

ROAD RACES

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PART II ROAD RACES

Chapter CALENDAR

- 2.1.OO1 Road races shall be entered on Calendars according to the classification **included in articles 2.1.002, 2.1.003 and 2.1.005.**

The UCI Management Committee shall allocate a classification to each event in accordance with the criteria which it shall draw up.

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:

A race which is not run in a given year will be given the next lower classification the subsequent year, unless it is already in the lowest class.

A race which is not run in two or more successive years shall be given the lowest classification for the type of event, except in the following cases:

- If the race was in class 3 or higher, it will become class 4
- If the race was in class 4, it will become class 5.

(amendment came into force on 1 January 1999).

- 2.1.OO2 World Calendar

Type of event	Participation
World Championships	- As World Championship Regulations
Olympic Games	- As Olympic cycling event Regulations
World Cup events	- As World Cup Regulations
Major Tours	- TT/I and TT/II on invitation

2.1.003 Continental Calendars

Europe

Type of event	Participation
Continental Championships	- As special regulations
Regional Games	
Hors Classe (1.HC + 2.HC) (*) <i>(amendment came into force on 17 July 1998)</i>	- TT/I and TT/II on invitation
Class 1 (1.1 + 2.1) (*)	- TT/I and TT/II on invitation
Class S <i>(amendment came into force on 17 July 1998)</i>	- in accordance with article 2.1.010
Class 1 (1.1 + 2.1) (*)	- TT/I and TT/II by invitation
Class 2 (1.2 + 2.2) (*)	- TT/II and mixed teams on invitation and optionally - 75% maximum TT/I - 20% maximum national teams and TT/IIIs <i>(amendment came into force on 1 January 1999)</i>
Class 3 (1.3 + 2.3) (*)	- TT/II and mixed teams by invitation and optionally - 60% maximum TT/I - 30% maximum TT/III or other entities <i>(amendment came into force on 1 January 1999)</i>
Class 4 (1.4 + 2.4) (*)	- TT/II and mixed teams by invitation and optionally - 50% maximum TT/III or other entities <i>(amendment came into force on 1 January 1999)</i>
Class 5 (1.5 + 2.5) (*)	- TT/III and other entities and optionally - 50% max. TT/Is, TT/IIIs and mixed teams. No more than 30% of the TT/Is, TT/IIIs and mixed teams entered may be TT/Is. Riders from TT/Is who are classified in the top 100 riders in the first UCI individual rankings of the year of the race shall not be permitted to ride. <i>(amendment came into force on 1 January 1999)</i>
Class 6	TT/III and other entities <i>(amendment came into force on 1 January 1999)</i>
Class 7.1	Under 23s Other entities
Class 7.2	Under 23s Other entities
Class 7	Under 23s Other entities
Class 8	Juniors Other entities
Class 9.1	Elite Women Trade Teams, other entities and mixed teams <i>(amendment came into force on 1 January 1999)</i>

Class 9.2 Elite Women **Trade Teams, other entities and mixed teams**

(amendment came into force on 1 January 1999)

Class 10 Junior Women Other entities

Class 11 Masters (Men or Women) Other entities

Other continents

Type of event	Participation
---------------	---------------

Continental

Championships

- As special regulations

Regional Games

Class S - in accordance with article 2.1.010

(amendment came into force on 17 July 1998)

Class 1 (1.1 + 2.1) (*) - TT/I and TT/II on invitation

Class 2 (1.2 + 2.2) (*) - **TT/I and TT/II and mixed teams by invitation**
and optionally

- **75% maximum TT/I**

- 20 % maximum other entities

(amendment came into force on 1 January 1999)

Class 3 (1.3 + 2.3) (*) - **TT/II, TT/III and mixed teams by invitation**
and optionally

- **60% maximum TT/I**

- Other entities

(amendment came into force on 1 January 1999)

Class 4 (1.4 + 2.4) (*) - **TT/II, TT/III and mixed teams by invitation**
and optionally

- **50% maximum TT/I**

- Other entities

(amendment came into force on 1 January 1999)

Class 5 (1.5 + 2.5) (*) - **TT/III and other entities**
and optionally

- **50% max. TT/Is, TT/IIIs and mixed teams. No more than 30% of the TT/Is, TT/IIIs and mixed teams entered may be TT/Is**

Riders from TT/Is who are classified in the top 100 riders in the first UCI individual rankings of the year of the race shall not be permitted to ride.

(amendment came into force on 1 January 1999)

Class 6 **TT/III and other entities**

(amendment came into force on 1 January 1999)

Class 7.1 Under 23s Other entities

Class 7.2 Under 23s Other entities

Class 8 Juniors Other entities

Class 9.1	Elite Women	Trade Teams, other entities and mixed teams
<i>(amendment came into force on 1 January 1999)</i>		
Class 9.2	Elite Women	Trade Teams, other entities and mixed teams
<i>(amendment came into force on 1 January 1999)</i>		
Class 10	Junior Women	Other entities
Class 11	Masters (Men or Women)	Other entities

The maximum quotas for TT/Is in classes 2, 3 and 4 shall not apply during the months of January and February.

(*) Classification according to the UCI individual classification. (Part X).

- 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.

(amendment came into force on 1 January 1999).

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/IIs.
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
<i>(amendment came into force on 1 January 1999)</i>	

- 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 designations used

- 2.1.007 With respect to World Cup, Major Tours, Hors Classe and Class 1 to 6 races:

- TT/I and TT/II	Trade Teams referred to in Article 1.1.041
- TT/III	Teams referred to in article 2.17.001
- Mixed Team	A team comprising riders belonging to a TT/I or II and which TT is not participating as such. or A team composed of riders belonging to a TT/III which team 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.
- 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 and comprising: <ul style="list-style-type: none"> - its Elite riders not belonging to a TT - with a waiver from the National Federation, its Under-23 riders, except those belonging to a TT/III. National Federations are authorised to be more restrictive regarding participation by their Under-23 riders. 1. Exception: in the class 2 to 5 races, the national teams can also include Elite riders belonging to a TT which is not competing, 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. 2. Under the same conditions national teams may include riders belonging to a TT/III in races in classes 2 to 6.

(amendment came into force on 1 January 1999)

- 2.1.008 With respect to races of classes 7 to 11:

Trade Teams	Trade Teams referred to in Article 2.18.001
Mixed Teams	Trade Team participating in a race with a maximum of 2 riders who are not members. If this includes members of another Trade Team, this team cannot take part. A mixed team shall clearly be designated as such in all documents relating to the race in which it is 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 who do not belong to a Trade Team.

(amendment came into force on 1 January 1999).

- 2.1.009 The maximum percentages (20%, 30% and 50%) referred to in article 2.1.003 are calculated on the basis of teams having confirmed their participation.

The race of any organiser not respecting these percentages will be relegated to a lower class the following year.

- 2.1.010 Races the participation make-up of which 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 a decision by the Management Committee or the National Federation.

The Management Committee may alternatively include these races in class S.

(amendment came into force on 17 July 1998).

II

Chapter 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.
- 2.2.008 (N) The programme or technical guide shall cover all details of organisation, and at least:
- the specific regulations of the race 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 categories of participants
 - the number of riders per team
 - the classifications
 - the prizes
 - possible bonuses
 - overall finishing times
 - the manner in which times made in team TT stages are recorded
 - if appropriate, the presence of a motor-cycle breakdown service
 - if appropriate, the provision of refreshments during TT races or stages and the conditions attaching
 - the criteria for the starting order at a time trial race or prologue
 - a description of the race or stage course with profile, distances, refreshments and, if need be, circuit,
 - obstacles around the course (tunnel, level crossing, dangerous points, etc.)
 - detailed itinerary and relative time-table
 - intermediate sprints, mountain prizes and special, prizes
 - the plan and profile of the last kilometre
 - the exact starting and finishing points, location of Race Headquarters, the drug-test room and Press room
 - list of hospitals near the course
 - the place and time of the meeting of Team Manager/Team Leaders
 - the place and time of the enrolment check and distribution of riders' numbers
 - Race Headquarters opening times
 - composition of the Commissaires' Panel
 - the name address and telephone number of the Race Manager

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

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.
- 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. They shall also be especially mentioned during the meeting of Team Managers.

- 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, attendants, Team Managers and accredited Press personnel.

- 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".

§ 3 Race Procedure

Chaingear ratios

- 2.2.024 For Junior Men, the authorised maximum chaingear ratio is 7.93 metres; for Junior Women, the authorised maximum chaingear ratio is 7.40 metres.

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 if Time Trial races, team vehicles may not be monospaces, minibuses or vans.
- 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 Teams and organisers cannot refuse to take a commissaire on board their vehicles.

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.

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

- 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.

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.

- 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

Motor cycles: Radio and TV reporters

- 2.2.070 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 20 last kilometres and provided that the interview be conducted from a motor-cycle.

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.

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

- 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, attendants, Team Managers and accredited Press personnel. The organisers shall undertake to keep the local police force informed of these arrangements.

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.

- 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.

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

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:

.....

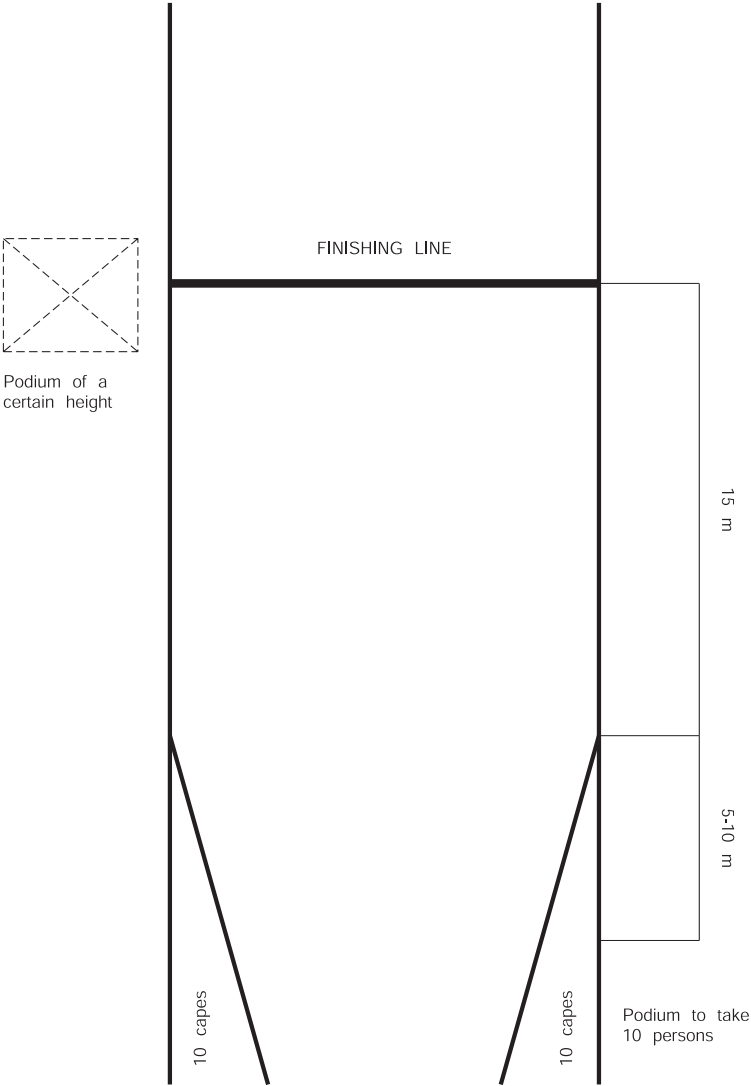
Deadline:

.....

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	GUGOT, 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 CLERCO, 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		

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, Arjan

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

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

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:

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



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.**

(amendment came into force on 1 January 1999).

Distances

- 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)• 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, Paris-Brussels.
	Masters	150
	Juniors	80
Women:	Elite	120

The UCI Management Committee may grant exceptions for races other than those on the European Continental Calendar.

- 2.3.003 *At World Championships, the distances shall be the following:*

Category		Distance (km)
Men:	Juniors	120 to 140
	Under 23s	160 to 180
	Elite	250 to 280
Women:	Juniors	60 to 80
	Elite	80 to 120

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.

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

- 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.

(amendment came into force on 1 January 1999).

- 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.

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).***

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 Championship shall be aligned in order of their placings in those Championships.*
- 2. Lots shall be drawn for the other teams.*

(amendment came into force on 1 January 1999)

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 to each mixed team will be provided by a neutral vehicle. The organiser shall provide at least 3 such neutral assistance vehicles and a sag-wagon.

- 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 shall be set as follows:

- The cars of teams represented at the meeting of Team Managers or team leaders shall be placed ahead those of the other teams.
- Within each of the two groups, the order of cars shall be determined by drawing lots at the meeting of Team Managers or team leaders.

The draw shall be made using slips bearing the names of the teams entered. The first name drawn shall be allocated 1st place, the second name drawn, 2nd place, etc.

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

- 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.

- 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*

(amendment came into force on 1 January 1999).

- 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 No supplies may be provided on hill climbs or descents or during the first 50 and final 20 km.
- 2.3.028 *During World Championships, 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.*

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, 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.*

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.
- 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.

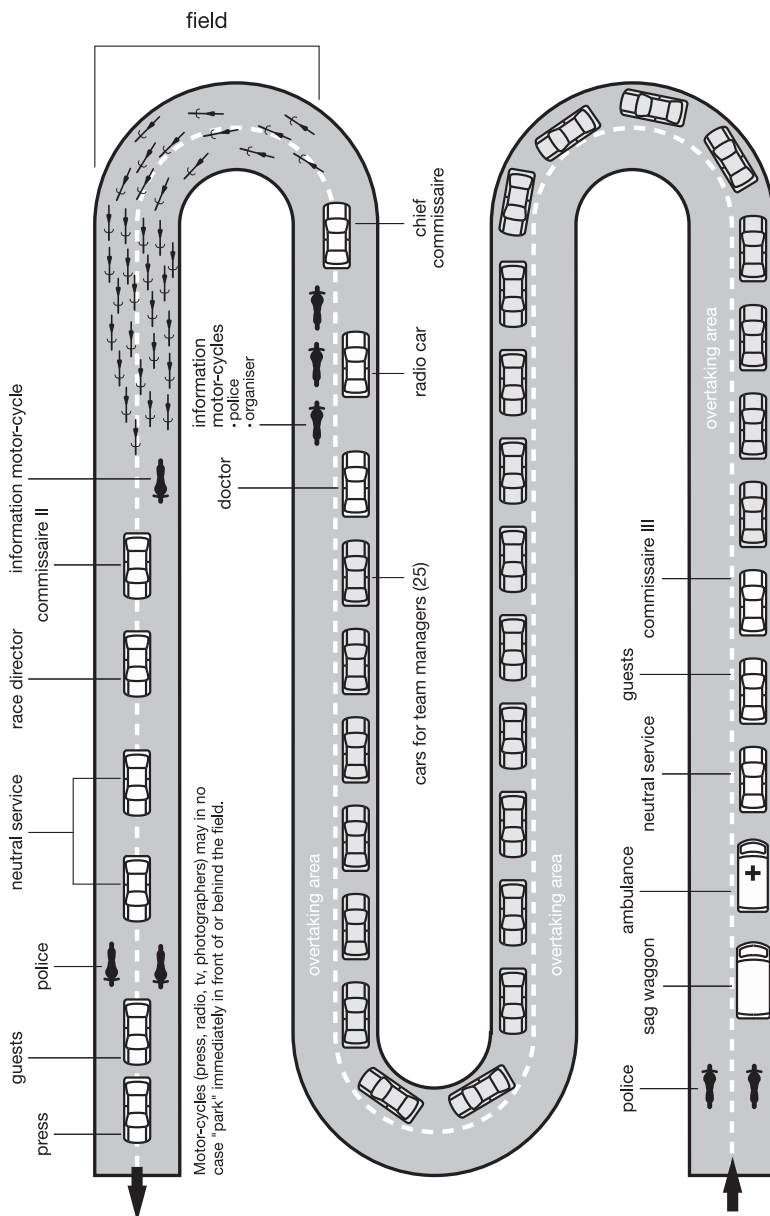
For events in the Elite Men's and Elite Women's World Cups, the time limit may in exceptional circumstances be increased by the Commissaires' Panel in agreement with the organiser.

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.

(amendment came into force on 1 January 1999).

- 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.O44 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.*
(modification came into force on 1st January 1998).

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.O11 (N) The start shall be taken from a launching ramp.
- 2.4.O12 The rider shall be held and then released, not pushed, by a “holder”, who shall be the same for all riders.
- 2.4.O13 The time of any rider reporting late at the start shall be calculated from his scheduled starting time and he shall make a standing start from the place designated for that purpose.

Time-keeping

- 2.4.O14 (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.O15 Finishing times shall be taken to the nearest one-tenth of a second at least.
- 2.4.O16 *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 riders, i.e. to the nearest tenth, hundredth or thousandth of a second.

This article shall apply also to Olympic Games.

Racing procedure

- 2.4.O17 If one rider is caught up by another, he may neither lead nor follow in the slipstream of the rider who caught up.
- 2.4.O18 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.O19 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 36).
- 2.4.O20 Riders may not help one another.
- 2.4.O21 The race rules shall indicate whether the riders may be given refreshments and the conditions attaching.

Following vehicles

- 2.4.O22 (N) Each rider shall be followed by a car having on board a commissaire or a delegate from a National Federation other than that of the rider.
- 2.4.O23 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.

V

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.

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 36).
- 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 (N) Each team shall be followed by a car having on board a commissaire or a delegate from a National Federation other than that of the team in question.
- 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 **The teams shall comprise riders of a single Trade Team, a single club or a national or regional selection not including any riders belonging to a Trade Team.**

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

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 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 mixed team made up from **2 Men's** Trade Teams shall wear the jerseys of their respective Trade Teams.

(amendment came into force on 1 January 1999).

- 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.

Duration

2.6.006 The maximum duration of a Stage Race is set as follows:

Europe

	Calendar	Duration
Men:	Juniors - cl. 2.8	8
	Under 23s - cl. 2.7	10
	Elite - Major Tours	Duration 95
	Elite Hors Classe	Duration 95
	Elite - cl. 2.1 to 2.4 on the 1995 Calendar	Duration 95
	Elite - other events cl. 2.1 to 2.4	5
	Elite - new events in cl. 2.5 on the 1996 Calendar	10
	Elite - new events in cl. 2.5	5
	Elite - cl. 2.6	12
	Masters - cl. 2.11	4
Women:	Elite - cl. 2.9 on the 1996 Calendar	Duration 96
	Elite - new events in cl. 2.9	6
	Juniors - cl. 2.10	4

The UCI Management Committee may grant exceptions for Elite rider races.

Other continents

	Calendar	Duration
Men	Juniors - cl. 2.8	8
	Under 23s - cl. 2.7	10
	Elite - cl. 2.1 to 2.5 on the 1995 Calendar	Duration 95
	Elite - existing events applying for first registration	Current duration
	Elite - other events cl. 2.1 to 2.4	5
	Elite - other new events in cl. 2.5 as from 1996	12
	Elite - other events cl. 2.6	12
	Masters - class 2.11	4
Women:	Elite - cl. 2.9 on the 1996 Calendar	Duration 96
	Elite - new events in cl. 2.9	6
	Juniors - cl. 2.10	4

The duration indicated above shows the total number of days occupied on the Calendar, that is to say days of competition including any prologue and rest days.

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

2.6.007 Stage distances

	Calendar	Maximum average daily distance*	Maximum distance per stage	Maximum distance of ind. TT stages	Maximum distance of team TT stages
Men:	Juniors - class 2.8	100	130	30	50
	Under 23s - class 2.7	150	190	40	60
	Elite	180	260	80	80
	Masters - class 2.11	120	160	30	50
Women:	Elite - class 2.9	100	130	40	30
	Juniors - class 2.10	60	80	15	20

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

The UCI Management Committee may grant exceptions for races other than those on the European Continental Calendar.

- 2.6.008 With a special waiver from the Executive Committee, 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
 - a single stage of no more than 150 km in races for Women (all categories) and Junior Men.

Half-stage

- 2.6.009 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 to 10 racing days: 4 half-stage
 - races of more than 10 racing days: 6 half-stage

Rest days

2.6.010 **Races for Elite Men**

In races of at least 10 competition days without the prologue, rest days may be scheduled.

2.6.011 **Races for Under 23s**

In races of at least 8 competition days without the prologue, rest days may be scheduled.

2.6.012 **Other races**

In races of at least 6 competition days without the prologue, rest days may be scheduled.

Classifications

- 2.6.013 Provision may be made for different classifications which shall all be based exclusively on sporting criteria.

On the basis of these classifications, only 4 leader's jerseys may be awarded for races down to class 5, and 6 jerseys for other races. The leader's jersey for the general individual time classification is mandatory.

2.6.O14 The times as recorded by the timekeepers shall be entered in the general time classifications, account being taken of bonuses and penalisations.

2.6.O15 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.O16 The establishment of other classifications shall be governed by the specific race regulations.

2.6.O17 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.O18 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: 4 sprints maximum

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

Maximum bonuses

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

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 has to impose minimum prizes.

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 shall be determined by the organiser in agreement with the Commissaires Panel.

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.

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.

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 the Major Tours, the number of laps may exceed 5 for circuits of between 5 and 8 km, but only during the final stage of the race.

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.

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.

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

- 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.**

(modification came into force on 1st January 1999).

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.

Prizes and payments

- 2.7.004 The organiser shall, with the invitation, send out a list of prizes on offer before accepting any enrolments.
- 2.7.005 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.
- 2.7.006 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.
- 2.7.007 Prize money shall be paid exclusively to the riders that won it.
- 2.7.008 Prizes and contractual amounts shall be paid within one hour following the finish of the race.

Distances

- 2.7.009 The circuit shall measure between 800 and 10,000 metres.
- 2.7.010 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

- 2.7.011 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.

- 2.7.012 Intermediate sprints shall take place on the finishing line and after a number of laps that shall always be the same between two sprints.
- 2.7.013 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.
- 2.7.014 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.
- 2.7.015 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 determined by the commissaires according to the length of the circuit. After the neutralisation, the rider shall resume the race but shall not earn any points in the following sprint.
- 2.7.016 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.
- 2.7.017 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 by the UCI Management Committee or the National Federation.
- 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.

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/IIIs, of TT/IIIs** and of the corresponding nations and shall be the exclusive property of the UCI.

(amendment came into force on 1 January 1999).

- 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.

The allocation of races to one of those classes shall be effected annually by the UCI Management Committee in accordance with such criteria as it may determine.

- 2.10.004 The number of points to be won in each race is indicated in articles 2.10.010 and 2.10.001.

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.

- 2.10.005 Under 23 year-old riders reaching Elite category before January 15 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.

- 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 may declassify the race in question or exclude it from the Calendar, notwithstanding any other penalties provided for in the Regulations.

- 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.

(amendment came into force on 1 January 1999).

- 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.

- 2.10.009 Classification of races

Elite Men's Championships

- World Championships
- National Championships

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

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

Individual Classification

2.10.010 Points are awarded according to the following scale:

Stage Races

Final classification	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				

(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

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	5				
32	10	5	5	5				
33	10	5	5	5				
34	10	5	5	5				
35	10	5	5	5				
36	10	5	5	5				
37	10	5	5	5				

(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	5				
38	10	5	5	5				
39	10	5	5	5				
40	10	5	5	5				
41	10	5	5	5				
42	10	5	5	5				
43	10	5	5	5				
44	10	5	5	5				
45	10	5	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.

(modification came into force on 1st January 1999).

National Championships

2.10.012 Place in the UCI classification by nation on 15 January of the current year.

Place	1 st to 5 th		6 th to 10 th		11 th to 25 th		26 th 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							

(modification came into force on 1st January 1999).

UCI Under 23s World Challenge Cup

- 2.10.013 Riders entering the Elite category shall be credited with the following points in the January 15 classification according to their classification in the UCI Under 23s World Challenge Cup of the previous year:

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

Classification of Trade Teams

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

a) TT/Is

The classification of TT/Is shall be determined by the points scored by their riders during the year in question in World Cup events, the Major Tours, "Hors Classe" events and races in classes 1.1, 2.1, 1.2, 2.2, 1.3, 2.3, 1.4 and 2.4 as defined in articles 2.1.002 and 2.1.003

The classification shall be calculated as follows:

1. The points obtained by the team's riders in a given event shall be totalled
2. The totals thus obtained shall be sorted in descending order for each class of event
3. For each class of event only the best results will be considered; the maximum number of events to be considered shall be restricted to:
 - 100% of the World Cup events on the calendar
 - 67% of the Major Tours on the calendar
 - 70% of the Hors Classe events on the calendar
 - 60% of the races in class 1.1 on the calendar
 - 60% of the races in class 2.1 on the calendar
 - 50% of the races in class 1.2 on the calendar
 - 50% of the races in class 2.2 on the calendar
 - 20% of the races in class 1.3 on the calendar
 - 20% of the races in class 2.3 on the calendar
 - 20% of the races in class 1.4 on the calendar
 - 20% of the races in class 2.4 on the calendar

If this calculation gives a fractional result it shall be rounded down to the next whole number.

4. The race totals taken into consideration shall be added together
5. The classification shall be determined by the total obtained by each Trade Team
6. No consideration shall be given to races covered by the provisions of article 2.1.010

b) TT/ITs

The classification of TT/ITs shall be determined by the points scored by their riders during the year in question in World Cup events, the Major Tours, "Hors Classe" events and races in classes 1.1, 2.1, 1.2, 2.2, 1.3, 2.3, 1.4 and 2.4 as defined in articles 2.1.002 and 2.1.003.

The classification shall be calculated as follows:

1. The points obtained by the team's riders in a given event shall be totalled
2. The totals thus obtained shall be sorted in descending order for each class of event
3. For each class of event only the best results will be considered; the maximum number of events to be considered shall be restricted to:
 - 20% of the World Cup events on the calendar
 - 34% of the Major Tours on the calendar
 - 30% of the Hors Classe events on the calendar
 - 30% of the races in class 1.1 on the calendar
 - 30% of the races in class 2.1 on the calendar
 - 25% of the races in class 1.2 on the calendar
 - 25% of the races in class 2.2 on the calendar
 - 50% of the races in class 1.3 on the calendar
 - 50% of the races in class 2.3 on the calendar
 - 40% of the races in class 1.4 on the calendar
 - 40% of the races in class 2.4 on the calendar

If this calculation gives a fractional result it shall be rounded down to the next whole number.

4. The race totals taken into consideration shall be added together
5. The classification shall be determined by the total obtained by each Trade Team
6. No consideration shall be given to races covered by the provisions of article 2.1.010.

(amendment came into force on 1 January 1999).

Classification of TT/III's

- 2.10.014 **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.**
bis

(amendment came into force on 1 January 1999).

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.

(modification came into force on 1st January 1999).

- 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 It is obligatory to invite TT/I to participate in the World Cup. In order to have 25 Trade Teams competing, the organiser can invite TT/II if he wishes.
The TT's expenses shall be paid in accordance with the scale for travel expenses currently in force.
It is obligatory for the first 18 TT of the UCI ranking on 15 January to participate in all World Cup races.

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

- 2.11.008 Trade Teams shall confirm their participation and announce to the organiser and to the UCI eight titular riders and five substitutes 15 days before the race.**

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

- 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.

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

- 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.

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.

(modification came into force on 1st January 1999).

- 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.

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

- 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.

- 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 19.. World Cup" for the year following that victory.
- 2.11.019 The UCI Management Committee may award prizes to riders and Trade Teams according to their classification and such criteria as it may establish.
- 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 of the winner of 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. The cars of TTs not represented at the meeting
- In groups 2, 3 and 4 the order shall be determined by drawing lots.

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. Cars of TTs not represented at the meeting.
- In groups 2, 3 and 4 the order shall be determined by drawing lots.

The vehicle of any team that did not enrol for the event within the set deadline shall drive at the back of the motorcade. If there are several teams in this situation, their respective positions at the end of the motorcade shall be determined by the drawing of lots.

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

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.

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

- 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.**

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

- 2.12.003 Classification of races

World Championships

Olympic Games

One-Day Races class 1.7.1

Stage Races class 2.7.1

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

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		

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

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.**

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

- 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 Allocation of points shall be subject to the following participation conditions :
- at least 8 teams from different nations must participate in the race
 - the organiser shall meet the expenses of the riders and 2 to 3 attendants.

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**

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

- 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.

(amendment came into force on 1 January 1999).

- 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.

The allocation of races to one of those classes shall be effected annually by the UCI Management Committee in accordance with such criteria as it may determine.

- 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.

- 2.14.008 Classification of races

World Championships

Olympic Games

World Cup Races

One-Day Races class 1.9.1

Stage Races class 2.9.1

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

Individual Classification

2.14.009 Points are awarded according to the following scale:

Place	World Championships and Olympic Game		World Cup Races	Other races		
	One-Day race	Time-Trial race		Stage Races class 2.9.1 (final placings)	Stage Races class 2.9.1 (prologue, stages and half-stages)	One-Day Races class 1.9.1
1	200	120	80	50	10	15
2	160	96	64	40	8	12
3	128	77	52	32	6	10
4	102	62	42	26	4	8
5	82	50	34	21	2	6
6	66	40	27	17		5
7	53	32	22	14	Leader: 5	4
8	42	26	18	11		3
9	34	21	14	9		2
10	27	17	12	7		1
11	22	14	10	6		
12	18	11	8	5		
13	14	9	6	4		
14	11	7	5	3		
15	9	6	4	2		
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				

* all other finishers.

(modification came into force on 1st January 1999).

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**

(amendment came into force on 1 January 1999).

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

Chapitre 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**, Federation Teams (comprising riders licensed by the same Federation), regional, club or other teams, approved by its National Federation

The organiser is obliged to send out invitations to the first 20 national federations in accordance with the last UCI nation classification published the previous year where the race took place.

At least 10 other teams must be invited.

The organiser must allow at least 20 teams to participate.

(amendment came into force on 1 January 1999).

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.

(modification came into force on 1st January 1999).

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.

(modification came into force on 1st January 1999).

- 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.
- 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 cars of teams not represented at the meeting.**
- In groups 2 and 3 the order shall be determined by drawing lots.**

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 teams not represented at the meeting.**
- In groups 2 and 3 the order shall be determined by drawing lots.**

(modification came into force on 1st January 1999).

XVI

Chapitre 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.

A Trade Team shall comprise all the riders employed by the same employer, and registered with the UCI as forming part of the Trade Team, the employer itself, the sponsors and all the other persons contracted by the employer and/or the sponsors for the functioning 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.

- 2.16.002 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.

There shall be 22 TT/Is:

- a) The first 16 Trade Teams in the classification drawn up on **30 November**. If any one or more of these Trade Teams have not been registered with the UCI by **20 December at the latest**, the place(s) of such TT(s) shall be allocated in the order of the classification drawn up on **30 November** to the next **registered** Trade Team(s) classified after 16th place on 31 December.
- b) The best 6 TTs in the classification drawn up on 15 January of the following year, disregarding the Trade Teams mentioned above.

All other TTs shall be called TT/II.

(amendment came into force on 17 July 1998).

For the purposes of point a) above a Trade Team shall not be classed among the first 16 TT/Is for the new year unless at least 50% of its riders on the preceding 30 November continue to be registered with it. Furthermore, if the employer or a principal partner of such a trade team has changed, the UCI Executive Committee, or in urgent cases the President, shall rule on whether it is to be considered the same trade team. There shall be no right of appeal against such decisions. If it is determined that the team in question is a new trade team, it may only be classed as a TT/I under the provisions of point b) above.

(amendment came into force on 17 July 1998).

- 2.16.002 bis From the year 2000 the division of Trade Teams into TT/I and TT/II categories shall be carried out as follows:**

There shall be 22 TT/Is:

- a) The first 16 teams in the TT/I classification on 30 November of the previous year. If one or more of these teams fails to register with the UCI by 20 December, their place or places shall be taken by the next ranked teams after the 16th place.**
- b) The first team in the TT/II classification on 30 November of the previous year. If this team fails to register with the UCI by 20 December or declines to accept promotion to TT/I status, its place shall be taken by the next ranked team from the 30 November classification.**
- c) The top five teams (disregarding those teams selected under points a) and b) above) in the classification drawn up by the UCI on 1 January of the year in question on the basis of the total points obtained by their eight best placed riders in the individual classification.**

Other Trade Teams shall be TT/II.

For the application of points a and b) above, a Trade Team shall not be considered as being one of the first sixteen TT/Is or the first TT/II for the new year unless at least 50% of the riders belonging to the team on 30 November remain registered with that team. If the employer of or a principal partner in such a team has changed, the UCI Executive Committee or, in case of urgency, the President, shall rule on whether it shall be considered to be the same trade team. There shall be no right of appeal against this decision. If it is decided that the team is to be treated as a new trade team, then it may only be classed as a TT/I under the provisions of 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 employer of the team then the employer may be only a person or body corporate, whose sole commercial income is derived from advertising.**
- 2.16.004 The principal partner(s) and the employer shall commit themselves to the Trade Team for a whole number of calendar years.**
- 2.16.005 The principal partner(s) and the employer may act in that capacity with respect to one Trade Team only and his/its/their name(s) shall appear on the riders' licences.**
- 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 employers, 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 Trade Team shall join the UCI-affiliated National Federation of the country whose nationality the majority of its riders hold.

If, following the application of article 2.6.018, the Trade Team is registered with the UCI without being affiliated to a national federation, only the UCI can order the release of the bank guarantee in favour of the beneficiary in accordance with article 2.16.033. The information specified in articles 2.6.010 and 2.6.017, 2nd paragraph, as well as the specimen of team clothing referred to in article 1.3.036, must be delivered to the UCI headquarters.

Legal and financial status

- 2.16.009 The employer of riders forming a Trade Team shall be a person legally entitled to engage personnel.

[2nd paragraph abrogated on 17 July 1998].

- 2.16.010 Each person, company, foundation, association or other entity that becomes an employer or principal partner of a 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 employer 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.

The information pertaining to the present article must be also sent to an auditor.

- 2.16.011 **Any entity applying for the status of Trade Team for the following year** shall provide the auditor approved by the UCI with:

1. A copy of the application made to the national federation as laid down under article 2.16.015

2. the complete and detailed budget of the Trade Team for the following year
3. all documents supporting the income shown in the budget
4. the original of all contracts with its riders and other persons contracted for the functioning of the team for the same year, including the contracts mentioned in article 2.16.043.
5. the bank guarantee mentioned in article 2.16.024.
6. a list of all recipients of contractual benefits as well as the amount of such contractual benefits received by each such recipient.
7. if applicable, a copy of the information pertaining to article 2.16.010.

The team shall not be registered as a Trade Team for the following year unless all the documents listed above are received by the auditor by 31 October of the year preceding that for which registration is requested. However, the auditor may accept the submission of an incomplete set of documents on condition that the basic documents shall be submitted by 31 October at the latest and that his report shall be received by the federation on or before 15 November.

(amendment came into force on 17 July 1998).

- 2.16.012** The auditor shall issue the National Federation, in duplicate, with its written statement on:
1. the adequacy of the Trade Team budget
 2. whether the contracts comply with the present Regulations
 3. whether the bank guarantee complies with the requirements of the present Regulations.

The auditor shall also indicate which riders have contracts as self-employed workers and shall confirm whether the conditions of Article 1.1.082 have been met.

The auditor shall send one copy of the statement to the Trade Team's National Federation and one copy to the Trade Team, along with the bank guarantee and the list of riders whose contracts have been submitted for audit.

These documents shall reach the National Federation by 15 November at the latest.

(amendment came into force on 4 October 1998).

- 2.16.013** Apart from the bank guarantee, the auditor shall keep the documents received for two years. The contracts shall be kept for one year after their expiry date.
- 2.16.014** The expense and fees of the auditor shall be met by the respective Trade Team.

Registration with National Federation

- 2.16.015** Each year, Trade Teams shall register with their National Federations for the following year.

The application for registration and where appropriate the documents specified in article 2.16.010 must be received by the national federation by 31 October at the latest. If the documents are not received by this date the entity shall not be registered as a trade team.

The day following the expiry of the deadline the national federation shall inform the UCI of the names of the teams which have applied for registration within the timescale permitted.

(amendment came into force on 17 July 1998).

2.16.016 The National Federation shall forward the following documents to the UCI by 30 November at the latest:

- the registration form (provided by the UCI)
- the copy of the bank guarantee
- the auditor's final statement

The national federation shall register only those riders whose contracts have been submitted to the auditor

(amendment came into force on 4 October 1998).

2.16.017 National Federations shall communicate their list of Trade Teams to the UCI for verification and registration.

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

1. the exact denomination
2. the address (including telephone and fax numbers) to which all communications for the Trade Team can be sent
3. the names and addresses of the principal partners, the employer, the Team Manager and the assistant Team Manager
4. the surnames, first names, addresses, nationalities and dates of birth of the riders, the dates and numbers of their licences and the authority that issued them.

The national federations shall submit with their list the auditor's statement and the bank guarantee for each trade team.

All these documents must reach UCI headquarters by 10 December at the latest.

Only Trade Teams whose paperwork is found to be completely in order by the UCI on or before 20 December may be registered as TT/Is.

Trade Teams whose paperwork is found to be completely in order by the UCI on or before 15 January may be registered as TT/Is.

Other bodies may not be registered as Trade Teams.

Any modifications made to the information **covered by these lists** must be immediately brought to the attention of the National Federation of the Trade Team. The National Federation shall submit the modifications to the UCI for approval.

(amendment came into force on 17 July 1998).

2.16.018 A Trade Team can ask to be directly registered with the UCI in the following cases:

- 1) if the Trade Team is refused registration with its National Federation for reasons not based on the current regulations;

2) if the National Federation fails to request the registration with the UCI within the time limit.

The request must reach UCI headquarters by 10 December at the latest.

(amendment came into force on 17 July 1998).

- 2.16.019 Any 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.

- 2.16.020 Each licence holder and each Trade Team must give to the UCI, upon first request, any documentation or information relating to articles 2.16.010 and 2.16.011 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 1000 to 5000 CHF and the Trade Team a fine of 10000 CHF. Furthermore, the offender could be suspended in accordance with article 12.1.005.

- 2.16.021 By their annual registration with their respective National Federations and with the UCI, Trade Teams and especially the employers 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 Trade Team to the UCI and the National Federations, including for fines.

- 2.16.022 The registration of the 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.

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

- 2.16.023 **The parties concerned shall ensure that documents they submit under articles 2.16.002 to 2.16.018 reach their destination before the appropriate deadline, even if that deadline should fall on a Saturday, Sunday or public holiday.**

(modification came into force on 1st January 1999).

- 2.16.024 Each Trade Team shall furnish its National Federation and the UCI with a first-demand (abstract) bank guarantee in accordance with the model in article 2.16.057.

The purpose of that guarantee shall be to defray debts, in accordance with the procedure set forth below, incurred by the sponsors and employer with regard to other members of the Trade Team (riders, coaches, mechanics, etc.) during the year in question and to cover any fines imposed under UCI or UCI Regulations.

[3rd paragraph abrogated on 6th October 1997].

- 2.16.025 The amount of the guarantee shall represent three months' gross salaries payable by the Trade Team to all riders and other persons contracted for the functioning of the Team during the year for which it is registered.

Should the amount of the contractual benefits increase during the year, the amount of the bank guarantee will have to be increased proportionally. Trade Teams shall immediately inform the UCI and their National Federations of any such increase and specify the amount and motive. They shall also immediately transmit the documents relative to the increase and especially the complementary bank guarantee to the auditor. The auditor shall issue a supplementary report to the UCI and the Trade Team's national federation and shall forward the complementary bank guarantee to the latter.

- 2.16.026 **[1st paragraph abrogated on 6th October 1997].**

Should the bank guarantee prove to be insufficient, the Trade Team, the employer and the principal partners, being jointly and severally bound, shall be liable to a fine of between 3000 and 10,000 Swiss francs. Furthermore, the Trade Team shall be automatically suspended if the additional guarantee is not put up within one month of the Disciplinary Commission sending it a written order to that effect and until it has done so.

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

- 2.16.028 The National Federation shall be obliged to draw on the bank guarantee in favour of any beneficiary except in the event where the claim of the latter is unfounded. Where applicable the beneficiary could refer to the UCI who could itself appeal for the guarantee in favour of the beneficiary.

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 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.

- 2.16.029 Should the debt claimed by the creditor exceed an amount equivalent to three months' contractual benefits, 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.

- 2.16.030 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 2.16.029 have been met.
- 2.16.031 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.
- 2.16.032 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 Trade Team, as appropriate
- 2.16.033 The National Federation and the UCI may wholly or partly liberate the bank guarantee before it matures provided that all the riders and other recipients of contractual benefits 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 14 for a TT/I and 10 for a TT/II.

(modification came into force on 4th October 1998).

- 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 through its National Federation 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 Save in the case of national selection, the sporting activity of a rider shall be conducted under the authority of his employer who may delegate that authority. A rider shall not, in particular, 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 employer 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.

The organisers of cycle-touring races who wish to allow more than 3 riders belonging to a TT to take part, must submit a request to the UCI through their National Federation between 15 October and 15 November in the year before their event. The UCI 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.

(modification came into force on 17 July 1998).

Contract of employment

- 2.16.040 A rider's membership of a Trade Team shall be subject to a contract for a set period of one or more years running from 1 January to 31 December.

Should a Trade Team, after 1 January, engage a rider that has not previously belonged to a Trade Team, the contract shall not terminate prior to 31 December of the year following that in which it took effect.

Should a Trade Team, after 1 January, engage a rider that in the same year has belonged to another 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.

- 2.16.041 The rights and obligations of the rider and the employer 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.

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

- 2.16.043 **Without prejudice to the applicable legal provisions, the trade team and the rider may agree to a contract giving the rider the status of a self-employed worker subject to the following provisions:**

- 1. The rider's remuneration must be at least 150% of the minimum salary laid down under article 3 of the model contract in article 2.16.056.**

- 2. Other provisions of the contract shall conform to those in the model contract in article 2.16.056. Any clause which shall have the effect of restricting the rights of the rider shall be considered null and void.**
- 3. The total remuneration shall be taken into account during the calculation of the bank guarantee.**
- 4. The trade team shall submit proof to the auditor that the rider is fulfilling the requirements of the applicable laws regarding tax and social contributions.**

(modification came into force on 17 July 1998).

- 2.16.044 Any contract between a Trade Team and a rider shall be drawn up in triplicate at least. An original shall be given to the auditor.

End of contract

- 2.16.045 On the expiry of the foreseen term of the contract, the rider shall be free to enter the service of some other employer.

No system of transfer fees shall be permitted.

- 2.16.046 A Trade Team or an employer that desires to engage a rider who is currently contractually bound to some other employer 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 between the rider and his current Trade Team as well as any options he has to extend that contract.

- 2.16.047 Should the new Trade Team or employer 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 employer, 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 employer shall make known its intention to the current employer 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 employer and the new employer, and with the authorisation of the UCI, at the request of the National Federation of the rider.

Any Trade Team or its employer that approaches or engages, albeit conditionally, a rider from another Trade Team without the prior agreement of the current employer, 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 employer compensation equivalent to the amount of the salary for the period of the contract with the current employer remaining to run, but no less than six months' salary.

- 2.16.048 In no case may a rider move to another team before the expiry of the term with his current employer 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 team merger, the present provision shall apply to riders of the merged team who have changed employer.

- 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 employer 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 team shall be deemed to constitute a new working 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 the other members of staff, to the UCI and its National Federation. Once this announcement has been made, riders shall be fully entitled to contract with another Trade Team 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

- 2.16.053 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 Model Contract between a rider and a Trade Team

Between the undersigned,

(name and address of employer)

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

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

hereafter called "the Employer",

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 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.

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

ARTICLE 1 - Engagement

The Employer shall engage and the Rider, and the Rider shall agree to be engaged as a Road / Track / Cyclo-Cross / Mountain-Bike / ... rider.

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 In case of tacit extension, the contract shall be automatically extended by one year.

ARTICLE 3 - Remuneration

The Rider shall be entitled to an annual gross salary of This remuneration may not be lower than the legal minimum wage or, where there is no legal minimum, than the usual salary that is paid or should be paid to full-time workers employed in the country whose National Federation issued the Rider's licence or in the country of the **Trade Team's National Federation**, whichever the higher.

If the duration of that contract is to be less than one year, the Rider shall, over that period, earn at least the full annual salary provided for in the preceding paragraph. From this may be deducted any salary that he might have been owed by his previous Trade Team for the first part of the current year provided that the salary for the duration of the present contract is not less than the minimum foreseen in the preceding paragraph.

The 2nd paragraph of this article shall not apply if the present contract is extended.

(modification came into force on 17th July 1998).

ARTICLE 4 - Payment of remuneration

1. The Employer shall pay the salary referred to in article 3 above in at least four instalments, at the latest on the last working day of each three-month period.
2. Should the Rider be suspended under the terms of the UCI Regulations or those of one of its affiliate 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 to the net the remuneration referred to in article 3, the Rider shall, without summoning the Employer 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, an 1% interest for each weekday.

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

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.

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.

(modification came into force on 1st January 1999).

ARTICLE 7 - Transfers

On the expiry of the present contract, the Rider shall be entirely free to sign a new contract with some other employer, 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 2.16.017 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 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. It shall be settled in accordance with the Regulations of the UCI or, failing this, according to the regulations of the National Federation to which the Rider belongs or, failing this, the legislation governing this Contract.

Made in _____ on _____

in as many copies as required by the legislation applicable to the present contract, that is to say, ... plus one copy to be sent to the auditor.

Made in _____ on _____

in as many copies as required by the legislation applicable to the present contract, that is to say, ... plus one copy to be sent to the auditor.

The Rider _____ The Employer _____

(modification came into force on 17 July 1998).

Model bank guarantee

- 2.16.057 The present Bank Guarantee is issued under the terms of Article 2.16.013 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 of its employees and of fines imposed on the Trade Team under UCI Regulations.

The amount of the present Guarantee is limited to

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 requested up to a maximum of 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.

XVII

Chapitre TT/III

(chapter came into force on 4 October 1998).

Identity

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

A TT/III shall comprise all the riders employed by the same employer, and registered with the UCI as forming part of the team, the employer itself, the sponsors and all the other persons contracted by the employer and/or the sponsors for the functioning 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.

- 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 employer of the team then the employer may be only a person or body corporate, whose sole commercial income is derived from advertising.
- 2.17.003 The principal partner(s) and the employer shall commit themselves to the team for a whole number of calendar years.
- 2.17.004 The principal partner(s) and the employer 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's, their principal partners or employers, 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.

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

Legal and financial status

- 2.17.008 The employer of riders forming a TT/III shall be a person legally entitled to engage personnel.
- 2.17.009 Each person, company, foundation, association or other entity that becomes an employer 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 employer 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/IIIs 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.

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

Registration with the UCI

- 2.17.012 National Federations shall communicate their list of TT/IIIs to the UCI, by 31 January at latest, for verification and registration. 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 employer, the Team Manager and the assistant Team Manager
4. the surnames, first names, addresses, nationalities and dates of birth of the riders, the dates and numbers of their licences and the authority that issued them.

In addition, National Federations shall attach to the list for each TT/III a copy of the bank guarantee.

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.

- 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.

- 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.

- 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/III's and especially the employers 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.

If, after being summoned so to do, the TT/III does not pay that sum, it may be refused registration for the following year.

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 employer with regard to other members of the TT/III (riders, coaches, mechanics, etc.) during the year in question and to cover any fines imposed under UCI or UCI Regulations.

- 2.17.019 The amount of the guarantee shall represent one months' gross remuneration 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 during the year, the amount of the bank guarantee will have to be increased proportionally. TT/III's shall immediately inform their National Federations of any such increase and specify the amount and motive.

- 2.17.020 Should the guarantee prove to be insufficient, the TT/III, the employer and the principal partners, being jointly and severally bound, 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 formal notification by the disciplinary commission, the TT/III shall automatically be suspended until such time as it is put up.

- 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 any beneficiary except in the event that the claim of the latter is clearly unfounded. If necessary the claimant shall be entitled to refer the matter to the UCI which shall itself be entitled to call up the guarantee in favour of the beneficiary.

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 reasonable objection 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 debt claimed by the creditor exceed an amount equivalent to one months' contractual benefits, 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 the riders and other recipients of contractual benefits certify that the TT/III 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.
- 2.17.030 Save in the case of national selection, the sporting activity of a rider shall be conducted under the authority of his employer who may delegate that authority. A rider shall not, in particular, 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 employer 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.
- 2.17.031 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 of employment

- 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 employer shall be summarised in a written employment 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 employer that impinges on the rights of the rider as provided for in the model contract shall be null and void.
- 2.17.035 Regardless of what it might be called or of the parties that sign it, and notwithstanding any declaration to the contrary, any contract under which benefits be granted in exchange for the services of the rider to his TT/III or to one of its members may be considered by the rider as being a contract of employment concluded between himself and his employer and governed by legislation applicable to employment contracts as well as by the UCI Regulations and particularly articles 2.17.033 and 2.17.034 above, the provisions of which shall take precedence over any irreconcilable provisions of the contract in question.

Conversely, no-one may avail themselves of any obligations imposed on the rider in such a contract.

This article shall not apply to contracts concluded, without the involvement of a rider's TT/III, with the organiser of a race in which the rider participates individually and which concerns exclusively the participation of the rider in the race in question.

- 2.17.036 Any contract between a TT/III and a rider shall be drawn up in triplicate at least. One original copy shall be forwarded to the National Federation of the TT/III. The National Federation shall send an initialled original copy to the rider.

End of contract

- 2.17.037 On the expiry of the foreseen term of the contract, the rider shall be free to enter the service of some other employer.

No system of transfer fees shall be permitted.

- 2.17.038 A TT/III or an employer that desires to engage a rider who is currently contractually bound to some other employer 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 between the rider and his current TT/III or Trade Team as well as any options he has to extend that contract.

- 2.17.039 Should the employer 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 employer, it shall firstly inform the UCI of this intention. Before undertaking any further steps, and especially before contacting the rider, the new TT/III shall make known its intention to the current employer 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 employer and the new employer, and with the authorisation of the UCI, at the request of the National Federation of the rider.

Any TT/III or its employer that approaches or engages, even conditionally, a rider from another TT/III or Trade Team without the prior agreement of the current employer, 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 5000 Swiss francs.

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

- 2.17.040 In no case may a rider move to another TT/III or Trade Team before the expiry of the term with his current employer 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/III's or between a TT/III with a Trade Team, the present provision shall apply to riders of the merged entity who have changed employer.

- 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 employer 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 working relationship, so that a new contract will have to be concluded in accordance with article 2.17.032, 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.

- 2.17.043 Riders and TT/IIIs 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 1000 and 5000 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, other staff, the UCI and the national federation, as soon as possible.

Once this announcement has been made, riders shall be fully entitled to contract with another entity 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 2000 Swiss francs.
- 2.17.048 Model Contract between a rider and a TT/III

Between the undersigned,

(name and address of employer)

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 employer)
2. (name and address)

hereafter called "the Employer",

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 Employer employs a TT/III of cyclists 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 - Engagement

The Employer shall engage the Rider, and the Rider shall agree to be engaged as a road rider.

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 In case of tacit extension, the contract shall be automatically extended by one year.

ARTICLE 3 - Remuneration

The Rider shall be entitled to an annual gross salary of

ARTICLE 4 - Payment of remuneration

1. The Employer shall pay the salary referred to in article 3 above in at least four instalments, at the latest on the last working day of each three-month period.
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 full net value of the remuneration referred to in article 3, the Rider shall, without summoning the Employer 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, an 1% interest for each weekday.The total increase may not exceed 50% the amount due.

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 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 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 TT/III has already entered for that race.

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 TT/III, 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 TT/III or its principal partners be modified during the course of the calendar year without the approval provided for in article 2.17.012 of the UCI Cycling Regulations.
 - (c) if the employer 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 Employer. Serious misconduct shall be taken to include failure to authorise the Rider, despite his repeated requests, 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 shall be taken to include 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 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. It shall be settled in accordance with the Regulations of the UCI or, failing this, according to the regulations of the National Federation to which the Rider belongs or, failing this, the legislation governing this Contract.

Made in _____ on _____

in as many copies as required by the legislation applicable to the present contract, that is to say, ... plus one copy to be sent to the National Federation.

The Rider _____ The Employer _____

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 to riders and other of its employees and of fines imposed on the TT/III under UCI Regulations.

The amount of the present Guarantee is limited to

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 requested up to a maximum of 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

Chapitre WOMEN'S TRADE TEAMS (chapter came into force on 17 July 1998)

Identity

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

A Trade Team shall comprise all the riders employed by the same employer, and registered with the UCI as forming part of the Trade Team, the employer itself, the sponsors and all the other persons contracted by the employer and/or the sponsors for the functioning 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.

- 2.18.002 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 employer of the team then the employer 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 employer shall commit themselves to the Trade Team for a whole number of calendar years.
- 2.18.004 The principal partner(s) and the employer 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 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 employers, 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 Trade Team shall join the UCI-affiliated National Federation of the country whose nationality the majority of its riders hold.

Legal and financial status

- 2.18.008 The employer of riders forming a Trade Team shall be a person legally entitled to engage personnel.
- 2.18.009 Each person, company, foundation, association or other entity that becomes an employer or principal partner of a 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 employer 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, Trade Teams shall register with their National Federations for the following year.

Trade Teams 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.

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

2.18.012 National Federations shall communicate their list of Trade Teams to the UCI, by 15 January at latest, for verification and registration.

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 employer, the Team Manager and the assistant Team Manager
4. the surnames, first names, addresses, nationalities and dates of birth of the riders, the dates and numbers of their licences and the authority that issued them.

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.

2.18.013 Any 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 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 1000 to 5000 CHF and the Trade Team a fine of 10,000 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, Trade Teams and especially the employers 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 Trade Team to the UCI and the National Federations, including for fines.

2.18.016 The registration of the 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.

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

2.18.017 Each 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 employer with regard to other members of the Trade Team (riders, coaches, mechanics, etc.) during the year in question and to cover any fines imposed under UCI Regulations.

2.18.018 The amount of the guarantee shall represent one months' gross remuneration payable by the 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 7500.

Should the amount of the contractual benefits increase during the year, 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.

2.18.019 Should the bank guarantee prove to be insufficient, the Trade Team, the employer 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 Disciplinary Commission sending it a written order to that effect and until it has done so.

2.18.020 The guarantee shall be valid from 1 January of the year for which the 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 any beneficiary except in the event where the claim of the latter is unfounded.

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 should raise no reasoned opposition to the payment of the money to the creditor, the National Federation 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.

2.18.022 Should the debt claimed by the creditor exceed an amount equivalent to three months' contractual benefits, 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 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 Trade Team, as appropriate.

2.18.026 The National Federation may wholly or partly liberate the bank guarantee before it matures provided that all the riders and other recipients of contractual benefits certify that the Trade Team has paid them all benefits due.

Teams and riders

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

The maximum number of riders in a Trade Team that can be registered with the UCI is limited to 12.

2.18.028 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.

2.18.029 Save in the case of national selection, the sporting activity of a rider shall be conducted under the authority of her employer who may delegate that authority. A rider shall not, in particular, 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 her employer 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.

Contract of employment

- 2.18.030 A rider's membership of a 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.

Should a Trade Team, after 1 January, engage a rider that has not previously belonged to a Trade Team, the contract shall not terminate prior to 31 December of the year following that in which it took effect.

Should a Trade Team, after 1 January, engage a rider that in the same year has belonged to another 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 employer 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 contracts. The national federations shall use the model contract appearing in article 2.18.046.

- 2.18.032 Any clause agreed between the 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 Without prejudice to the applicable legal provisions, the trade team and the rider may agree to a contract giving the rider the status of a self-employed worker subject to the following provisions:
1. Provisions of the contract shall conform to article 2.18.031. Any clause which shall have the effect of restricting the rights of the rider shall be considered null and void.
 2. The total remuneration shall be taken into account during the calculation of the bank guarantee.
 3. The trade team shall submit proof to the national federation that the rider is fulfilling the requirements of the applicable laws regarding tax and social contributions.

- 2.18.034 Any contract between a Trade Team and a rider shall be drawn up in duplicate at least.

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 employer.

No system of transfer fees shall be permitted.

- 2.18.036 A Trade Team or an employer that desires to engage a rider who is currently contractually bound to some other employer 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 between the rider and her current Trade Team as well as any options he has to extend that contract.

- 2.18.037 Should the new Trade Team or employer 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 employer, 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 employer shall make known its intention to the current employer 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 employer and the new employer, and with the authorisation of the UCI, at the request of the National Federation of the rider.

Any Trade Team or its employer that approaches or engages, albeit conditionally, a rider from another Trade Team without the prior agreement of the current employer, 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 employer compensation equivalent to the amount of the salary for the period of the contract with the current employer 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 employer 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 team merger, the present provision shall apply to riders of the merged team who have changed employer.

- 2.18.039 The rider's new 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 team. This provision shall not apply if the rider terminated the contract for non-performance by his employer 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 team shall be deemed to constitute a new working 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 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

- 2.18.042 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 the other members of staff, to the UCI and its National Federation. Once this announcement has been made, riders shall be fully entitled to contract with another Trade Team 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

- 2.18.043 Should a 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 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 5000 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 2000 Swiss francs.
- 2.18.046 Model Contract between a rider and a Trade Team

Between the undersigned,

(name and address of employer)

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

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

hereafter called "the Employer",

ON THE ONE PART

And: (name and address of the rider)

born in on

nationality

holder of a licence issued by

called "the Rider"

ON THE OTHER PART

Do hereby recall that:

- 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 Employer has provided the (National Federation) with an irrevocable bank guarantee required under article....;
- 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.

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

ARTICLE 1 - Engagement

The Employer shall engage and the Rider, and the Rider shall agree to be engaged as a Road / Track / Cyclo-Cross / Mountain-Bike / ... rider.

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 In case of tacit extension, the contract shall be automatically extended by one year.

ARTICLE 3 - Remuneration

The Rider shall be entitled to an annual gross salary of

ARTICLE 4 - Payment of remuneration

1. The Employer shall pay the salary referred to in article 3 above in at least four instalments, at the latest on the last working day of each three-month period.
2. Should the Rider be suspended under the terms of the UCI Regulations or those of one of its affiliate 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 to the net the remuneration referred to in article 3, the Rider shall, without summoning the Employer 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, an 1% interest for each weekday.

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

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.

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 her 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 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 sign a new contract with some other employer, 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 2.18.012 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 default is considered, in particular, failure to authorise the Rider, despite her 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 - Arbitration

Any dispute between the Parties arising from the present Contract shall be submitted to arbitration and shall not be brought before any court. It shall be settled in accordance with the Regulations of the UCI or, failing this, according to the regulations of the National Federation to which the Rider belongs or, failing this, the legislation governing this Contract.

Made in _____ on _____

in as many copies as required by the legislation applicable to the present contract, that is to say, ...

The Rider _____ The Employer _____

Approved for joint and several liability for all commitments entered into by the Employer

Model bank guarantee

2.18.047 The present Bank Guarantee is issued under the terms of article 2.18.017 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 of its employees and of fines imposed on the Trade Team under UCI Regulations.

The amount of the present Guarantee is limited to

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 requested up to a maximum of 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.