participate in women's road races open to Women's Trade Teams as defined in articles 2.1.002 and 2.1.003.

A Women's Trade Team shall comprise all the riders registered with the UCI as members of the team, the paying agent, the sponsors and all the other persons contracted by the paying agent and/or the sponsors to carry out the permanent activities of the team (Administrator, Team Manager, coach, attendant, mechanic etc.).

It shall be designated by a special name and be registered with the UCI as provided below.

(text modified on 1.01.01.).

2.18.002 Sponsors shall be persons, firms or bodies which contribute to the funding of the Women's Trade Team. Of these sponsors, no more than two may be designated as the principal partners of the Women's Trade Team. Should neither of the two principal partners be the paying agent of the team then the paying agent may be only a person or body corporate, whose sole commercial income is derived from advertising.

2.18.003 The principal partner(s) and the paying agent shall commit themselves to the Women's Trade Team for a whole number of calendar years.

2.18.004 The principal partner(s) and the paying agent may act in that capacity with respect to one Women's Trade Team only and his/its/their name(s) shall appear on the riders' licences.

2.18.005 The name of the Women's Trade Team shall be that of the company or brand name of the principal partner or that of one or both of the two principal partners.

2.18.006 No two Women's Trade Teams, their principal partners or paying agents, may bear the same name. Should application for a new and identical name be simultaneously made by two or more Teams, priority shall be given to the Team which has used the name for the longer or longest time.

2.18.007 The Women's Trade Team must be affiliated to the national federation, member of the UCI, of the nationality of the majority of its riders. In the interest of the development of women's cycling, the management committee may grant a special dispensation to this rule.

UCI CYCLING REGULATIONS

Legal and financial status

2.18.008 The paying agent shall represent the Women's Trade Team for all matters regarding the UCI regulations.

The paying agent shall be a person legally entitled to engage personnel. It shall sign contracts with the riders.

The paying agent and the principal partners shall be held jointly and severally liable for all the financial obligations of the Women's Trade Team to the UCI and national federations, including fines.

2.18.009 Each person, company, foundation, association or other entity that becomes a paying agent or principal partner of a Women's Trade Team for the time first, shall at latest when requesting registration of the Trade Team, lodge with its National Federation:

- for individuals: proof of domicile
- for bodies corporate and other entities:
 - articles of Association
 - proof of entry in the Commercial Register of companies or associations, or any other official document certifying the legal existence of the entity
 - list of managers or directors with surname, first name, occupation and full address
 - annual accounts (balance-sheet and profit and loss account) of the past accounting year in proper legal form.

In addition the paying agent and principal partners shall immediately inform the National Federation of the following details: any change in domicile or head office, reduction in capital, change of legal form or identity (merger, take-over), application for or implementation of any agreement or measure concerning all the creditors.

Registration with National Federation

2.18.010 Each year, Women's Trade Teams shall register with their National Federations for the following year.

They shall, at the same time, register their riders.

2.18.011 National Federations must check

- 1) whether the bank guarantee has been provided in accordance with the regulations in force.
- 2) whether the contracts between Trade Teams and their riders conform with the current regulations as well as the norms set in accordance with article 2.18.031 of the present paragraph.

The National Federation shall be solely liable for checking that the guarantee complies with the regulations.

Failing which, the Trade Teams and/or riders concerned cannot be entered.

(text modified on 1.01.03).

Registration

- 2.18.012** National Federations shall communicate their list of Women's Trade Teams to the UCI, by 15 January at latest, for registration. They must include confirmation that they have checked the compliance of the bank guarantees, as well as a copy of those guarantees. In the event of a failure to do so, the women's TT shall not be registered. A team failing to comply shall not be registered as a Women's Trade Team.

On the list, the National Federations shall, for each Trade Team, indicate:

1. the exact denomination
2. the address (including telephone and telefax numbers) to which all communications for the Trade Team can be sent
3. the names and addresses of the principal partners, the paying agent, the Team Manager and the assistant Team Manager
4. the surnames, first names, addresses, nationalities and dates of birth of the riders.

Any modifications made to the above must be immediately brought to the attention of the National Federation or Trade Team. The National Federation shall submit the modifications to the UCI for approval.

(text modified on 1.01.02; 1.01.03).

- 2.18.013** Any Women's Trade Teams which are not registered by the UCI shall be debarred from participating as such in cycling races.

Only riders on the list approved by the UCI may participate in cycling races as members of their Trade Teams.

The registration and approval of the above could be refused particularly if the rules are not respected and abused.

- 2.18.014** Each licence holder and each Women's Trade Team must give to the UCI, upon first request, any documentation or information relating to article 2.18.009 as well as any other documents which it deems useful for verifying compliance with the Regulations and rights and interests of members of the Trade Team. In case of refusal and notwithstanding any other consequences, the licence holder shall be liable to a fine of 300 to 2,000 CHF and the Trade Team a fine of 500 to 5,000 CHF. Furthermore, the offender could be suspended in accordance with article 12.1.005.

- 2.18.015** By their annual registration with their respective National Federations and with the UCI, Women's Trade Teams and especially the paying agents and sponsors shall undertake to respect the Constitution and Regulations of the UCI and the National Federations and to participate in cycling events in a loyal and sporting manner.

- 2.18.016** The registration of the Women's Trade Team with the UCI shall involve a registration fee to be paid by the Trade Team. The amount shall be set annually by the UCI Management Committee.

UCI CYCLING REGULATIONS

The registration fee must be paid to the UCI before registration.

Bank guarantee

- 2.18.017** Each Women's Trade Team shall furnish its National Federation and the UCI with a first-demand (abstract) bank guarantee in accordance with the model in point 2.18.047.

The purpose of that guarantee shall be to defray debts, in accordance with the procedure set forth below, incurred by the sponsors and the paying agent to other members of the Women's Trade Team holding a licence (riders, coaches, mechanics etc.) for the operation of the traded team and to cover the payment of any outstanding financial penalties imposed under the UCI regulations. For the application of provisions regarding the bank guarantee the companies through whom the licence-holders concerned carry out their activity for the operation of the Women's Trade Team shall be considered as members of the trade Women's Trade Team.

- 2.18.018** The amount of the guarantee shall represent ten percents of the total gross sum payable by the Women's Trade Team to all riders and other persons contracted for the functioning of the team during the year for which it is registered, with a minimum of FS 7,500.

Should the amount of the contractual benefits increase after the guarantee is set up, the amount of the bank guarantee will have to be increased proportionally. Trade Teams shall immediately inform their National Federations of any such increase and specify the amount and motive.

The guarantee must be drawn up and made payable in Swiss Francs, in Euros or in US dollars.

- 2.18.019** Should the bank guarantee prove to be insufficient, the Women's Trade Team, the paying agent and the principal partners, being jointly and severally bound, shall be liable to a fine of between 1,000 and 5,000 Swiss francs. Furthermore, the Trade Team shall be automatically suspended if the additional guarantee is not put up within one month of the date of the decision imposing the fine, the Women's Trade Team shall automatically be suspended until such time as it is put up.

- 2.18.020** The guarantee shall be valid from 1 January of the year for which the Women's Trade Team requests its registration until 31 March of the following year.

- 2.18.021** The National Federation shall be obliged to draw on the bank guarantee in favour of the creditor mentioned in the second paragraph of article 2.18.017 except in the event that the claim is clearly unfounded. Where applicable the creditor could refer to the UCI who could itself appeal for the guarantee in favour of the creditor. The Women's Trade Team shall be informed about the creditor's claim and the appeal for the guarantee.

The creditor shall not be actually paid until one month has elapsed from the time the sum was allocated from the guarantee. If, in the interim, the Women's Trade Team should raise any reasoned opposition to the payment of the money to the creditor, the National Federation or the UCI shall pay the sum at issue into a special account and shall subsequently use it in accordance with an agreement reached between the parties or according to an enforceable legal decision.

UCI CYCLING REGULATIONS

2.18.022 Should the claim exceed an amount equivalent to 10 percents of the creditor's annual gross benefit, the balance of the debt may be paid from the global guarantee to the extent that that guarantee has not been exhausted by the end of its period of validity.

2.18.023 The UCI may call up the bank guarantee if fines are not paid provided that the guarantee has not been used up by the end of its period of validity and, if applicable, after the requirements of the article 2.18.022 have been met.

2.18.024 A Women's Trade Team whose guarantee is drawn upon shall be automatically suspended if the guarantee is not made up to its full amount within one month.

2.18.025 The National Federation shall immediately inform the UCI of:

1. the filing of each claim, mentioning the creditor, the debtor, the amount and the date the claim was filed
2. each time use is made of the bank guarantee
3. the reconstitution of the guarantee within the month or the suspension of the Women's Trade Team, as appropriate.

2.18.026 The National Federation and the UCI may wholly or partly liberate the bank guarantee before it matures provided that all creditors covered by the terms of the second paragraph of article 2.18.017 certify that the Women's Trade Team has paid them all benefits due.

Teams and riders

2.18.027 The number of riders in each Women's Trade Team shall be no less than 6.

The maximum number of riders in a Women's Trade Team that can be registered with the UCI is **limited to 14.**

(text modified on 1.01.02; 1.01.03).

2.18.028 A rider whose Women's Trade Team is entered in a race, may not participate independently of his team on pain of being disqualified and fined from 300 to 2,000 Swiss francs.

2.18.029 A rider shall not enter into any commitment with an organiser, whomsoever that organiser may be, with a view to participating in a race, without having firstly obtained the agreement of his paying agent or of the paying agent's delegate. That agreement shall be considered to have been granted if, on being duly requested, the employer has not replied within ten days.

Any rider in breach of this regulation shall be disqualified and fined from 300 to 2,000 Swiss francs.

Contract

2.18.030 A rider's membership of a Women's Trade Team shall be subject to a contract for a set period of one or more years running from 1 January to 31 December. This contract can be a part-time contract.

UCI CYCLING REGULATIONS

Should a Women's Trade Team, after 1 January, engage a rider that has not previously belonged to a Women's Trade Team, the contract shall not terminate prior to 31 December of the year following that in which it took effect.

Should a Women's Trade Team, after 1 January, engage a rider that in the same year has belonged to another Women's Trade Team, the contract shall not terminate prior to 31 December of that same year or of some year following the entry into effect of the contract.

2.18.031 The rights and obligations of the rider and the Women's Trade Team shall be resumed in a written employment contract. The national federation of the Trade Team shall set the rights and obligations which must obligatorily be included in the contract. The national federations shall use the model contract appearing in article 2.18.046.

2.18.032 Any clause agreed between the Women's Trade Team and the rider which shall have the effect of restricting the rights of the rider as established by the national federation, is null and void.

2.18.033 [abrogated].

2.18.034 Any contract between a Women's Trade Team and a rider shall be drawn up in three copies, one copy of which will be given to the rider, another to the Women's Trade Team and the third to the national federation of the Women's Trade Team.

End of contract

2.18.035 On the expiry of the foreseen term of the contract, the rider shall be free to enter the service of some other paying agent.

No system of transfer fees shall be permitted.

2.18.036 A Women's Trade Team or an paying agent that desires to engage a rider who is currently contractually bound to some other paying agent shall, before any contact be established with the rider himself, inform the UCI to that effect and the UCI shall then inform the National Federation of the rider's current Trade Team of the date from which it wishes to engage the rider. Similarly, it shall obtain from the UCI a written statement indicating the date of expiry of the contract of the rider as well as any options he has to extend that contract.

2.18.037 Should the new Women's Trade Team or paying agent wish to engage the rider in question in such a way that he would begin to ride for that new Trade Team before the expiry of the planned term of the contract with her current paying agent, it shall firstly inform the UCI of this intention. Before undertaking any further steps, and especially before contacting the rider, the new Trade Team or paying agent shall make known its intention to the current paying agent of the rider.

The transfer of the rider shall be authorised only if a written and global agreement can be reached between the three parties concerned, viz. the rider, her current paying agent and the new paying agent, and with the authorisation of the UCI, at the request of the National Federation of the rider.

UCI CYCLING REGULATIONS

Any Women's Trade Team or its paying agent that approaches or engages, albeit conditionally, a rider from another Trade Team without the prior agreement of the current paying agent, shall be subject to a fine of 10,000 Swiss francs. Individual licence-holders involved in such procedures shall be liable to a fine of between 500 and 5,000 Swiss francs.

Moreover, the offending Trade Team in question shall pay the rider's current paying agent compensation equivalent to the amount of the contractual benefit for the period of the contract with the current paying agent remaining to run, but no less than six months' salary.

- 2.18.038** In no case may a rider move to another team before the expiry of the term with her current paying agent as stipulated in the contract - even if that contract does not run its full term - unless he has prior authorisation from the UCI in response to a request by her National Federation.

In the case of a merger, the present provision shall apply to riders of the merged Women's Trade Team who have changed paying agent.

- 2.18.039** The rider's new Women's Trade Team referred to in articles 2.18.037 and 2.18.038 above, shall not derive any benefit from the points the rider accumulated before moving to the new Women's Trade Team. This provision shall not apply if the rider terminated the contract for non-performance by his Women's Trade Team of its obligations towards him. Disputes on this matter shall, for the purpose of applying the present provision, be settled without appeal by the Disciplinary Commission.

- 2.18.040** For the application of UCI Regulations, any move to another Women's Trade Team shall be deemed to constitute a new contractual relationship, so that a new contract will have to be concluded in accordance with article 2.18.030, even if, under applicable legislation, the transfer is effected by a cession of contract, the pursuance of the contract by other parties, the secondment of the rider or any other similar technique.

- 2.18.041** Riders and Women's Trade Teams may not, before 1 September, reveal that they are involved in negotiations about the renewal of their contracts or transfers.

A breach of this regulation shall render the rider liable to a fine of 300 Swiss francs and the Trade Team to a fine of 1,000 to 5,000 Swiss francs.

Dissolution of a Trade Team

- 2.18.042** A Women's Trade Team shall announce its dissolution or the end of its activity or its inability to respect its obligations, as soon as possible to the riders, to its other members, to the UCI and its National Federation.

Once this announcement has been made, riders shall be fully entitled to contract with third parties for the following season or for the period starting at the moment announced for the dissolution, the end of activities or the inability to perform.

UCI CYCLING REGULATIONS

Penalties

2.18.043 Should a Women's Trade Team, as a whole, fail or cease to meet all the conditions of the present paragraph, it may no longer participate in cycling events.

2.18.044 Each time a Women's Trade Team participates in a race or enters a rider at the start of a race without having firstly met all the conditions set forth in this paragraph, either with respect to the Trade Team as a whole or with respect to the individual rider, the Trade Team shall be liable to a fine of 1,000 Swiss francs per rider. The offending rider will not be permitted to take the start. If she nevertheless participates, she shall be disqualified.

2.18.045 A rider in breach of article 2.18.038 shall be liable to a fine of between 300 and 2,000 Swiss francs.

2.18.046 Model Contract between a rider and a Trade Team

Between the undersigned,

(name and address of paying agent)

being financially empowered to represent the Women's Trade Team (name of the WTT), affiliated to the (name of the National Federation) and whose principal partners are:

1. (name and address) (if appropriate, the paying agent)
2. (name and address)

hereafter called "the WTT",

ON THE ONE PART

And: (name and address of the rider)

born in on

nationality

holder of a licence issued by

hereafter called "the Rider"

ON THE OTHER PART

Do hereby recall that:

- the WTT has created a cycling team who, under the direction of Mr. (name of the Team Manager), participate in cycling road races governed by the Regulations of the International Cycling Union;
- The Rider wishes to join the (WTT)
- Both parties are acquainted with and declare that they will abide wholly by the UCI Constitution and Regulations, and those of its affiliated National Federations.

This having been established, it is hereby agreed as follows:

ARTICLE 1 - Employment

The WTT and the Rider agree that the Rider shall belong to the WTT and compete in road races in which the WTT enters.

The participation of the Rider in events in other specialities shall be agreed upon by the Parties case by case.

ARTICLE 2 - Duration

The present contract shall be concluded for a fixed period commencing on 1 January 19.. and expiring on 31 December ... In case of tacit extension, the contract shall be automatically extended by one year.

ARTICLE 3 - Salary

The Rider shall be entitled to the following benefits:...

ARTICLE 4 - Salary payment

Failing payment of the financial benefits by the given date, the Rider shall, without summoning the TT/III / WTT to make payment, be fully entitled to the following extra benefits:

- (a) 5% interest for each of the five working days in arrears starting with the fourth day,
- (b) and thereafter, a 1% interest for each weekday.

The total increase may not exceed 50% of the amount due.

Failing payment of benefits in kind by the given date, the Rider shall, without notice, be fully entitled to the equivalent amount in cash, increased as stipulated in the previous paragraph.

ARTICLE 5 - Premiums and prizes

The Rider shall be entitled to premiums and prizes won during cycling competitions in which he participated for the WTT, in accordance with the Regulations of the UCI and its Affiliated Federations.

Premiums and prizes shall be paid as promptly as possible, but at latest on the last working day of the month following that in which said premiums and prizes were won.

ARTICLE 6 - Miscellaneous Obligations

1. The Rider may not, for the duration of the present contract, work for any other Women's Trade Team or advertise for any other sponsors than those belonging to the WTT, save in such cases as are provided for in the Regulations of the UCI and of its affiliated Federations.
2. The WTT hereby undertakes to allow the Rider properly to perform competitive cycling by providing him with the necessary equipment and apparel and by permitting him to participate in a sufficient number of cycling events, either as a member of the team or individually.
3. The Rider may not participate individually in a race without the express agreement of the Paying agent. The Paying agent shall be deemed to have given its agreement if it has not replied within a period of ten days from the date of the request in accordance with the enclosed programme. In case of a national selection, the Paying agent shall be required to permit the Rider to partici-

pate in preparatory races and programmes decided upon by the National Federation. The Paying agent shall authorise the National Federation to give the Rider any instructions it deems necessary in connection with and for the duration of the selection provided that it does so solely in connection with sporting matters.

In none of the aforementioned cases shall the Contract be suspended.

ARTICLE 7 - Transfers

On the expiry of the present contract, the Rider shall be entirely free to sign a new contract with some other **paying agent**, subject to the provisions of the UCI Regulations.

ARTICLE 8 - End of contract

Notwithstanding the legislation governing the present contract, it may terminate before expiry, in the following cases and on the following conditions:

1. The Rider may terminate the present contract, without notice nor liability for damages:
 - (a) if the paying agent be declared bankrupt, insolvent or goes into liquidation.
 - (b) if the name of the Women's Trade Team or its principal partners be modified during the course the calendar year without the approval provided for in article 2.18.012 of the UCI Cycling Regulations.
 - (c) if the paying agent or a principal partner withdraw from the WTT and the continuity of the WTT is not guaranteed or else if the WTT announces its dissolution, the winding up of its activities or its inability to meet its commitments; if the announcement be made for a given date, the Rider shall perform the contract until that date.
 - (d) in the event of serious misconduct on the part of the WTT. Serious misconduct shall be taken to include failure to authorise the Rider, to take part in the agreed schedule of races.
If need be, the WTT shall have to prove that the Rider was in no state to participate in a race.
2. The WTT may terminate the present contract, without notice or liability for damages, in the case of serious misconduct on the part of the Rider and of the suspension of the Rider under the terms of the UCI Regulations for the duration of the present contract remaining to run.
Serious misconduct is considered, in particular, refusal to participate in agreed cycling races, despite being constantly summoned to do so by the WTT.
If need be, the Rider shall have to prove that he was in no state to participate in a race.
3. Either party shall be entitled to terminate the present contract, without notice or liability, should the Rider be rendered permanently unable to exercise the occupation of professional cyclist.

ARTICLE 9 - Arbitration

Any dispute between the Parties arising from the present Contract shall be submitted to arbitration and shall not be brought before any court, according to the regulations of the National Federation which issued the licence to the rider or, failing this, the legislation governing this Contract.

UCI CYCLING REGULATIONS

Made in _____ on _____

in three copies

The Rider

Representing the WTT,
the paying agent

Approved for joint and several liability for all commitments entered into by the Paying agent.

Model bank guarantee

2.18.047 The present Bank Guarantee is issued under the terms of article 2.18.017 of article 1.1.096 ter of the Cycling Regulations of the INTERNATIONAL CYCLING UNION for the purpose of guaranteeing, within the limits set in those regulations, the payment of sums due by the WTT N to riders and other creditors covered by the second paragraph of article 2.18.017 of those Regulations and of fines imposed on the WTT under UCI Regulations.

The amount of the present Guarantee is limited to X FS/euro/USD

The Bank

hereby undertakes, on first demand and within fifteen days of receiving the demand, to pay the National Federation or the INTERNATIONAL CYCLING UNION any amount in FS/euro/USD requested up to a maximum of X FS/euro/USD up to exhaustion of the present Guarantee.

The aforementioned payments shall be made on reception of a simple request regardless of any objection raised or exception taken by anyone whomsoever. The request shall require no justification.

The present Guarantee shall remain in effect until 31 March 200...

Any call on the present Guarantee shall be sent to the Bank by 31 March 200.. at latest.