



1998 International Mountain Bike Regulations

(Note: These regulations are for all intents and purposes fully representative of the mountain bike technical rules for 1998. Please further note that the Management Committee of the UCI retains the right to amend these rules without prior notice.)

1. GENERAL REGULATIONS.

1.1. Licences and the Classification of Riders.

- 1.1.1. International Mountain Bike licenses conforming to the general regulations of the UCI will be issued by the National Federations affiliated with the UCI to all Mountain Bike competitors.
- 1.1.2. The only valid licenses will be those conforming exactly to the UCI regulations. Any other non-official licence will be refused.
- 1.1.3. Licences are valid for each calendar year and must be presented by all riders before they may be allowed to compete in an event.
- 1.1.4. A rider's age category is determined by the year of birth of the rider on the 31st of December of the given year.
- 1.1.5. The minimum age permitted for an international mountain bike race organised under UCI regulations is 17 years. However, events promoted especially for younger riders under 17 years of age will be permitted.
- 1.1.6. Age categories for men and women are:
 - 1.1.6.1. 17-18 years, Junior.
 - 1.1.6.2. 19 years and over, Elite.
 - 1.1.6.3. 30 years and over, Masters.
- 1.1.7. Should there be less than 15 entrants in the categories junior and/or masters, the entrants may compete in the elite event.
- 1.1.8. A masters rider or junior rider may ride in the elite category on the recommendation of his/her National Federation.
- 1.1.9. A National Federation may have other classifications for domestic races based on the age and/or technical ability of its riders. (Example - Novice, Sport, Expert.)

1.2. Clothing.

- 1.2.1. Advertising on a competitor's clothing (including advertising pertaining to official teams during World and Continental Championships) shall be allowed with the exception of the World Champion's jersey when it is presented on the podium.
- 1.2.2. Replicas of the World Champion's jersey may be made in conformity with the relevant UCI regulations. The advertising area sizes and limits allowed on the World Champion's jersey in all categories are as follows:
 - 1.2.2.1. On the front and back of the jersey, a 10cm high rectangle above the rainbow colours.

- 1.2.2.2. On the sleeves, a single line of advertising a maximum of 5cm high.
- 1.2.2.3. The clothing manufacturer's logo may appear once only on each jersey and must be of a maximum size of 25cm² (5x5).
- 1.2.3. Wearing the World Champion's Jersey.
 - 1.2.3.1. The jersey must be worn at all international events. The only exception will be if the World Champion wins the leader's jersey of a particular competition or series.
 - 1.2.3.2. The World Champion's jersey may only be worn in the category and in the discipline of competition in which it was won.
 - 1.2.3.3. Former World Champions may wear the rainbow colours on cuffs and collars of jerseys irrespective of the category and the discipline.
- 1.2.4. Each National Federation shall, no later than 1 December each year, lodge a sample of its national jersey and shorts (colours and layout) with the UCI, and this shall remain unchanged throughout the following calendar year.
- 1.2.5. This national jersey shall be worn in the finals at the World Championships in all categories, and in all disciplines.
- 1.2.6. Only the following advertising is allowed on the national jersey design lodged with UCI:
 - 1.2.6.1. Two logos of 64cm² maximum on the front of the jersey.
 - 1.2.6.2. On the sleeves - a single name or logo with a maximum height of 5cm in a single line.
 - 1.2.6.3. On the sides of the jersey - a lateral strip with a maximum width of 9cm.
 - 1.2.6.4. On the sides of the shorts - a lateral strip with a maximum width of 9cm.
 - 1.2.6.5. The makers logo may appear once only on each jersey and must be of a maximum size of 25cm² (5x5).

1.3. **The Venue.**

- 1.3.1. The course for a mountain bike race should include, where possible, forest roads and tracks, fields, earth or gravel paths. Paved or tarred/asphalt roads should not exceed 15% of the total course.
- 1.3.2. Start and Finish.
 - 1.3.2.1. The start and/or finish banners must be placed immediately above the start and finish lines (minimum clearance 3m) and cover the whole width of the riding surface.
 - 1.3.2.2. The riding area at the start for events where riders start in groups:
 - Must be at least 6 meters wide for a minimum distance of 30m before the line.
 - Must be at least 6m wide for a minimum of 100m after the line.
 - Should be either on the flat or climbing for a minimum of 750m, or 3 minutes, after which the riding area may narrow.

1.3.2.3. The riding area at the finish for events where riders may finish in groups must be:

- At least 4 meters wide for a minimum distance of 50 meters before the finish line.
- At least 4 meters wide for a minimum distance of 20 meters after the finish line.
- Either on the flat or climbing.

1.3.2.4. Barriers must be erected for a minimum of 50 meters before and 50 meters after the start line on both sides of the course. There must not be any obstacles which might cause a crash or any chance of collision between the riders in the start and finish areas.

1.3.2.5. For Downhill events the start area must be at least 2 meters wide and the finish area must be at least 6 meters wide.

1.3.2.6. There must be an additional braking area of a minimum 50m after the finish line. This area must be free of obstacles.

1.3.2.7. Individual Cross Country and Downhill courses must be apart and should not have common trail. If, however, they do share common trail, exclusive training periods must be allocated on each course.

1.3.3. The Course.

1.3.3.1. The course must be free of all significant obstacles which have not been planned and/or notified to the riders.

1.3.3.2. The course must be marked every kilometer by a sign indicating the distance yet to be raced. Furthermore, the last kilometer must be marked with a sign clearly indicating that only one kilometer of the course remains.

1.3.3.3. Extended single track sections must also have periodic passing sections.

1.3.4. Facilities.

1.3.4.1. The race organiser must set aside a warm up area near the bike marking and staging area where riders may prepare themselves for the event.

1.3.4.2. The Commissaires must be provided with suitable facilities for their work, close to the start line and the finish line.

1.3.4.3. The race organisation and the secretariat will be situated in a closed and covered office.

1.3.4.4. A safety system will be installed in order to give assistance to all riders at all points of the course with the least possible delay.

1.3.4.5. Only essential vehicles of the organisation, security, safety and the media are permitted access to the course.

1.3.4.6. Spectators, including those on bikes, must be kept off the course at all official training and racing times.

1.3.4.7. The race organisation must provide radios for the College of Commissaires. At least 5 radios are necessary to facilitate communication among the Commissaires. These radios must have one channel available for the exclusive use of the College of Commissaires which is the same channel as the Jury of Appeal.

The Commissaires must be able to reach the Race Director using a different channel on the same radio.

1.3.4.8. The race organisation must provide radios for the Jury of Appeal. At least 3 radios are necessary to facilitate communication among the Jury of Appeal. These radios must have one channel available for the exclusive use of the Jury of Appeal which is the same channel as the College of Commissaires. The Jury must be able to reach the Race Director using a different channel on the same radio.

1.4. **Description of Official Duties.**

1.4.1. The Race Jury.

1.4.1.1. This will comprise three persons, including one Chairperson, appointed to hear appeals against the decisions of the College of Commissaires.

1.4.2. The Technical Delegate.

1.4.2.1. For Category A, B, C and D events, this person is appointed by the UCI Mountain Bike Commission. For Category E events this person may be appointed by the host National Federation.

1.4.2.1.1. He/she is responsible for the technical aspects of the event and is the liaison between the UCI Headquarters, the UCI Mountain Bike Commission and the organisers.

1.4.2.1.2. Must make an advance inspection of the site, meet with the organisers, and immediately make a site inspection report to the UCI Mountain Bike Commission (for Category E events the report is to go to the host National Federation), and provide a copy of this report to the organiser.

1.4.2.1.3. Oversee and follow up with the organiser in the lead up to the event to ensure the recommendations from the site inspection report have been implemented as appropriate.

1.4.2.1.4. Be on site prior to the first official training session and carry out an inspection of the venue and courses in conjunction with the Chief Commissaire and the organiser. The final determination for the course and any changes will be the responsibility of the Technical Delegate.

1.4.2.1.5. Oversee the work of the College of Commissaires and make a confidential report back to the UCI Mountain Bike Commission (for Category E events report back to the host National Federation). This report is submitted in conjunction with a general event report which may also be copied to the event organiser.

1.4.2.1.6. Once the first official training session has commenced, allocate the responsibility for the conduct of the competition to the College of Commissaires.

1.4.2.1.7. Co-ordinate the team/rider meetings.

1.4.3. The College of Commissaires.

1.4.3.1. Chief Commissaire:

1.4.3.1.1. For Category A, B, and D events, this person is appointed by the UCI Mountain Bike Commission. For Category C events this person is appointed by the respective Continental Confederation and for Category E events this person may be appointed by the host national Federation. This person must be an International A Grade Mountain Bike Commissaire.

1.4.3.1.2. He/she is responsible for the overall competition. Supervises the start arrangements, the officials, the Commissaires and the results service. Ensures the application and respect of the regulations in all circumstances and collaborates with the Race Director in the completion of his/her duties. Will discuss any penalties with the appropriate officials. Receives complaints from competitors.

1.4.3.2. Assistant Chief Commissaire:

1.4.3.2.1. For Category A and B events this person is appointed by the UCI Mountain Bike Commission. For Category C events this person is appointed by the respective Continental Confederation and for Category D and E events this person may be appointed by the host National Federation. This person may be an International Mountain Bike Commissaire.

1.4.3.2.2. He/she is directly responsible to the Chief Commissaire and will act as the Chief Commissaire's representative when he/she is not available. Will assist the Chief Commissaire in the completion of his/her duties.

1.4.3.3. Secretary Commissaire:

1.4.3.3.1. For Category A events, this person is appointed by the UCI Mountain Bike Commission. For Category C events this person is appointed by the respective Continental Confederation and for Category B, D, E events this person may be appointed by the host National Federation. This person must be at least a National Mountain Bike Commissaire and will note the name, age, category, country, validity of the licence, licence number and race number of competitors who have entered the race.

1.4.3.3.2. After signing-on formalities are completed, the start order will be announced in the riders' quarters and one copy supplied to the Race Announcer and one copy to the Results Secretaries as well as a copy supplied for the purpose of the call to the start line.

1.4.3.3.3. The Secretary Commissaire collaborates with the Race Director or his/her representative in the completion of his/her duties.

1.4.3.4. Finish Commissaire:

1.4.3.4.1. For Category A events this person is appointed by the UCI Mountain Bike Commission. For Category C events this person is appointed by the respective Continental

Confederation and for Category B, D, and E events this person may be appointed by the host National Federation. This person must be at least a National Mountain Bike Commissaire and will decide the order of finish of the riders at the end of the race.

1.4.3.4.2. Will be assisted by a minimum of 3 Commissaires. They should be placed on each side of the finish line.

1.4.3.4.3. The finish will be judged by a perpendicular line drawn from the front of the tyre of the front wheel to the finish line.

1.4.3.5. Start Commissaire:

1.4.3.5.1. For Category A events this person is appointed by the UCI Mountain Bike Commission. For Category C events this person is appointed by the respective Continental Confederation and for Category B, D and E events this person may be appointed by the host National Federation. This person will check that the competitors are present, and give the full start instructions and carry out the start procedure. The Start Commissaire must be at least a National Mountain Bike Commissaire.

1.4.4. Race Officials:

1.4.4.1. It is recommended that each Race Official be at least a National Commissaire. Race Officials will be placed at strategic points around the course to ensure compliance with the regulations.

1.4.4.2. Race Officials will collaborate with the Chief Commissaire in the completion of their duties and report any accidents or infringement of regulations to the Chief Commissaire.

1.4.4.3. They will avoid discussing alleged incidents with riders, team officials or spectators.

1.4.4.4. Race Officials will comprise the following posts:

1.4.4.4.1. Assistant Commissaires:

1.4.4.4.1.1. Will collaborate with the appointed Commissaires in the completion of their duties.

1.4.4.4.1.2. Will not take part in the deliberations of the Commissaires but be available for consultation.

1.4.5. Marshals:

1.4.5.1. The race organisation must provide enough marshals to ensure the safety of the riders and spectators.

1.4.5.2. Marshals must be properly briefed and issued with course maps which provide simple reference points for locating accidents. Furthermore, the Race Director must ensure that the marshals are fully conversant with all relevant UCI Regulations.

1.4.5.3. The minimum age for a marshal is 16 years of age.

1.4.5.4. Marshals must be positioned to provide sufficient radio control points along the course.

1.4.5.5. They should each have food, drink, appropriate clothing, a whistle, a radio.

1.4.5.6. They should be easily identifiable with a distinct mark or uniform.

- 1.4.5.7. All spectator crossings must have at least two marshals - one on each side of the course - to ensure that spectators can safely cross the course.
- 1.4.6. Timekeepers:
 - 1.4.6.1. Will time each competitor and collaborate with the Commissaires at the start and the finish in the completion of their duties.
- 1.4.7. Race Director:
 - 1.4.7.1. The Race Director will co-ordinate the organisation of the race and ensure that adequate personnel for each duty are available.
 - 1.4.7.2. Will ensure that training and competition can be safely held.
 - 1.4.7.3. Will arrange provision of all necessary equipment and facilities for the timing of the event.
- 1.5. **Identification of Riders during Competition.**
 - 1.5.1. Competitors must fasten numbers supplied by the Race Organisation as follows:
 - 1.5.1.1. One number to be placed on the front of the bike - the Front Number Plate.
 - 1.5.1.2. One number to be placed on the central lower back - the Body Number.
 - 1.5.1.3. One number to be placed on the shoulder on the same side as the Commissaires carrying out lap scoring - the Shoulder Number. The shoulder to be used will be notified to all riders by the Secretary Commissaire.
 - 1.5.2. These numbers are applicable to all forms of Mountain Bike Competition.
 - 1.5.3. The figures on the Front Number Plate must have a minimum height of 8cm and a minimum width of 1.5cm.
 - 1.5.4. The figures on the Body Number must have a minimum height of 12cm and a minimum width of 2cm.
 - 1.5.5. The figures on the Shoulder Number must have a minimum height of 4cm and a minimum width of 1cm.
 - 1.5.6. All figures must be block figures.
 - 1.5.7. The outside dimensions of all numbers must not exceed the following:
 - 1.5.7.1. Front Number Plate 18cm by 18cm.
 - 1.5.7.2. Body Number 20cm (wide) by 18cm (high).
 - 1.5.7.3. Shoulder Number 12cm (wide) by 8cm (high).
 - 1.5.8. Only the organisation may place advertising on the Front Number Plate, the Body Number, and 4cm for the Shoulder Number.
 - 1.5.9. Advertising on the Front Number Plate, the Body Number, and the Shoulder Number cannot exceed 6cm in height maximum.
 - 1.5.10. The background colour of all numbers will be white with the figures in black.
 - 1.5.11. Race numbers must be waterproof.
 - 1.5.12. Riders must not cut, fold or mutilate race numbers.
- 1.6. **International Calendar Procedures and Requirements.**
 - 1.6.1. The classification of International Mountain Bike competition is as follows:
 - 1.6.1.1. Category A: World Championships.

- 1.6.1.1.1. For the World Championships, the Mountain Bike Commission will make recommendations to the UCI Management Committee, who will then confirm the allocation of this event three years in advance.
 - 1.6.1.1.2. The UCI procedures detailed in the 'World Championships Mountain Bike Specifications', and the 'Marketing Guide to Practices and Procedures' must be adhered to.
 - 1.6.1.1.3. The UCI 'Mountain Bike World Championships Organisation Guide' must be fully respected.
 - 1.6.1.2. Category B: World Cup Events.
 - 1.6.1.2.1. All National Federations will be invited to apply for one of these events based on the 'UCI Mountain Bike World Cup Bidding Document and Organisation Guide' 16 months in advance of the season concerned.
 - 1.6.1.2.2. The applications received will be studied and assimilated by the Mountain Bike Commission. The Mountain Bike Commission will make recommendations to the UCI Management Committee, who will then confirm the allocation of the events.
 - 1.6.1.2.3. The UCI 'Mountain Bike World Cup Contract of Responsibilities' must be agreed between the UCI and the Host Federation before the event may be confirmed by the Management Committee.
 - 1.6.1.2.4. The 'UCI Mountain Bike World Cup Organisation Guide' must be fully respected.
 - 1.6.1.3. Category C: Continental Championships.
 - 1.6.1.3.1. The dates for the Mountain Bike Continental Competitions will be proposed by the respective Continental Confederations, and then confirmed by the UCI Management Committee.
 - 1.6.1.3.2. A 'Cahier des Charges' produced by the respective Continental Confederation will be applied. Where no 'Cahier des Charges' exists, the documents of the UCI may be used as reference.
 - 1.6.1.3.3. The top 40 men and 20 women who are qualified for their respective Continental Championships will be seeded according to any position they may hold in the respective continent's ranking system. If there is no continental ranking system in place the UCI World Rankings, as calculated using results from UCI International Calendar events, at the time of the competition will be used.
 - 1.6.1.4. Category D: Major Stage Races.
 - 1.6.1.4.1. The Mountain Bike Commission will make recommendations to the UCI Management Committee, who will then confirm the allocation of these events.
 - 1.6.1.4.2. These events must adhere to the Stage Race rules as defined herein under Rule 5.

- 1.6.1.5. Category E: All other Mountain Bike Races accepted on the International Calendar by the UCI Management Committee upon recommendation by the Mountain Bike Commission.
 - 1.6.1.5.1. These events will be submitted to UCI on the official application forms provided and by the date limit indicated.
 - 1.6.1.5.2. All Category E events will be subject to confirmation by the UCI Management Committee.
 - 1.6.1.5.3. Category E events will include all other events of varying format as indicated under the specific discipline regulations herein.
 - 1.6.1.5.4. Category E1 status may be awarded to events submitted to the UCI for inclusion on the UCI Calendar, which are National Championships, events which form part of a Nation's National Series, or Minor Stage races. All other Category E events may be automatically considered Category E2 status. The allocation of such E1 and E2 status is at the discretion of the UCI.
 - 1.6.1.5.5. Each Category E1 event must carry a minimum combined cash prize purse of 7,500 Swiss Francs (or equivalent in other currency), for the Elite Men and Women categories (including Under 23 Men Cross Country if held).
- 1.6.2. Conflicts with Category A, B, C and D events must be avoided.
- 1.6.3. Where possible, the UCI Mountain Bike Commission will recommend no more than three Category A, B or C events of the same discipline on consecutive weekends.
- 1.6.4. All International Mountain Bike events must apply the UCI International Mountain Bike Regulations.
- 1.6.5. All Commissaires appointed by the UCI to officiate at any UCI Calendar event shall receive from the UCI or the Organiser/Promoter, as determined, the relevant benefits as set annually by the UCI Management Committee.
- 1.6.6. For all events the inscription fee will be fixed annually by the UCI and will be payable to the UCI upon request¹.
 - 1.6.6.1. The fee will be paid per day of competition.
 - 1.6.6.2. Cancellation of an event on the UCI International Calendar will result in an additional fee.
- 1.6.7. The organisers of an international event will ensure that the event complies with the civil and legal responsibilities of the competitors towards third parties.
- 1.6.8. A rider who holds a licence issued by a member Federation of the UCI may only compete in events approved by the UCI or by a member Federation of the UCI
- 1.6.9. Any rider holding a licence issued by a member Federation of the UCI may be penalised if he/she competes in a non-approved event.

¹ 1998 fee is CHF 300.00 per day.

1.7. **Mountain Bike Competition Types².**

- 1.7.1. All bicycles used in all forms of mountain bike competition must be powered by human power alone.
- 1.7.2. Cross Country Racing:
 - 1.7.2.1. Cross Country Circuit racing or "XC".

A course should be a minimum of 5 kilometers around. The duration of the race varies from category to category.
 - 1.7.2.2. Cross Country Point to point racing or "PP".

The course should be a minimum of 25km and have appreciable height variations. Group or single (time trial) starts are possible. The course will normally start in one location and finish in another, though the same start and finish area of a large loop will be permitted.
 - 1.7.2.3. Cross Country Short Course racing or "SC".

An SC course should be a maximum of 5 kilometers per lap. The start and finish should be in the same area. Natural and/or artificial obstacles will only be allowed if they are safe. Depending on the course, a maximum of 80 riders should be on it at one time.
 - 1.7.2.4. Cross Country Enduro racing or "EN".

A long distance, paced event incorporating trials (bike handling), skills (mechanical problem solving), trail (map reading) and speed (physical endurance) sections, multiple check points and varying degrees of course difficulty. May take place over two or more days.
- 1.7.3. Downhill or "DH".

A downhill course will contain a maximum of 3% paved and/or tarred/asphalt surface and should be all downhill. The course should be a mixture of single track, jeep road, field tracks, forest tracks, and rocky tracks. There should be a mixture of rapid and slower technical sections. There should be little emphasis on pedalling, but rather the technical skills of the riders should be tested. Ideally the minimum course length should be 1.5km and the maximum course length should be 5km.
- 1.7.4. Hill Climb or "HC".

A point to point course containing at least 80% of uphill riding. Group or single (time trial) starts are possible. The course starts in one location and finishes in another at a higher elevation.
- 1.7.5. Observed Trials or "OT".

Marked out sections with varying degrees of difficulty where the rider is penalised on a sliding points scale for mistakes made in attempting to "clear" sections. The trials regulations of the UCI Trials Commission will be used as a reference.
- 1.7.6. Dual Slalom or "DS".

An event where a series of elimination races are held between pairings of riders racing head to head down two parallel slalom courses. The two courses should be as close to identical as possible, marked with gates

² The "initials" refer to calendar listings.

around which the riders ride with an average time difference of less than 5%.

1.7.7. Stage Race or "SR".

An event judged on total time/points resulting from several races of the same or differing disciplines of racing over two or more days.

1.7.7.1. Major Stage Races will be a minimum of 5 days and a maximum of 8 days duration including one rest day (and including any prologue). These will be listed as Category D events.

1.7.7.2. Minor Stage Races will be a minimum of 2 days and a maximum of 4 days (including any prologue). These will be listed as Category E1 "SR" events.

1.8. **Running the Competition.**

1.8.1. Preliminaries.

1.8.1.1. The Technical Delegate will check that the course is correctly marked and safe prior to the commencement of official training. A report of this check will be made to the Chief Commissaire and the Race Director. In the absence of a Technical Delegate the course check and report will be made by the Chief Commissaire.

1.8.1.2. The checking and control of licenses and the signing on will take place in an office at the race venue.

1.8.1.3. The list of competitors must be finalised before the race starts and will ensure the nation, team, UCI code number, category, type of race, distance, start time and, if appropriate, the start order.

1.8.1.4. The race course is fixed before the start and each rider will receive a map of the course when signing on. Riders or bonafide Team Managers must also attend a pre-race briefing which will contain any specific regulation changes.

1.8.1.5. Any last minute changes to race procedures must be made known to the riders at the start line before the start of their race.

1.8.2. The Start Procedure.

1.8.2.1. In mass start events, staging of the riders must commence no earlier than 20 minutes before the scheduled start of the race. At 5 minutes prior to staging an announcement over the public address system must be made to advise when staging will begin, and again at 3 minutes prior to staging.

1.8.2.2. The start briefing will be given in at least the official languages of the UCI - French and English.

1.8.2.3. Prior to the start of a mass start race a tape or ribbon will be held across the start line, behind which the riders will line up as they are called.

1.8.2.4. As a minimum for mass start events, start announcements will be made at 5, 4, 3, 2 minutes before the start, 1 minute, 30 seconds and 15 seconds. The Start Commissaire will then start the race somewhere between 15 seconds and 0 seconds. No countdown announcement can be given when there is less than 15 seconds remaining.

1.8.2.5. In mass start events, the tape or ribbon used at the start must be raised at the 30 seconds start announcement.

1.8.2.6. Mass start competitions will be started by a starter's pistol or gun which will be fired by the Start Commissaire.

1.8.2.7. The Start Commissaire is in control of the public address system from two minutes prior to the start, until the start has been completed.

1.8.3. The Race.

1.8.3.1. Riders must complete the entire distance of the race and the responsibility for following the official course lies with the rider.

1.8.3.2. A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents.

1.8.3.3. If a rider exits the course for any reason, he/she must return to the course at the exact same point from which he/she exited.

1.8.3.4. Any walking, running or riding by a rider which is carried out without the intention of directly re-joining the course, or other activity in breach of the regulations, which takes place outside of the marked course area, will result in disqualification.

1.8.3.5. A rider cannot receive any technical assistance along the course from anybody including competitors.

1.8.3.6. A rider may only change his/her bike or receive any technical assistance between races or stages.

1.8.3.7. A rider must not use offensive or abusive language during the race, act in an anti-sporting manner, be disrespectful to the officials or ignore the race regulations.

1.8.3.8. A rider must act in a polite manner at all times and permit any faster rider to overtake without obstructing.

1.8.3.9. Riders must respect the countryside and ride only on the official course. The rider must avoid polluting the area and must not leave any waste or litter.

1.8.3.10. No glass containers of any kind are permitted on or near the race course.

1.9. **List of Penalties.**

1.9.1. The penalties applicable to anti-doping infractions are dealt with in the UCI Anti-Doping Regulations.

1.9.2. Illegal repairs to the bike, change to the bike, unauthorised feeding or any assistance received from any external source will result in disqualification.

1.9.3. Jersey pulling, pushing or pulling another competitor (whether given or received), leaning on another competitor, irregular assistance between riders of different teams may lead to relegation in the results and repeated occurrences may result in disqualification.

1.9.4. Obstruction of any rider in the final sprint, un-sporting conduct towards another rider with the intention of restricting movement, taking a shortcut, substitution for another rider, taking both hands off the handlebars in the final sprint may result in relegation or disqualification.

1.9.5. Indecent conduct or foul language, disrespect to officials and/or to the public will be penalised. Repeated occurrences may lead to disqualification and a severe offence may justify a recommendation for suspension.

- 1.9.6. Fighting between competitors or with an official or member of the organisation or public will be penalised by disqualification and exclusion from the result. A severe offence can justify a recommendation for suspension.
- 1.9.7. Affiliated Federations are obliged to respect suspensions imposed on riders by other affiliated Federations.
- 1.9.8. Penalties.
 - 1.9.8.1. Penalties can be imposed according to the nature of the offence and one or more of the following can be used:
 - 1.9.8.1.1. Verbal warning.
 - 1.9.8.1.2. Fine. (Minimum 50 Swiss Francs).
 - 1.9.8.1.3. Relegation of position (by one or more positions).
 - 1.9.8.1.4. Time or points penalty.
 - 1.9.8.1.5. Disqualification.
 - 1.9.8.1.6. Suspension.
 - 1.9.8.2. The UCI penalty form will be used by Commissaires for all penalties.
 - 1.9.8.3. When an offence is committed, the Chief Commissaire will inform the rider of the penalty. If he cannot inform the rider he will inform an official representative of his/her country or team.
- 1.9.9. Protests.
 - 1.9.9.1. Any rider who considers he has been prejudiced by any action during the competition may submit a protest to the Chief Commissaire after he/she has crossed the finish line. The rider must submit his/her protest in writing and it must be signed and presented within 15 minutes of the end of his/her race along with a fee of 50 Swiss francs or equivalent to the Chief Commissaire. The Chief Commissaire will send any funds collected in the form of fines and protests to the UCI Offices together with their event report.
 - 1.9.9.2. A protest against results must be submitted in writing and it must be signed and presented within 15 minutes of posting of results along with a fee of 50 Swiss francs or equivalent.
 - 1.9.9.3. If a protest involves one of the top five finishers, the awards ceremony will be delayed until the decision of the College of Commissaires is reached.
- 1.9.10. Appeals against penalties imposed.
 - 1.9.10.1. Any appeals against penalties imposed by the College of Commissaires must be received by the Jury of Appeal within 15 minutes of the communication of the penalty by the College of Commissaires. This protest must be accompanied by a fee of 50 Swiss francs or equivalent.
 - 1.9.10.2. The decision of the Jury of Appeal is final.
 - 1.9.10.3. If an appeal involves one of the top five finishers, the awards ceremony will be delayed until the decision of the Jury of Appeal is reached.
- 1.9.11. Ignorance of the regulations is not admitted as an excuse.

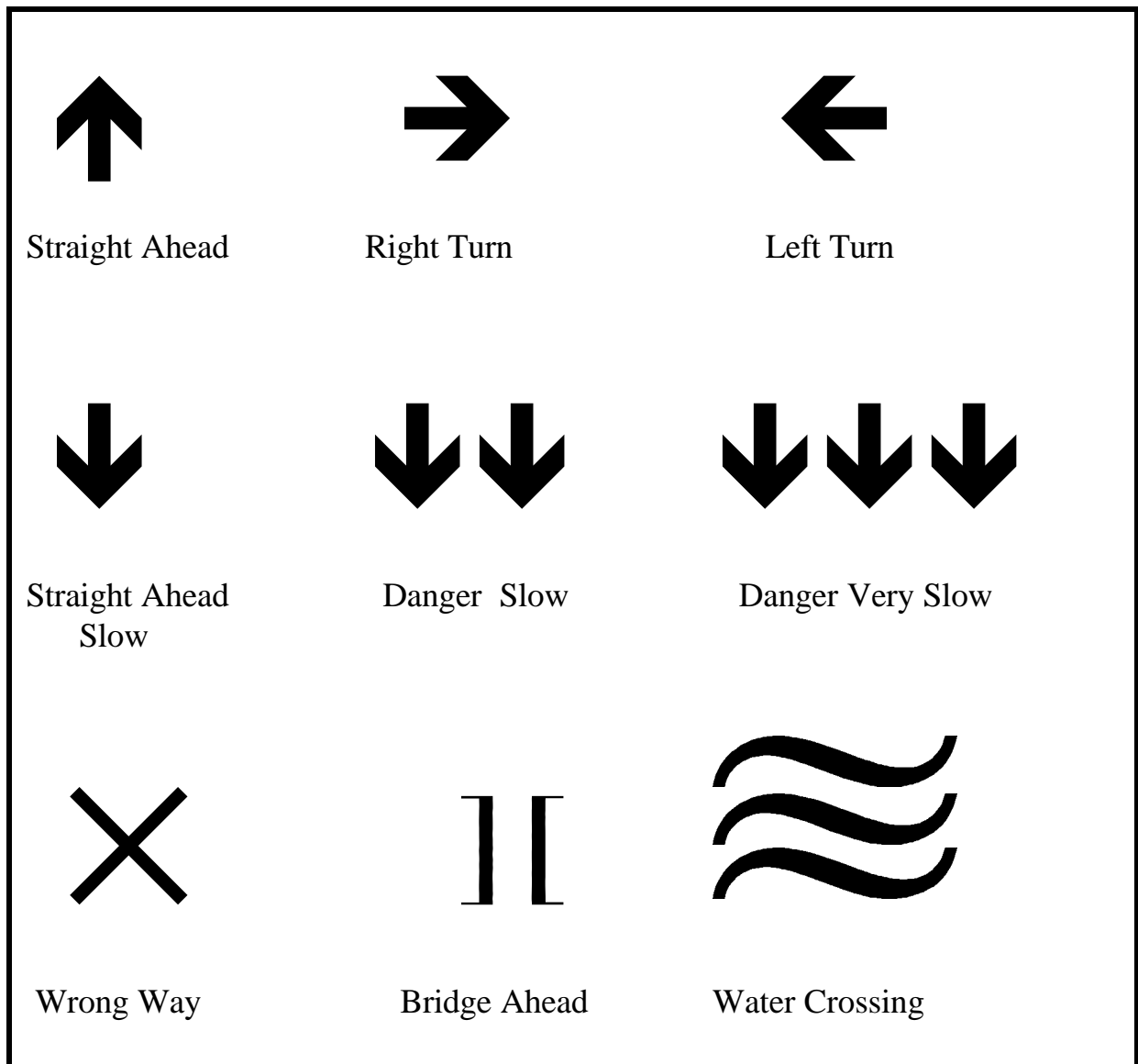
2. GENERAL REGULATIONS APPLICABLE TO CROSS COUNTRY COMPETITION.

2.1. Course Design Parameters.

- 2.1.1. The course must be 100% rideable regardless of the terrain and weather conditions. Brief and unavoidable dismounts may be approved by the Technical Delegate or in the absence of a Technical Delegate, the Chief Commissaire.
- 2.1.2. The optimum winning time for a Cross Country Circuit race should be within the following range (in hours and minutes):

		Minimum	Optimum	Maximum
2.1.2.1.	Junior Men	1.45	2.00	2.15
2.1.2.2.	Junior Women	1.15	1.30	1.45
2.1.2.3.	Elite Men U/23	2.00	2.15	2.30
2.1.2.4.	Elite Men	2.00	2.15	2.30
2.1.2.5.	Elite Women	1.45	2.00	2.15
2.1.2.6.	Masters Men	1.45	2.00	2.15
2.1.2.7.	Masters Women	1.15	1.30	1.45

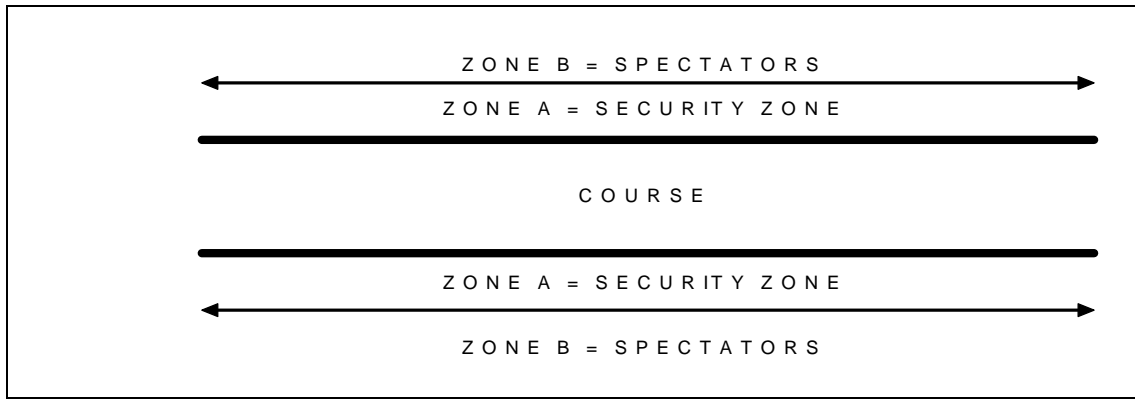
- 2.1.3. Course marking. The course must be marked and indicated according to the following system:
 - 2.1.3.1. The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background
 - 2.1.3.2. They will have a minimum height of 30cm and a minimum length of 60cm.
 - 2.1.3.3. They will indicate the route to be followed showing changes of course, intersections, and all potentially dangerous situations.
 - 2.1.3.4. They will be placed at frequent intervals along the course to confirm to the rider that he/she is following the correct course.
 - 2.1.3.5. Arrows should be placed on the riders' right hand side of the course except for right turns where arrows will be placed on the riders' left hand side prior to the turn and during the turn.
 - 2.1.3.6. Each intersection will be marked by an arrow placed 10m to 20m before the intersection.
 - 2.1.3.7. Another arrow will be placed at the intersection.
 - 2.1.3.8. Another arrow will be placed 10m after the intersection to confirm the correct route.
 - 2.1.3.9. A sign "X" will be positioned within easy eyesight to mark the wrong direction.
 - 2.1.3.10. In all potentially dangerous situations, 1 or more arrows will be placed upside down 10m to 20m before the obstacle, and also at the obstacle.
 - 2.1.3.11. Two or more upside down arrows mean a more dangerous situation.
 - 2.1.3.12. Three or more upside down arrows means a most dangerous situation, proceed with caution.
 - 2.1.3.13. Replicas of the following signs must be used:



2.1.4. In downhill sections cross country courses must be additionally marked as follows:

2.1.4.1. With bamboo or ski slalom gates (PVC piping) with a height between 1.5m and 2m

2.1.4.2. In high speed sections of the course, as deemed appropriate by the Technical Delegate and the Chief Commissaire, the course should be taped off as below. (The tape should be positioned on the ski gates /piping at a height which does not interfere with television shots - usually at 50cm from the ground.) Zone A sections must be a minimum 2m in width.



2.1.4.3. In appropriate areas, such as walls, on course tree stumps, on course tree trunks, there must be hay bales or adequate padding used to protect the riders. Such protective measures must not restrict the rideability of the course.

2.1.4.4. In appropriate areas, such as along the edge of steep drops, catch nets which comply with ski federation norms must be used.

2.1.4.5. Any wooden bridges or ramps must be covered with non-slip surface (carpet, chicken wire, or special anti-slip paint).

2.1.5. Visual course reference:

2.1.5.1. Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint³ to give increased rider reference at speed.

2.2. **Feed Zones.**

2.2.1. Feeding is only allowed in designated feeding areas or zones. Eyewear exchange will only be permitted in feed zones or a designated Eyewear Specific Zone for credentialed eyewear company representatives.

2.2.1.1. The Technical Delegate and/or Chief Commissaire will determine with the collaboration of the Race Director the final layout and set-up of the feed zone(s).

2.2.1.2. Each feed zone must be located on flat or uphill sections which are slow and open enough to facilitate feeding. They should also accommodate three different groups:

2.2.1.2.1. Team - team sponsored riders. Team personnel must wear team identifiable clothing.

2.2.1.2.2. Individual - riders without team support.

2.2.1.2.3. Neutral - organiser provided, volunteer support.

2.2.1.3. The feed zone must be wide enough and long enough to allow passing of riders without interfering with those taking a feed.

2.2.1.4. No one is allowed access to the feed zone area without team, individual feeder, race staff or commissaires credentials. Such credentials will be given out by the College of Commissaires at the Team Managers' Meeting before the event, with one pass for every three riders (or part thereof) in any given race.

³ Biodegradable paint is usually available and should be used. If it is not available, no paint should be used.

- 2.2.1.5. Feed Zones must be clearly marked, fenced off from the public and strictly controlled by Commissaires and/or marshals.
- 2.2.1.6. During feeding no physical contact between feeders and riders is allowed. This will be considered as technical assistance.
- 2.2.1.7. It is not permitted for a feeder to place water bottles on to the bike. Water bottles must be handed to the rider.
- 2.2.1.8. Water may be poured onto the rider only if permission has been given by the Chief Commissaire before the event. At no time is it possible to pour water onto any part of the competitor's bike.
- 2.2.1.9. It is forbidden for feeders to run beside their rider in the feed zone.

2.3. **Bike Marking.**

- 2.3.1. The frame and wheels of each competitors bike must be marked for identification before the start of the race, and at least all of the bikes (plus 5) that finish in points or money winning positions must be verified at the end of the race.
- 2.3.2. Bike marking will take place in an area near the staging area under a roof or tent. It will start a minimum of 1½ hours before the start of the race and will close when the rider call up starts.
- 2.3.3. Stickers used for bike marking must be uniquely marked for each competitor and be fully adhesive and durable in all weather conditions.

2.4. **Security.**

- 2.4.1. Communication:
 - 2.4.1.1. A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
- 2.4.2. Marshals:
 - 2.4.2.1. A flag system must be applied as follows:
 - 2.4.2.1.1. All marshals working in potentially hazardous sections must carry a yellow flag which will be used during training and racing sessions.
 - 2.4.2.1.2. If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
 - 2.4.2.2. All marshals must ideally have line of sight with each other and carry whistles which will be blown with a short sharp blast as the next rider approaches.
- 2.4.3. First aid minimum requirements.
 - 2.4.3.1. At least one ambulance and an additional base unit is required at all races.
 - 2.4.3.2. All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
 - 2.4.3.3. The first aid area must be centrally located and identified to all participants.
 - 2.4.3.4. First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There should also be a first aid crew in place for official training days.

- 2.4.3.5. First Aid services must be in radio contact with each other, with Race Organisers, and with the Chief Commissaire in case of an emergency.
- 2.4.3.6. All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident ideally without having to travel too far. Rescue must be situated so they ideally need to travel less than 3 minutes to an incident.
- 2.4.3.7. A report must be submitted by the organiser and/or the Host Federation to the UCI Offices within seven working days of the end of the event listing all injuries and treatments rendered with the riders name, number, and country.
- 2.4.3.8. For all events, at least 6 fully qualified paramedics should be in attendance.
- 2.4.3.9. For all events at least 1 doctor must be on full standby.
- 2.4.3.10. Ideally motor bikes or quad bikes must be used to quickly access awkward areas. Where possible, paramedics should be ready to ride as a pillion passenger and drivers must be skilled and experienced.
- 2.4.3.11. Potential hazard areas must be clearly identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.

2.5. Minimum Training Periods.

- 2.5.1. The organisation must make courses available and fully marked for training at least 48 hours before the first race (qualification or other).
- 2.5.2. Elite riders must have exclusive 2 hour minimum training periods allocated to them. These periods should ideally be between 10am and 3pm on the day prior, and two days prior to the race.
- 2.5.3. The course must be suitably marked for orientation at least 5 days before the first race (qualification or other).
- 2.5.4. It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards of the organising Federation.
- 2.5.5. Riders must wear their front number plate while training. No training is permitted whilst a race is in progress.

3. GENERAL REGULATIONS APPLICABLE TO DOWNHILL COMPETITION.

3.1. Format for racing.

- 3.1.1. A single run format must be used. This may involve either:
 - 3.1.1.1. A system in which a qualification and a semi-final lead to a final in which the fastest time wins - such as the World Cup system
 - 3.1.1.2. Or, a seeding run, followed by a single run by all competitors based on the seeding run, with the fastest time winning - such as the World Championships system.
- 3.1.2. A two run system (with the fastest single time from either run counting to the result) may be acceptable under certain circumstances.
- 3.1.3. Two runs with a combined time is not an acceptable system.

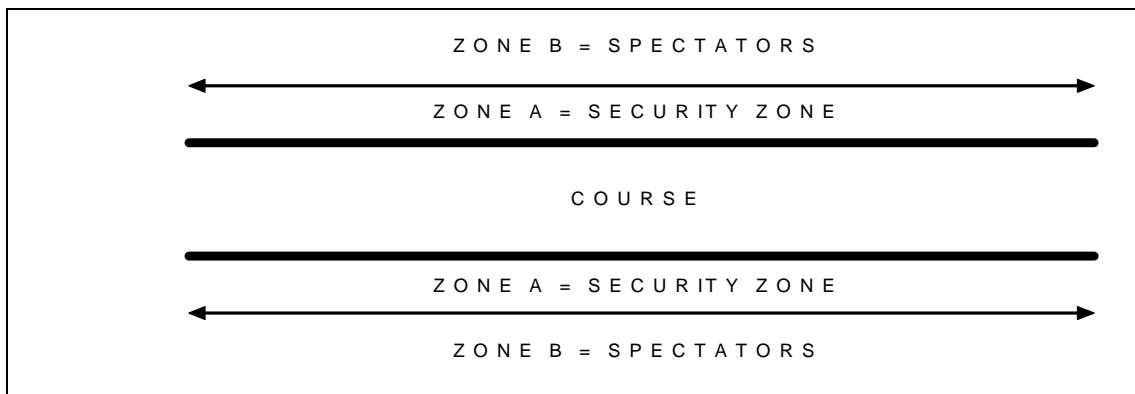
3.2. Course Design Parameters.

3.2.1. Courses must be marked with a minimum of the following:

3.2.1.1. With bamboo or ski slalom gates (PVC piping) with a height between 1.5m and 2m.

3.2.1.2. With the UCI approved arrow system.

3.2.1.3. In high speed sections of the course, as deemed appropriate by the Technical Delegate or Chief Commissaire, the course should be taped off as below. (The tape should be positioned on the ski gates /piping at a height which does not interfere with television shots - usually at 50cm from the ground.) Zone A sections must be a minimum 2m in width.



3.2.1.4. In appropriate areas, such as walls, on course tree stumps, on course tree trunks, there must be hay bales or adequate padding used to protect the riders. Such protective measures must not restrict the rideability of the course.

3.2.1.5. In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. Nets or mesh fencing with a gauge (hole) greater than 5mm x 5mm cannot be used.

3.2.1.6. Any wooden bridges or ramps must be covered with non-slip surface (carpet or special anti-slip paint).

3.2.2. Course marking. The course must be marked and indicated according to the following system:

3.2.2.1. The course direction arrows will be printed in a contrasting colour (black, blue, red) on a white background

3.2.2.2. They will have a minimum height of 30cm and a minimum length of 60cm.

3.2.2.3. They will indicate the route to be followed showing changes of course and all potentially dangerous situations.

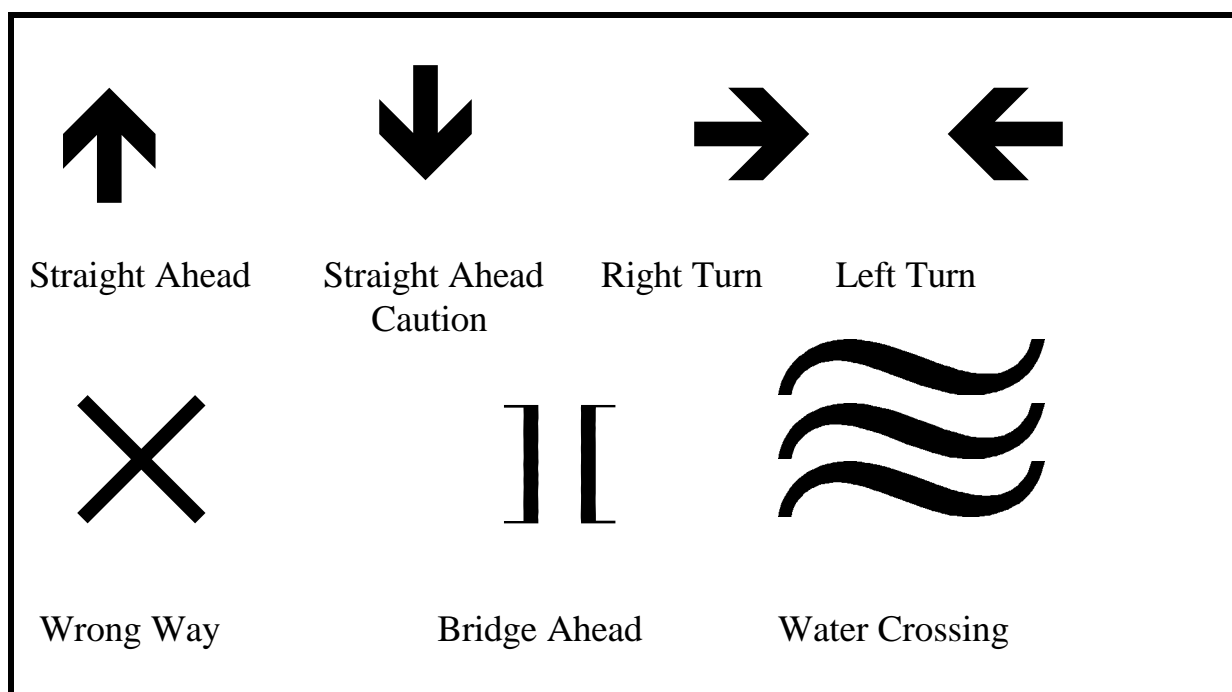
3.2.2.4. Arrows must be placed on the riders' right hand side of the course except for right turns where arrows will be placed on the riders' left hand side prior to the turn and during the turn.

3.2.2.5. In all potentially dangerous situations, 1 or more arrows will be placed upside down 30m before the obstacle, or dangerous situation, and also at the obstacle.

3.2.2.6. Two or more upside down arrows mean a more dangerous situation.

3.2.2.7. Three or more upside down arrows means a most dangerous situation, proceed with caution.

3.2.2.8. Replicas of the following signs must be used:



3.2.3. Visual course reference

3.2.3.1. Where possible, roots, stumps, protruding rocks, etc. should be sprayed with fluorescent paint⁴ to give increased rider reference at speed.

3.3. **Security.**

3.3.1. Clothing/Protection

3.3.1.1. The UCI cannot authorise downhill protection standards obligatory for all countries since different standards apply in different countries.

3.3.1.2. In addition, the youth of the sport of downhill racing means that certain protection items are not yet governed by formal standards.

3.3.1.3. However, based on current experience, the UCI strongly recommends that riders wear the following protection:

3.3.1.3.1. Full face helmets.

3.3.1.3.2. Back, Elbow, Knee and Shoulder protection with a rigid surface

3.3.1.3.3. Thigh padding

3.3.1.3.4. Shin padding

3.3.1.3.5. Long pants

3.3.1.3.6. Long sleeved shirts

3.3.1.3.7. Full finger gloves

⁴ Biodegradable paint is usually available and should be used. If it is not available, no paint should be used.

- 3.3.1.4. It is compulsory to wear a protective helmet when racing or training on the course and such helmet must comply with the required safety standards of the organising Federation.
- 3.3.2. Communication:
 - 3.3.2.1. A radio communications system must be installed which is capable of covering the entire course without dead spots from start to finish.
- 3.3.3. Marshals:
 - 3.3.3.1. A flag system must be applied as follows:
 - 3.3.3.1.1. All marshals must carry a yellow flag which will be used during training sessions only.
 - 3.3.3.1.2. If this flag is held out stretched, riders must slow down since an accident ahead is being indicated.
 - 3.3.3.1.3. Designated marshals will hold red flags. These red flag positions must be at suitable places on the course and each red flag holder will have line of sight with left and right neighbouring red flag holders.
 - 3.3.3.1.4. The red flags will be used in training and racing.
 - 3.3.3.1.5. Race halt procedure:
 - 3.3.3.1.5.1. All red flag holders must have radios tuned to the same frequency as the Chief Commissaire, Race Director, and Medical staff.
 - 3.3.3.1.5.2. Red flag holders observing a serious accident must immediately report the accident on the radio to the Chief Commissaire and Race Director.
 - 3.3.3.1.5.3. Red flag holders must immediately assess the situation of the crashed rider and continue reporting to the Chief Commissaire and Race Director.
 - 3.3.3.1.5.4. The Chief Commissaire may order that the red flag is waved vigorously.
 - 3.3.3.1.5.5. Other red flag holders should be aware of any radio traffic concerning an accident and when observing a neighbour waving his/her flag must do the same.
 - 3.3.3.1.5.6. Riders observing a waving red flag during the race must STOP immediately since a serious accident ahead is being reported.
 - 3.3.3.1.5.7. A stopped rider should proceed calmly but promptly to the finish and request a re-start from the Finish Commissaire and wait for further instruction.
- 3.3.4. All marshals must have line of sight with each other and whistles which will be blown with a short blast as the next rider approaches.
- 3.3.5. First aid minimum requirements.
 - 3.3.5.1. At least one ambulance and an additional base unit is required at all races.
 - 3.3.5.2. All rescue personnel must be easily identifiable with an appropriate mark or uniform. This should be unique.
 - 3.3.5.3. The first aid area must be centrally located and identified to all participants.

- 3.3.5.4. First aid personnel must be placed in key locations on the courses that will be in use for each day of competition. There must also be a first aid crew in place for official training days.
- 3.3.5.5. First Aid services must be in radio contact with each other, with Race Organisers, and with the Chief Commissaire in case the race has to be stopped. All rescue personnel must have access to radios and be positioned so that they may react within a reasonable time frame to an incident without having to travel too far. Ideally, rescue must be situated so they need to travel less than 3 minutes to an incident. Medical staff will monitor all red flag radio traffic.
- 3.3.5.6. A report must be submitted by the Organiser and/or the Host Federation to the UCI Offices within seven working days of the end of the race listing all injuries and treatments rendered with the riders name and number.
- 3.3.5.7. For all events, at least 8 fully qualified paramedics should be in attendance.
- 3.3.5.8. For all events at least 1 doctor must be on full standby.
- 3.3.5.9. Ideally, motor bikes or quad bikes must be used to quickly access awkward areas. Where possible, paramedics should be ready to ride as a pillion passenger and drivers must be skilled and experienced.
- 3.3.5.10. Potential hazard areas must be identified and should be accessible by ambulance (four wheel drive if necessary). Maps must be distributed to the medical crew.

3.4. Minimum Training Periods.

- 3.4.1. Two days prior to competition, on foot inspection must be provided.
- 3.4.2. One day prior to competition, a morning session with stops must be provided.
- 3.4.3. One day prior to competition a non-stop training session must be provided.
- 3.4.4. On the morning of the race, an optional training period must be provided.
- 3.4.5. A bike sticker system must be used to confirm that riders have completed a minimum two training runs.
- 3.4.6. Riders must commence all training runs at the beginning of the course at the official start gate.
- 3.4.7. Riders must wear their front number plate while training. No training is permitted whilst a race is in progress.

3.5. Transportation to top of course.

- 3.5.1. Transport must be provided which is capable of moving 150 riders per hour with their bikes to the top of the course.
- 3.5.2. A suitable alternative access system must be planned should the primary access system fail.

4. GENERAL REGULATIONS APPLICABLE TO DUAL SLALOM COMPETITION.

4.1. General.

- 4.1.1. Unless authorised, training on the course is not permitted. The courses should only be inspected by foot prior to the commencement of the competition. Riders training on the course with a bike without authorisation may be disqualified.
- 4.1.2. Bikes must have 26 inch wheels.

4.2. Format for racing.

- 4.2.1. Each rider must qualify. For an event, there is a choice of qualifying systems.
 - 4.2.1.1. Each rider does one run on the same course.
 - 4.2.1.2. Each rider rides each course once and the times for the two runs are added together.
 - 4.2.1.3. A multiple number of runs on either course in a given period of time, with the rider's best run on either course counted as the qualifying time.
- 4.2.2. The seeding list will be announced after the qualification. The fastest qualifier will be seeded against the slowest qualifier, the 2nd fastest against the 2nd slowest and so on.
- 4.2.3. Riders will race head to head on each course with the rider holding the faster combined time moving to the next round of the competition.
- 4.2.4. Riders will start from a stationary position. Forward movement of the bicycle resulting in a barge of the starting gate will result in the maximum time penalty being awarded for that run. It is considered a barge when a riders causes a gate or other starting mechanism to malfunction by hitting it or by forcing it to open by leaving before the command to start. Breaking the gate will result in disqualification.
- 4.2.5. Any part of the front wheel that crosses the start line before the official signal to start will result in the maximum time penalty for that run.
- 4.2.6. Any rider that misses the start time by more than 2 minutes after the final call will be disqualified from the competition.
- 4.2.7. Alternating left and right, riders must ride around, not over, each gate, with both tyre tracks passing on the outside of each gate. This will be determined by gate judges located along the course. A missed gate (that is not returned to and passed correctly), or a run over gate, will result in the maximum time penalty.
- 4.2.8. Gate judges must have flags which are raised when a gate is missed or run over.
- 4.2.9. The most a rider can lose by is the maximum time penalty which is determined for that particular course. The maximum time penalty is calculated by taking 10% of the fastest time recorded in the qualification runs. The time may be rounded out to the nearest 1/10th of a second.
- 4.2.10. If there is a tie in the combined times after the two runs have been completed by both riders in a heat, the winner of the 2nd run advances to the next round.
- 4.2.11. If both riders fall or fail to finish in the same heat, the winner will be the rider that travelled further down the course.

4.3. Maximum Time Penalties.

- 4.3.1. Riders will receive maximum time penalties for the following:
 - 4.3.1.1. Changing from one course to another.
 - 4.3.1.2. Interfering with the opposing rider's progress.
 - 4.3.1.3. Not finishing in possession of the bike.
 - 4.3.1.4. Not passing both wheels around the gate.
 - 4.3.1.5. Missing a gate and going beyond the next gate.
 - 4.3.1.6. Running over a gate.
 - 4.3.1.7. Missing the last gate and going through the finish line.
 - 4.3.1.8. Making a false start, or barging the start.

4.4. Course Design Parameters.

- 4.4.1. Course must ideally be held on land with gradual moderate slope, and may include berms, jumps, dips and table tops.
- 4.4.2. The duration of the courses should be between 20secs and 45secs, with the optimum at 30secs.
- 4.4.3. Courses must be marked with a minimum of the following:
 - 4.4.3.1. With bamboo or ski slalom gates (PVC piping) with a height between 1.5m and 2m.
- 4.4.4. The last gate on each course must be set at least 10 meters before the finish line.
- 4.4.5. Traffic cones (witches hats) should be used to delineate the outside border of each course. The ground should be marked where the cones are placed so that they can be replaced in the same position should they be knocked from position.

4.5. Transportation to top of course.

- 4.5.1. Transport should be provided which is capable of bringing the riders back to the start of the course promptly.

5. GENERAL REGULATIONS APPLICABLE TO STAGE RACES.

5.1. Preliminaries.

- 5.1.1. A mountain bike stage race is a series of races, or events, in which there are normally individual and team competitions. Individuals must complete each stage according to the specific procedures for the event in order to be eligible for the next stage. A mountain bike stage race is held under the General International Mountain Bike Regulations of the UCI with the exception of these specific regulations that apply to mountain bike stage racing.
- 5.1.2. The organiser, under the supervision of the Chief Commissaire shall prepare a complete set of race regulations that specify how each stage will be conducted.
- 5.1.3. For all Stage Races, the following classifications are to be used:
 - Minor Stage Races - Men's Individual General Classification.
Women's Individual General Classification.
Men's Team General Classification (Optional).
Women's Team General Class. (Optional).
 - Major Stage Races - Men's Individual General Classification.
Women's Individual General Classification.

Men's Team General Classification.
Women's Team General Classification.

5.2. Duration.

- 5.2.1. Stage races on the international calendar shall be a minimum of 2 days and a maximum duration of 8 days.
- 5.2.2. Minor stage races are a minimum of 2 days and a maximum of 4 days. Major stage races are a minimum of 5 days and a maximum of 8 days.
- 5.2.3. A Prologue Individual Time Trial may be conducted and is included in the count of competition days. Prologue results are included in Individual General Classification and Team General Classification.
- 5.2.4. There shall be at most two stages on any day.
- 5.2.5. Minor stage races can only have one double stage day.
- 5.2.6. Major stage races may include no more than two days with double stages and there must be at least one day between double stage days. The total race time accumulated for the two stages on a double stage day cannot exceed 3.5 hours.
- 5.2.7. All stages shall not start before 9:00 am.
- 5.2.8. There shall be no more than 2 transfers by vehicle per total event.
- 5.2.9. The maximum distance of any one transfer shall not exceed three hours total travel time. Travel time under one hour will not be considered a transfer.

5.3. Team General Classification (Team GC).

- 5.3.1. There are three types of teams:
 - 5.3.1.1. Trade: Must wear identical registered trade team clothing.
 - 5.3.1.2. National: Must be licensees of same National Federation and must wear identical registered National Federation clothing.
 - 5.3.1.3. Composite: May be made up of eligible individuals and must wear identical jerseys.
- 5.3.2. At the start of a stage race teams must have a minimum number of riders. For men this is a minimum of 3 and for women this is a minimum of 2.
- 5.3.3. Team GC, is based on the combined lowest cumulative time of:
 - 5.3.3.1. Top 3 finishers in each stage for men.
 - 5.3.3.2. Top 2 finishers in each stage for women.
- 5.3.4. Team bonuses and/or penalties shall be applied to Team GC
- 5.3.5. The team with the lowest cumulative time at the end of the stage race is the winner.
- 5.3.6. Monetary fines may be levied against the team as per UCI Regulations and shall be paid before the distribution of prize monies.

5.4. Individual General Classification (Individual GC).

- 5.4.1. Based on an individual competitors cumulative time for each stage including a prologue if included.
- 5.4.2. Bonuses or penalties shall be applied to Individual GC.
- 5.4.3. The individual with the lowest cumulative time at the end of all stages including the prologue is the winner.
- 5.4.4. Individual monetary fines may be levied as per UCI Regulations and shall be paid before the distribution of prize monies.

5.5. Technical.

- 5.5.1. For stage races where there is a Team GC, technical assistance shall be allowed between members of the same registered team only.
- 5.5.2. Technical assistance may be received inside established pit areas if supplied by the event organiser.
- 5.5.3. Competitors must display UCI regulation front number plate, body and shoulder number at all times while registered for the event. The body number shall be the primary reference number to check in the instance of a bike exchange within the same registered team.
- 5.5.4. Individual stage distance/duration
- | Event | Distance/Duration |
|-----------------------|---|
| Prologue | 2 to 5 km |
| Team Time Trial | 5 to 15km. The teams time (3rd man/2nd woman) is applied to Team GC. |
| Individual Time Trial | 5 to 20km (15 to 60 minutes). |
| Criterium | 15 to 30km (30 to 60 minutes). |
| Circuit Race | 50 to 90 minutes - Max of 30% pavement |
| Cross Country | At least 6km each lap - multiple laps, (total race duration is 1.5 to 2.5 hours). |
| Point to Point | 1.5 to 3hrs (may start and finish in same location) |
| Hillclimb | Mass start or Time Trial |
| Downhill | Time Trial |
- 5.5.5. There shall be a lead and follow motor bike for all stages excluding a downhill, individual time trial, and prologue.
- 5.5.6. There must be a minimum of one point to point stage for every five stages.
- 5.5.7. If there is to be an evening criterium, adequate lighting must be provided.
- 5.5.8. There shall be no Trials - Enduro - Indoor - Dual Slalom events as part of a stage race. These events may be a peripheral event with separate prize money.
- 5.5.9. Liaisons (neutral starts) may be included in a maximum of 75% of the stages. No liaison stage may exceed 35km in length. These liaisons must have a pace vehicle controlling the speed of the field until the official start line is reached. Once the start line has been reached, a rolling start or a staged start may be used. If a staged start is used it must be carried out either within 30 minutes or no sooner than 3 hours after the arrival of the pace vehicle.
- 5.5.10. Race Leader jerseys shall be provided in a variety of sizes. It is the current GC leaders obligation to wear this jersey as long as he is the leader. The Race Leader may affix a decal with his sponsors logo on the front, but may not block the organisers logos.
- 5.5.11. If possible, the organiser shall provide a skinsuit for the Individual GC leader.
- 5.5.12. For the Individual GC there shall be cash prize money for at least the top 20 men and top 10 women. (See chart for breakdown of places/prizes.)
- 5.5.13. For stage races exceeding 4 days the race organization shall pay all entry fees and lodging.
- 5.5.14. Minimum Prize List for stage races greater than 4 days in length.

5.5.14.1. For the Team General Classification competition, there shall be cash prize money for at least the top 10 teams for men and top 5 teams for women.

5.5.14.2. Stage Races must allocate Team GC money to the prize list.

5.5.14.3. Prize lists by category, in US dollars, are as follows:

Individual General Classification:

Place	Men	Women
1	8000	3200
2	4500	2000
3	2500	1500
4	1250	1000
5	1000	800
6	900	550
7	850	350
8	800	300
9	750	200
10	700	175
11	600	
12	550	
13	500	
14	450	
15	400	
16	350	
17	300	
18	250	
19	200	
20	150	
T.	25000	10000

Team General Classification:

Place	Men	Women
1	8250	3000
2	4500	2200
3	2500	1000
4	1240	800
5	1000	500
6	660	
7	580	
8	500	
9	430	
10	340	
T.	20000	8000

Individual Stage Prizes (all per stage):

XC/PP/CR

Place	Men	Women
1	1000	750

2	750	500
3	500	350
4	400	250
5	350	150
6	300	
7	250	
8	175	
9	150	
10	125	
<hr/>		
T.	4000	2000
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Prologue, and special classifications:

Place	Men	Women
1	400	200
2	300	125
3	200	100
4	150	50
5	100	25
6	100	
7	75	
8	75	
9	50	
10	50	
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T.	1500	500
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Ind. TT & DH:

Place	Men	Women
1	500	400
2	350	250
3	300	200
4	200	100
5	175	50
6	150	
7	125	
8	100	
9	50	
10	50	
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T.	2000	1000
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TTT/Uphill/Criterium:

Place	Men	Women
1	800	400
2	600	250
3	500	200
4	450	100
5	400	50
6	350	
7	300	

8	250	
9	200	
10	150	
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T.	4000	1000
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6. GENERAL REGULATIONS APPLICABLE TO THE WORLD CHAMPIONSHIPS.

6.1. General.

- 6.1.1. The UCI Management Committee will assign the World Championships to an affiliated National Federation upon the recommendation of the UCI Mountain Bike Commission.
- 6.1.2. The World Mountain Bike Championships will be held in two disciplines; cross country and downhill racing.
- 6.1.3. The categories to take part in the title races will be:
 - Cross Country - Elite Men (23 years and over)
Men Under 23 (19 to 22 years)
Elite Women (19 years and over)
Junior Men (17 and 18 years)
Junior Women (17 and 18 years)
 - Downhill - Elite Men (19 years and over)
Elite Women (19 years and over)
Junior Men (16 to 18 years)
Junior Women (16 to 18 years)
- 6.1.4. To qualify for the title "World Champion", each category must be represented at the start by at least 5 countries. If this minimum is not reached the title of World Champion will not be awarded.

6.2. Registration and competition.

- 6.2.1. The World Championship will be contested by National Teams.
- 6.2.2. National Federation Teams will consist of a maximum of 7 riders for each category and for each discipline; and in relevant categories will be subject to a National Quota system.
- 6.2.3. Specific Procedures to be followed by each National Federation will be established by the UCI Mountain Bike Commission and will be distributed to National Federations at least 8 months before the commencement of the World Championships, complete with the National Quota explanation and allocation.
- 6.2.4. National Federations must confirm their participation in the World Championships at least 30 days before midnight on the first Monday of the Championships. Furthermore, names of competitors from each country must be entered at least 8 days before midnight on the first Monday of the Championships.
- 6.2.5. The number of competitors who participate in any World Championship category will not exceed 175 maximum.
- 6.2.6. The World Champion from the previous year will be called to the line first, and have choice of position. Following this, riders in Senior Elite and U/23 cross country events must be lined up in ascending order of their UCI World Rankings. Those without rankings will be staged according to the method detailed in the relevant Specific Procedures.

- 6.2.7. Riders in downhill seeding runs must start in ascending order of their UCI World Rankings, with Juniors going before Elites. Those without rankings will be staged according to the method detailed in the relevant Specific Procedures.
- 6.2.8. Lapped riders shall be pulled out of the competition by the lead motorcycle and reported to the Chief Commissaire. Lapped riders shall complete the lap on which they were lapped and then exit the competition in a designated finish lane set prior to the start of the finish straight. They will be listed in the results in order of finish plus number of laps down.
- 6.2.9. Riders of each National Team will wear their registered national jersey and shorts (as registered with the UCI) in all events.
- 6.2.10. The World Champion of the preceeding year will wear his/her national jersey at the World Championships.

6.3. College of Commissaires

- 6.3.1. The College of Commissaires for the World Championships will comprise 5 members as follows:
- 6.3.2. One (1) International Commissaire from another continent (who must be Chief Commissaire or Assistant Chief Commissaire),
- 6.3.3. Two (2) International Commissaires from another country than the host country, but on the same continent,
- 6.3.4. Two (2) International Commissaires from the Organising Federation (one of whom must be Secretary Commissaire),
- 6.3.5. They will fulfil the following duties:
 - 6.3.5.1. Chief Commissaire
 - 6.3.5.2. Assistant Chief Commissaire
 - 6.3.5.3. Finish Commissaire
 - 6.3.5.4. Start Commissaire
 - 6.3.5.5. Secretary Commissaire
- 6.3.6. In addition there must be a minimum of 8 assistant Commissaires (or as per the requirements of the Specific Procedures) appointed by the Host Federation.

6.4. Team Managers' Meeting

- 6.4.1. Each national team will nominate a Team Manager who will be the only person allowed to attend the Team Managers meeting (plus an interpreter if required). A proxy may be appointed but only by the nominated Team Manager, and the proxy must be notified in writing to the Secretary Commissaire.

6.5. Homologation Panel

- 6.5.1. Approximately two years in advance, a first site inspection of the selected venue will be made by a Homologation Panel made up of the UCI Technical Delegate, the Chief Commissaire, one athlete representative for cross country and one athlete representative for downhill. The Homologation Panel will make the necessary recommendations to the organising committee and prepare a site inspection report for the UCI.

- 6.5.2. The course and programme proposed by the organising National Federation will be certified at least 12 months before the date by the Homologation Panel.

6.6. Technical Delegate.

- 6.6.1. The Technical Delegate is appointed by the UCI Management Committee upon recommendation by the UCI Mountain Bike Commission.
- 6.6.2. The Technical Delegate is the ultimate sporting authority in all decisions prior to the first training period of the World Championships. Leading up to the Championships, the Technical Delegate will carry out his/her work in close consultation with the Chief Commissaire. Following the commencement of training the College of Commissaires will control the conduct of the races.
- 6.6.3. The Technical Delegate will deliberate and rule on any appeal received by the College of Commissaires.

7. SPECIFIC REGULATIONS APPLICABLE TO THE MOUNTAIN BIKE WORLD CUP.

7.1. Cross Country

- 7.1.1. The UCI Mountain Bike Cross Country World Cup will consist of a series of events, the total number of which to be determined by the UCI Management Committee.
- 7.1.2. Events may take place in Europe, and events may take place out of Europe. The Final will alternate between Europe and Out of Europe and will be included as one of the series total.
- 7.1.3. The schedule and season guide for each forthcoming season will be published as soon as possible but no later than January 1st.
- 7.1.4. New venues must be homologated by the Technical Delegate and an athlete recommended by the Athletes' Working Group.
- 7.1.5. World Cup Cross Country courses (laps) must be a minimum 6km in length and a maximum 12km in length. Courses that exceed 7km in length must return to the start village area a minimum number of times, in addition to the regular finish of each lap, and not including start loops, as shown below:

Course (Lap) Length	Obligatory Returns to Start Area
6km (minimum) to 7km	0
7.01km to 8km	1
8.01km to 10km	2
10.01km to 12km (maximum)	3

- 7.1.6. Eligibility and event entry.
- 7.1.6.1. The Cross Country World Cup is an individual open competition for all Elite male and female riders of an elite standard. The host country may enter a maximum of 40 elite riders for both male and female categories, with other nations permitted up to 25 elite riders for both male and female categories. All qualified

competitors must hold a valid elite licence issued by a member Federation of the UCI.

- 7.1.6.2. Only athletes entered on official World Cup entry forms endorsed by their National Federation provided by the UCI will normally be accepted to compete in each event. Entries may be submitted directly by UCI registered trade teams with the consent of the respective National Federations. Under exceptional circumstances where National Federations are unable to complete entry forms, the UCI may submit forms directly.
- 7.1.6.3. National Federations may be liable for the full entry fee of riders who fail to register for an event for which the National Federation has entered them.
- 7.1.6.4. These entry forms will be sent to each UCI affiliated National Federation wishing to enter athletes in the competitions at least two months in advance of each competition.
- 7.1.6.5. The entry deadline and address on the forms must strictly be adhered to. Late entries will not be accepted.
- 7.1.6.6. No entries will be accepted at the race site.
- 7.1.6.7. Entered riders will check in at registration, show their licence and pay the entry fee in local currency.
- 7.1.6.8. Riders are to register at least 24 hours before their event.
- 7.1.7. Cross Country entry fees must not exceed 60 Swiss Francs or equivalent, including all tax and/or insurance charges.
- 7.1.8. Junior riders may only participate with the elite age class if they are entered directly by their National Federation and not a Trade Team or the UCI.
- 7.1.9. Lapped riders shall be pulled out of the competition by the lead motorcycle and reported to the Chief Commissaire. Lapped riders should complete the lap on which they were lapped and then exit the competition in a designated finish lane set prior to the start of the finish straight. They will be listed in the results in order of finish plus number of laps down.
- 7.1.10. Qualification races:
 - 7.1.10.1. The maximum number permitted in any Cross Country World Cup race is 130. If more than 130 competitors are entered for a race (Men or Women) qualifications may take place 2 days before the Men's Final after 2.00pm. The exact details of the qualification system will be notified to riders by the Technical Delegate and Chief Commissaire at registration.
 - 7.1.10.2. If more than one qualification race is held, the first ten (10) riders from each qualification race will qualify. Then, the fastest riders from all the qualifications combined will be taken in order of time to make up a total field for the main World Cup race of 130. The exact number who will qualify by time will depend on the number of pre-qualified riders who register and will be announced by the Technical Delegate and Chief Commissaire.
 - 7.1.10.3. Start numbers for the qualification races are allocated according to World Cup points and then by UCI World Rankings for those riders without World Cup points. If a rider does not

have points on either list the number will be allocated according to arrival at registration.

7.1.11. Riders who may participate in Cross Country without qualification.

7.1.11.1. For the first event of the World Cup, the top 75 male and 50 female riders from the previous season plus the elite world champion will enter the main race direct without qualifying. They cannot enter the qualification races.

7.1.11.2. Thereafter, for the remaining events, the top 75 male and top 50 female riders in the overall classification will enter the main race direct without qualifying. They cannot take part in the qualification races.

7.1.11.3. The World Cup Cross Country Final will be automatically open to riders who have scored one (1) point or more from any of the World Cup races of the current season. Other riders may participate at the discretion of the UCI Technical Delegate. The maximum number who are allowed to compete will be determined by the UCI Technical Delegate.

7.1.11.4. For the awards ceremony, the first 5 place getters will be required for the podium presentation.

7.1.11.5. Prize money not collected at the end of the awards ceremony and not sought from the UCI office within 30 days of the relevant event will be automatically forfeited.

7.1.11.6. If more than 130 riders obtain 1 point during the season and are present at the Final, the first 100 riders will automatically qualify for the Final and a qualifying race will be held to determine the remaining 30 places.

7.1.12. Points system and overall results.

7.1.12.1. The overall results will be worked out according to each competitors best (5) five results plus compulsory addition of points won in the Final. It is not mandatory to compete in or start the final race to gain an overall result.

7.1.12.2. If there is a tie in the overall standings at the end of the season, the result of the World Cup Final will count.

7.1.12.3. If there is a tie in the standings during the year, the result of the most recent round will separate the tie.

7.2. **Downhill.**

7.2.1. The UCI Mountain Bike Downhill World Cup will consist of a series of events, the total number of which to be determined by the UCI Management Committee.

7.2.2. Events may take place in Europe, and events may take place out of Europe. The Final will alternate between Europe and Out of Europe and will be included as one of the series total.

7.2.3. The schedule and season guide for each forthcoming season will be published as soon as possible but no later than January 1st.

7.2.4. New venues must be homologated by the Technical Delegate and an athlete recommended by the Athletes' Working Group.

7.2.5. Eligibility and event entry.

7.2.5.1. The Downhill World Cup is an individual open competition for all elite male and female riders. The host country may enter a

maximum of 40 elite riders for both male and female categories, with other nations permitted up to 25 elite riders for both male and female categories. All qualified competitors must hold a valid elite licence issued by a member Federation of the UCI.

- 7.2.5.2. Only athletes entered on the official World Cup entry form endorsed by their National Federation provided by the UCI will normally be accepted to compete in each event. Entries may be submitted directly by UCI registered trade teams with the consent of the respective National Federations. Under exceptional circumstances where National Federations are unable to complete entry forms, the UCI may submit forms directly.
- 7.2.5.3. National Federations may be liable for the full entry fee of riders who fail to register for an event for which the National Federation has entered them.
- 7.2.5.4. These entry forms will be sent to each UCI affiliated National Federation wishing to enter athletes in the competitions at least two months in advance of each competition.
- 7.2.5.5. The entry deadline and address on the forms must strictly be adhered to. Late entries will not be accepted.
- 7.2.5.6. No entries will be accepted at the race site.
- 7.2.5.7. Entered riders will check in at registration, show their licence and pay the entry fee in local currency.
- 7.2.5.8. Riders are to register at least 24 hours prior to their event.
- 7.2.6. Downhill entry fees must not exceed 60 Swiss Francs or equivalent, including all tax and/or insurance charges.
- 7.2.7. Junior riders may only participate with the elite age class if they are entered directly by their National Federation and not a Trade Team or the UCI.
- 7.2.8. Race Format.
 - 7.2.8.1. The following Training Schedule must be fully adhered to as a minimum by the organisers of a World Cup Downhill:
 - 7.2.8.1.1. Four days before the final an on foot inspection period must be provided for the riders between 09h00 and 13h00.
 - 7.2.8.1.2. Three days before the final a training period must be provided between 09h00 and 14h00 with an extra hour between 14h00 and 15h00 exclusively for men ranked in the Top 70 of the World Cup and women ranked in the top 25 of the World Cup.
 - 7.2.8.1.3. Two days before the final a training period must be provided between 09h00 and 14h00, with an extra hour between 14h00 and 15h00 exclusively for men ranked in the Top 70 of the World Cup and women ranked in the top 25 of the World Cup.
 - 7.2.8.1.4. The day before the final a training period of at least 3 hours must be provided.
 - 7.2.8.1.5. A training period must be provided on the day of the final. This must be for at least 90 minutes, and will be

held prior to the semi final, (or the final if the semi final was held the day before).

7.2.8.1.6. In the lead up to the final, riders must have completed a minimum of two training runs before the day prior the final. (For example, if final is Sunday, riders must have completed the two minimum runs by the end of training on Friday).

7.2.8.1.7. Riders who train outside of the specified training periods for an event, will be disqualified from competing further in that event. Riders will be permitted on the course up to 15 minutes after the scheduled training period. After this period, the course will be declared closed by the Technical Delegate. Riders on the course after this period may be disqualified.

7.2.8.1.8. Two forerunners must be selected by the organiser and must be ready to run the course as indicated by the Chief Commissaire before the semi finals and finals.

Forerunners must be issued Front Number Plates bearing a letter such as A, B,C etc.

7.2.8.2 .Men.

7.2.8.2.1.The main event will comprise a Semi Final and a Final.

7.2.8.2.2.Semi Final.

7.2.8.2.2.1.All riders in the Semi Final race must take the start as per the start list posted at registration. The start list will be established according to the World Cup rankings with the highest ranked rider going first. Riders with no World Cup points will be started in order of number plate, lowest plate number going earlier in the list.

7.2.8.2.2.2.All riders in the Semi Final will receive at least a 30 second start interval.

7.2.8.2.3.Final.

7.2.8.2.3.1.Will comprise a maximum of 70 riders. The 70 fastest finishers from the Semi Final will advance to the Final.

7.2.8.2.3.2.The start order for the Final will be in reverse - the fastest go last.

7.2.8.2.3.3.All riders in the Final will receive at least a 1 minute start interval.

7.2.8.2.3.4.The winner (and all other points winners) will be decided according to each competitors time in the Final.

7.2.8.2.3.5. For the awards ceremony, the first 5 place getters will be required for the podium presentation.

7.2.8.2.3.6. Prize money not collected at the end of the awards ceremony and not sought from the UCI office within 30 days of the relevant event will be automatically forfeited.

7.2.8.3. Women:

7.2.8.3.1. The Main Event will comprise a Semi Final and a Final.

7.2.8.3.2. Semi Final.

7.2.8.3.2.1. All riders in the Semi Final race must take the start as per the start list posted at registration. The start list will be established according to the World Cup rankings with the highest ranked rider going first. Riders with no World Cup points will be started in order of number plate, lowest plate number going earlier in the list.

7.2.8.3.2.2. All riders in the Semi Final will receive at least 30 second start interval.

7.2.8.3.3. Final.

7.2.8.3.3.1. Will comprise a maximum of 25 riders. The 25 fastest finishers from the Semi Final will advance to the Final.

7.2.8.3.3.2. The start order for the Final will be in reverse - the fastest go last.

7.2.8.3.3.3. All riders in the Final will receive at least a 1 minute start interval.

7.2.8.3.3.4. The winner (and all other points winners) will be decided according to each competitors time in the Final.

7.2.8.3.3.5. For the awards ceremony, the first 5 place getters will be required for the podium presentation.

7.2.8.3.3.6. Prize money not collected at the end of the awards ceremony and not sought from the UCI office within 30 days of the relevant event will be automatically forfeited.

7.2.9. Competing in the Final of the series.

7.2.9.1. The World Cup Downhill Final will be automatically open to riders who have scored one (1) point or more from any of the World Cup races of the current season. Other riders may participate at the discretion of the UCI Technical Delegate. The maximum number who are allowed to compete will be determined by the UCI Technical Delegate.

7.2.9.2. For the awards ceremony the top 5 place getters will be required for the podium presentation.

7.2.10. Overall results.

7.2.10.1. The overall points classification will be worked out according to each competitors best five (5) results plus compulsory addition of points won in the Final. It is not mandatory to compete in or start the Final race to gain an overall result.

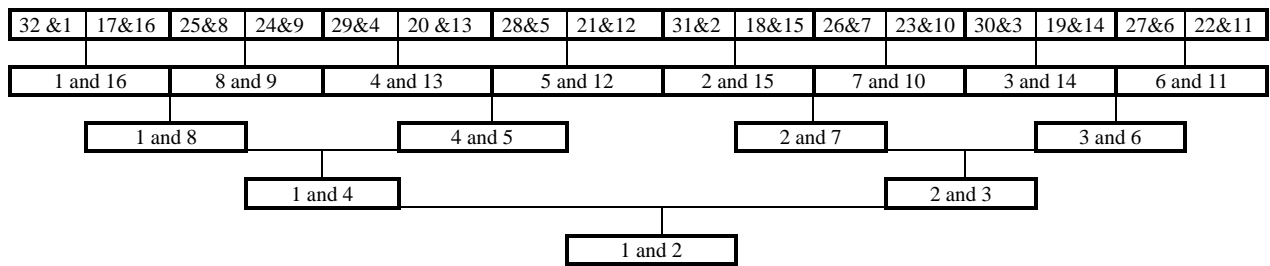
7.2.10.2. If there is a tie in the overall standings, the result of the World Cup Final will count.

7.2.10.3. If there is a tie in the standings during the season, the result of the most recent round will separate the tie.

7.3. **Dual**

- 7.3.1. The UCI Mountain Bike Dual World Cup will consist of a series of events, the total number of which to be determined by the UCI Management Committee.
- 7.3.2. Events may take place in Europe, and events may take place out of Europe. The Final will alternate between Europe and Out of Europe and will be included as one of the series total.
- 7.3.3. The schedule and season guide for each forthcoming season will be published as soon as possible but no later than January 1st.
- 7.3.4. New venues must be homologated by the Technical Delegate and an athlete recommended by the Athletes' Working Group.
- 7.3.5. Eligibility and event entry.
 - 7.3.5.1. The Dual World Cup is an individual open competition for all Elite male and female riders. The host country may enter a maximum of 40 elite riders for both male and female categories, with other nations permitted up to 25 elite riders for both male and female categories. All qualified competitors must hold a valid elite licence issued by a member Federation of the UCI.
 - 7.3.5.2. Only athletes entered on the official World Cup entry form endorsed by their National Federation provided by the UCI will be accepted to compete in each event. Entries may be submitted directly by UCI registered trade teams with the consent of the respective National Federations. Under exceptional circumstances where National Federations are unable to complete entry forms, the UCI may submit forms directly.
 - 7.3.5.3. National Federations may be liable for the full entry fee of riders who fail to register for an event for which the National Federation has entered them.
 - 7.3.5.4. These entry forms will be sent to each UCI affiliated National Federation wishing to enter athletes in the competitions at least two months in advance of each competition.
 - 7.3.5.5. The entry deadline and address on the forms must strictly be adhered to. Late entries will not be accepted.
 - 7.3.5.6. No entries will be accepted at the race site.
 - 7.3.5.7. Entered riders will check in at registration, show their licence and pay the entry fee in local currency.
 - 7.3.5.8. Riders are to register at least 24 hours prior to their event.
- 7.3.6. Dual entry fees must not exceed 30 Swiss Francs or equivalent, including all tax and/or insurance charges.
- 7.3.7. Junior riders may only participate with the elite age class if they are entered directly by their National Federation and not a Trade Team or the UCI.
- 7.3.8. Race Format.
 - 7.3.8.1. The qualification round will be held 2 days before the final of the Downhill World Cup event on the same program, and the finals of the dual slalom will be held in the afternoon 1 day before the final of the Downhill World Cup.
 - 7.3.8.2. Following the qualification round, the top 32 men and top 16 women will move into the main competition.

7.3.8.3. The pairings will be as shown on the table below to ensure that the only time the fastest and 2nd fastest seeded riders meet is in the final.



7.3.8.4. The rider with the faster qualifying time of any pairing will choose his/her start position.

7.3.8.5. Besides the final, a consolation final will be run between the two losers of the penultimate round, to determine third place.

7.3.8.6. The format will be a straight forward eliminator. First rider past the finish line moves to the next round. One heat only.

7.3.8.7. For the awards ceremony, the first 3 place getters will be required for the podium presentation.

7.3.8.8. Prize money not collected at the end of the awards ceremony and not sought from the UCI office within 30 days of the relevant event will be automatically forfeited.

7.4. The Leaders' Jersey

7.4.1. At each World Cup event the current leaders (men and women) must wear the 'Leaders Jersey'. For Cross Country an additional jersey will be awarded to the Men's Under 23 category.

7.4.2. For the Cross Country this will be a fitted standard blue jersey in various sizes. For Men's Under 23 this will be a fitted standard red jersey in various sizes.

7.4.3. For the Downhill this will be a fitted sleeveless orange jersey with a full front zip. It will be produced in a stretchy lycra type material and must be worn over riders' protection.

7.4.4. For the Dual this will be a fitted standard white jersey in various sizes.

7.4.5. The jersey awarded on the podium must be worn at the next event.

7.4.6. The jersey may not be cut or mutilated in any way (including sleeves).

7.4.7. Riders' intrinsic advertising panels are permitted on the jerseys as follows:

7.4.7.1. No more than 3 advertiser's logos may appear.

7.4.7.2. Front panel - maximum 64cm² size on the front of the jersey.

7.4.7.3. Back panel - maximum 64cm² size on the back of the jersey.

7.4.7.4. Sleeves - single line maximum 5 cm wide. (For Cross Country and Dual Slalom only).

7.4.7.5. Side panels - single line maximum 9 cm wide.

7.5. Press Conferences:

7.5.1. A press conference may be held at each race either one or two days before the final. If such a press conference is held, the top three riders in

the overall classification must attend this conference if requested to do so by the Technical Delegate.

- 7.5.2. Failure to attend once requested will result in a penalty to be imposed by the Technical Delegate.

7.6. Points Structure for the UCI Mountain Bike World Cup - Cross Country Downhill and Dual.

7.6.1. The following points will be awarded for:

7.6.1.1. Cross Country

Place	Men	Women	Place	Men	Women
1	100	75	39	37	12
2	93	70	40	36	11
3	87	66	41	35	10
4	82	62	42	34	9
5	78	58	43	33	8
6	75	55	44	32	7
7	72	52	45	31	6
8	70	49	46	30	5
9	68	46	47	29	4
10	66	43	48	28	3
11	65	40	49	27	2
12	64	39	50	26	1
13	63	38	51	25	-
14	62	37	52	24	-
15	61	36	53	23	-
16	60	35	54	22	-
17	59	34	55	21	-
18	58	33	56	20	-
19	57	32	57	19	-
20	56	31	58	18	-
21	55	30	59	17	-
22	54	29	60	16	-
23	53	28	61	15	-
24	52	27	62	14	-
25	51	26	63	13	-
26	50	25	64	12	-
27	49	24	65	11	-
28	48	23	66	10	-
29	47	22	67	9	-
30	46	21	68	8	-
31	45	20	69	7	-
32	44	19	70	6	-
33	43	18	71	5	-
34	42	17	72	4	-
35	41	16	73	3	-
36	40	15	74	2	-
37	39	14	75	1	-
38	38	13			

7.6.1.2. Downhill

Place	Men	Women	Place	Men	Women
1	75	50	26	25	-
2	70	45	27	24	-
3	66	40	28	23	-
4	62	36	29	22	-
5	58	32	30	21	-
6	55	29	31	20	-
7	52	26	32	19	-
8	49	23	33	18	-
9	46	20	34	17	-
10	43	17	35	16	-
11	40	15	36	15	-
12	39	14	37	14	-
13	38	13	38	13	-
14	37	12	39	12	-
15	36	11	40	11	-
16	35	10	41	10	-
17	34	9	42	9	-
18	33	8	43	8	-
19	32	7	44	7	-
20	31	6	45	6	-
21	30	5	46	5	-
22	29	4	47	4	-
23	28	3	48	3	-
24	27	2	49	2	-
25	26	1	50	1	-

7.6.1.3. Dual

Place	Men	Women	Place	Men	Women
1	50	50	4	20	20
2	40	40	5-8	10	10
3	30	30	9-16	5	-

7.6.1.4. Team Ranking (all races count)

CROSS COUNTRY			DOWNHILL		
Place	Men	Women	Place	Men	Women
1	40	40	1	40	40
2	36	33	2	36	33
3	33	27	3	33	27
4	30	23	4	30	23
5	27	19	5	27	19
6	25	15	6	25	15
7	23	11	7	23	11
8	21	8	8	21	8
9	19	5	9	19	5
10	17	2	10	17	2
11	15	-	11	15	-
12	13	-	12	13	-
13	11	-	13	11	-
14	9	-	14	9	-
15	7	-	15	7	-
16	5	-	16	5	-
17	4	-	17	4	-
18	3	-	18	3	-
19	2	-	19	2	-
20	1	-	20	1	-

7.7. College of Commissaires and Technical Delegate

- 7.7.1. The Technical Delegate for each race will be appointed by the UCI Mountain Bike Commission, and will be required to be in attendance 24 hours prior to registration opening.
- 7.7.2. For each World Cup event, the UCI Mountain Bike Commission will appoint a Chief Commissaire and an Assistant Chief Commissaire (2 people) from the list of International Commissaires held by the UCI. The Chief Commissaire and the Assistant Chief Commissaire are to come from another country, but from the same continent (where possible).
- 7.7.3. These appointments will be confirmed in writing by the UCI.
- 7.7.4. The Host Federation of a World Cup must appoint a Start Commissaire, Finish Commissaire and Secretary Commissaire, as well as a minimum of 3 assistant National Commissaires. These appointments must be confirmed in writing to the UCI at least 3 months before the event.
- 7.7.5. The Technical Delegate will be the final UCI authority at events.

8. UCI INDIVIDUAL CLASSIFICATION (RANKINGS).

- 8.1. The UCI has created a progressive individual classification system for riders participating in the races referred to in article 8.2. This classification shall be called the UCI Mountain Bike rankings and shall be the exclusive property of the UCI.
- 8.2. The classification of events are :

UCI World Championships	:	Category A
UCI World Cups	:	Category B
Continental Championships	:	Category C
Major Stage Races	:	Category D
National Championships/National Series/Minor Stage Races	:	Category E1
All Other UCI Calendar Events	:	Category E2
Olympic Games	:	Category O
- 8.3. The classification shall be established according to the points obtained by riders participating in mountain bike races on the UCI International Calendar, divided into categories as shown in article 8.2. The allocation of classes shall be effected annually by the UCI Management Committee in accordance with such criteria as it may determine.
- 8.4. The number of points to be won in each race is indicated at article 8.10. Points earned by riders in all Categories remain valid for one year, except for Categories A and O which remain valid for 2 years, and expire on their respective anniversary.
- 8.5. There are four individual classifications, namely Men's Cross Country, Women's Cross Country, Men's Downhill, and Women's Downhill.

- 8.6. For the downhill individual classifications, only events following the definition at article 1.7.3. may be considered. For the cross country individual classifications, only events following the definitions at articles 1.7.2.1., 1.7.2.2., 1.7.2.3., 1.7.2.4., and 1.7.7. may be considered. For events defined under article 1.7.7., only the overall general classification of the respective event may be considered.
- 8.7. Events held purely for Under 23 Cross Country Men may receive an allocation of points one category level below that of the equivalent elite men's category. For example, at the World Championships, the Under 23 Men's Cross Country will receive points equivalent to a Category B event, where the Elite Men receive points for a Category A event.
- 8.8. The maximum number of races that can be included into any riders total amount of points on the UCI Mountain Bike Rankings is shown at Article 8.10.
- 8.9. The individual classifications shall be drawn immediately following all Category A, B, C, and O events.

8.10. Points table

Placing	Category O (All Count)	Category A (All Count)	Category B (All Count)	Category C (All Count)	Category D (All Count)	Category E1 (Best 6 Count)	Category E2 (Best 3 Count)
1	150	125	100	75	70	35	20
2	120	116	93	64	60	30	17
3	100	112	87	58	54	27	15
4	95	108	82	54	50	25	13
5	90	104	78	50	46	23	11
6	85	100	75	47	42	21	9
7	80	98	72	45	38	19	7
8	77	96	70	43	35	17	5
9	74	94	68	42	32	15	3
10	72	92	66	41	31	13	1
11	70	90	65	40	30	11	-
12	68	89	64	39	29	9	-
13	66	88	63	38	28	8	-
14	64	87	62	37	27	7	-
15	62	86	61	36	26	6	-
16	60	85	60	35	25	5	-
17	58	84	59	34	24	4	-
18	56	83	58	33	23	3	-
19	54	82	57	32	22	2	-
20	52	81	56	31	21	1	-
21	50	80	55	30	20	-	-
22	48	79	54	29	19	-	-
23	47	78	53	28	18	-	-
24	46	77	52	27	17	-	-
25	45	76	51	26	16	-	-
26	44	75	50	25	15	-	-
27	43	74	49	24	14	-	-
28	42	73	48	23	13	-	-
29	41	72	47	22	12	-	-
30	40	71	46	21	11	-	-
31	39	70	45	20	10	-	-
32	38	69	44	19	9	-	-
33	37	68	43	18	8	-	-

34	36	67	42	17	7	-	-
35	35	66	41	16	6	-	-
36	34	65	40	15	5	-	-
37	33	64	39	14	4	-	-
38	32	63	38	13	3	-	-
39	31	62	37	12	2	-	-
40	30	61	36	11	1	-	-
41	-	60	35	10	-	-	-
42	-	59	34	9	-	-	-
43	-	58	33	8	-	-	-
44	-	57	32	7	-	-	-
45	-	56	31	6	-	-	-
46	-	55	30	5	-	-	-
47	-	54	29	4	-	-	-
48	-	53	28	3	-	-	-
49	-	52	27	2	-	-	-
50	-	51	26	1	-	-	-
51	-	50	25	-	-	-	-
52	-	49	24	-	-	-	-
53	-	48	23	-	-	-	-
54	-	47	22	-	-	-	-
55	-	46	21	-	-	-	-
56	-	45	20	-	-	-	-
57	-	44	19	-	-	-	-
58	-	43	18	-	-	-	-
59	-	42	17	-	-	-	-
60	-	41	16	-	-	-	-
61	-	40	15	-	-	-	-
62	-	39	14	-	-	-	-
63	-	38	13	-	-	-	-
64	-	37	12	-	-	-	-
65	-	36	11	-	-	-	-
66	-	35	10	-	-	-	-
67	-	34	9	-	-	-	-
68	-	33	8	-	-	-	-
69	-	32	7	-	-	-	-
70	-	31	6	-	-	-	-
71	-	30	5	-	-	-	-
72	-	29	4	-	-	-	-
73	-	28	3	-	-	-	-
74	-	27	2	-	-	-	-
75	-	26	1	-	-	-	-
76	-	25	-	-	-	-	-
77	-	24	-	-	-	-	-
78	-	23	-	-	-	-	-
79	-	22	-	-	-	-	-
80	-	21	-	-	-	-	-
81	-	20	-	-	-	-	-
82	-	19	-	-	-	-	-
83	-	18	-	-	-	-	-
84	-	17	-	-	-	-	-
85	-	16	-	-	-	-	-
86	-	15	-	-	-	-	-
87	-	14	-	-	-	-	-
88	-	13	-	-	-	-	-
89	-	12	-	-	-	-	-
90	-	11	-	-	-	-	-
91	-	10	-	-	-	-	-
92	-	9	-	-	-	-	-
93	-	8	-	-	-	-	-
94	-	7	-	-	-	-	-
95	-	6	-	-	-	-	-
96	-	5	-	-	-	-	-
97	-	4	-	-	-	-	-

98	-	3	-	-	-	-	-
99	-	2	-	-	-	-	-
100	-	1	-	-	-	-	-

- 8.11. National Federations and organisers are required, immediately following any race, to transmit to the UCI offices by telefax, the complete results on result sheets supplied in advance by UCI. These must be signed by the UCI Chief Commissaire in attendance at the event. Should such information not be transmitted as indicated, the UCI Management Committee may exclude it from the UCI International Calendar, notwithstanding any other penalties provided for in the regulations.

9. SPECIFIC REGULATIONS APPLICABLE TO TRADE TEAM REGISTRATION.

9.1. Identity

- 9.1.1. A Trade Team is an entity consisting of at least two people, of which at least one must be a rider, that are employed and/or sponsored by the same entity, for the purpose of participating in international mountain bike racing.
- 9.1.2. A Trade Team shall comprise all the riders employed by the same employer, the employer itself, the sponsors and all the other persons contracted by the employer and/or the sponsors for the functioning of the team (Team Manager, Coach, Soigneur, Mechanic etc.). It shall be designated by a special name and be registered with the UCI as provided in these regulations.
- 9.1.3. Sponsors shall be persons, companies 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.
- 9.1.4. The principal partner(s) and the employer shall commit themselves to the Trade Team for a whole number of calendar years.
- 9.1.5. The name of the Trade Team shall be that of the company or brand name of the principal partner or that of one of both of the two principal partners.
- 9.1.6. 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.
- 9.1.7. The nationality of the Trade Team shall be that of the country where the head office or the domicile of the employer is located. The Trade Team shall include in its registration application to the UCI, a letter of endorsement from the UCI member National Federation of the country

of its nationality. Such a letter will recognise the Trade Team as being of that Federation's nationality and support its registration with the UCI under the terms of these regulations.

9.2. Legal and Financial Status

- 9.2.1. The employer of riders forming a Trade Team shall be a person(s)/corporation(s) legally entitled to engage personnel.
- 9.2.2. The principal Partner(s) of the Trade Team, other than the employer, shall be held jointly and knowingly severally liable for the payment of 3 months salary in case of default by the employer.

9.3. Registration with UCI

- 9.3.1. Registration with the UCI is not mandatory.
- 9.3.2. Each year, Trade Teams may register with the Union Cycliste Internationale for the following year.
- 9.3.3. Trade Teams shall, at the same time, register their riders.
- 9.3.4. Trade Teams shall communicate their list of staff and riders by 31 January of the current year, at latest, for verification and registration. On the list for each Trade Team the following must be indicated:
 - 1. the exact name of the Trade Team.
 - 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.
 - 5. the surnames, first names, nationalities and functions of all staff members requiring season long passes. This must also be accompanied by a colour passport photo for each staff member.
 - 6. Copies of contracts in accordance with article 9.5.3.
- 9.3.5. Article 9.3.4. shall also apply to any amendment to the list of Trade Teams. Such amendments shall immediately be submitted by the Trade Teams to the UCI.
- 9.3.6. Only Trade Teams on the registered list approved by the UCI may receive benefits such as those listed in article 9.3.9.
- 9.3.7. By their annual registration with the UCI, Trade Teams and especially the employers and sponsors shall undertake to respect the Constitution and Regulations of the UCI and their respective National Federation 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 any relevant fines.
- 9.3.8. The registration of the Trade Team with the UCI shall involve a registration fee that the Trade Team shall pay by 31 January of the

current year. The amount shall be set annually by the UCI Management Committee.

- 9.3.9. Those Trade Teams registered with the UCI will receive a series of benefits which include, but are not limited to:
1. Access to the UCI Disciplinary Commission for their riders, the riders' employer(s) and the Trade Team's principal partner(s).
 2. Inclusion on the UCI Trade Team Ranking which includes obvious benefits through promotion, publicity and recognition throughout the season.
 3. Access to season long passes for World Cups.
 4. Information services and publications in addition to the regular distributions.
 5. Direct entry services for major UCI events.
 6. On site services and benefits at major UCI events (including World Championships).
 7. Preferred pricing, where negotiated, for technical space at World Cup events.

9.4. Teams and Riders

- 9.4.1. The team shall be the totality of riders engaged by the same employer within a Trade Team.
- 9.4.2. The nationality of each rider shall be that of his/her civil status.

9.5. Contract of Employment

- 9.5.1. A rider's membership of a Trade Team shall be subject to a contract. The UCI model contract is provided as a base contract, and is given as a guide at article 9.9. It does not include bonus/incentive programs, race schedules, equipment provisions and other details. These are subject to negotiations between the employer and the rider(s).
- 9.5.2. Any clause concluded between the rider and the employer that clearly impinges on the basic rights of the rider as provided for in the UCI regulations shall be considered null and void.
- 9.5.3. Any contract between a Trade Team and a rider shall be drawn up in triplicate at least. One original copy shall be forwarded to the UCI with exact financial amounts for salary and bonus payments not included.
- 9.5.4. All documents transmitted to the UCI are strictly confidential.
- 9.5.5. The contract must include provisions to cover the financial responsibilities with respect to salary and benefits to the rider(s) in the event of unforeseen illness and/or injury.

9.6. End of Contract

- 9.6.1. On the expiration 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.

9.7. Dissolution of a Trade Team

- 9.7.1. A Trade Team shall announce its dissolution or the end of its activity or its inability to respect its obligations, as soon as possible. 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.

9.8. Penalties

- 9.8.1. Should a Trade Team, as a whole, fail or cease to meet all the conditions of the relevant UCI regulations, it may no longer participate in cycling events.

9.9. UCI Model Contract Between a Rider and a Trade Team

- 9.9.1. The UCI Model Contract between a rider and a Trade Team is found at Annexe 1 to these regulations.

ANNEXE 1

UCI Model Contract Between a Rider and a Trade Team

Between the undersigned,

(name and address of employer)

being financially empowered to represent the (name of the Trade Team), endorsed by 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",

ONE 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 (name of TradeTeam) and under the direction of Mr. (name of the Team Manager), participate in mountain bike 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 Federation.

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 Mountain Bike rider.

The participation of the Rider in events in other disciplines (such as BMX, Track etc) 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 and expiring on

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 where the Trade Team has its head office, 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, less the contractual salary that he would have been able to earn, as a rider with professional status, with some other employer in the course of the year preceding the final date of the present contract.

This provision shall not apply if the present contract is extended.

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/she 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 - Insurance

The employer shall provide the rider with an appropriate insurance to ensure salary benefits of an acceptable level are paid in the event of an unforeseen injury or illness which affects the rider's ability to fulfil the competition aspects of his/her contractual obligations.

ARTICLE 6 - Premiums and prizes

The Rider shall be entitled to premiums and prizes won during cycling competitions in which he/she 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 7 - 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 of Trade Team), except in such cases as are provided for in the Regulations of the UCI and of its affiliated Federation.

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/her 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 race within any other structure or a mixed team if the (name of the Trade Team) 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 8 - Transfers

On the expiry of the present contract, the Rider shall be entirely free to sign a new contract some other employer, subject to the provisions of the UCI Regulations.

ARTICLE 9 - End of contract

Notwithstanding the legislation governing the present contract, it may terminate before expiration, 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 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.
2. The Employer may terminate the present contract, without notice or liability for damages, in the case of serious default 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 defaulter 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 10 - Defeasance

Any clause agreed upon between the parties that runs counter to the terms of the UCI 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 11 - 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 through the UCI Disciplinary Commission 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 UCI.

The Rider

The Employer

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

Principal Partner
of the Trade Team

Principal Partner
of the Trade Team

