

EJL kohtunike seminar

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# **Mida on uut võistlusmäärustes?**

Madis Lepajõe

UCI komissar

# Millest räägin

Muudatused võistlusmäärustes:

- üldiselt
- maanteel
- küsimused-vastused

# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

## 1.1.033

§1 For the world championships, continental championships and for teams participating in UCI world cup events, a rider may only be selected by the federation of his nationality, regardless of the federation that issued his licence. A rider shall be subject to the regulations and disciplinary procedures of the national federation of his nationality in all matters concerning his selection for the national team. A stateless rider may be selected only by the national federation of a country where he has been continuously in residence for at least five years.

# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

## **1.2.064 bis**

It is strictly prohibited to use sidewalks/pavements, paths or cycle paths that do not form part of the course (i.e. those separated by kerbs, verges, level changes or other physical features) if a dangerous situation is created inter alia for other riders, spectators or race personnel by such action or if such action procures a significant advantage over other riders. Non-respect of this requirement is sanctioned in accordance with Article 12.1.040.14bis, without prejudice to any other sanctions that may apply.

# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

## **1.2.101**

For road races two panels placed on each side of the road can be used instead of a banner to indicate the intermediate and mountain passes. The panels must be of sufficient height to guarantee their visibility by the riders and follow vehicles.

# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

## **1.3.003**

.....Where required, checks on equipment and material may be carried out after the race, at the request of the president of the commissaires' panel, or that of an agent or body of the UCI. For that purpose, the commissaire and the UCI can requisition equipment for a subsequent check, if necessary even during the race, after the rider changed it.

# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

## **1.3.023**

For riders that are 190 cm tall or taller, the horizontal distance between the vertical lines passing through the bottom bracket axle and the extremity of the handlebar extensions including all accessories may be extended to 85 cm.

Only one exemption for morphological reasons may be requested; either the handlebar extension can be moved forward or the peak of the saddle can be moved forward, in accordance with Article 1.3.013.



INTERNATIONAL CYCLING UNION

EXEMPTION REPORT IN ACCORDANCE WITH ARTICLE 1.3.023
RAPPORT D'EXCEPTION SELON LA REGLE 1.3.023

EVENT/EPREUVE: DATE:

EXEMPTION INFORMATION /INFORMATION D'EXCEPTION:
Only one box may be completed for each rider. Exemption information can only be given for the saddle position or the advanced position of the handlebar extension, not both.
Une seule case peut être remplie : le repère d'exception ne porte que sur le recul de selle ou sur l'avancée.

Table with 3 columns: POSITION OF SADDLE (RECU DE SELLE), Rider's surname and first name (Nom et-prénom du coureur), and ADVANCED POSITION (AVANCÉE). Includes min/max values for saddle and handlebar extension.

TEAM / EQUIPE:
Team Manager / Directeur Sportif:
Signature:

This document must be returned, duly completed by the Directeur Sportif, to the President of the Commissaires' Panel, at the Team managers meeting. Thank you for your co-operation.
Ce document est à retourner, dûment complété par le Directeur Sportif, au Président du Collège des Commissaires lors de la réunion des Directeurs Sportifs. Nous vous remercions de votre collaboration.

President of the Commissaires' Panel:
Signature:



# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

**1.3.030** Rain capes' **design** must be transparent or **be similar to the jersey by use of one of the principle team colours. The team's name must be displayed on it.**

The aim of the amendment of this article is to emphasise the fundamental importance for all the stakeholders of cycling to be able to identify riders at all times:

- o Riders should be able to identify their rivals at all times during a race in order to respect absolute equity and regularity between athletes;
- o Commissaires must also be able to recognise the riders in order to make appropriate decisions regarding the sporting management of the event;
- o TV directors and commentators can find it very difficult to identify riders; this is harmful to the image of professional cycling for spectators and fans who are following the race live.

# PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT

**1.3.031** 1. Wearing a rigid safety helmet shall be mandatory during competitions and training sessions in the following disciplines: track, mountain bike, cyclo-cross, trials and BMX, para-cycling, as well as during cycling for all events.

2. During competitions on the road, a rigid safety helmet shall be worn.

During training on the road and in the cases referred to in the preceding paragraph, the wearing of a rigid safety helmet is recommended. However, riders must always comply with the legal provisions in this regard.

# PART 2 ROAD RACES

## 2.1.009

Only the UCI continental teams of the country, regional and club teams, national teams and mixed teams may participate in national events. **Only national teams may include riders from a UCI Pro Team or a UCI professional continental team.**

# PART 2 ROAD RACES

## 2.2.003

The number of starting riders per team shall be set by the organiser, with a minimum of 4 and maximum of 8, 9 for the Grand Tours.

Without prejudice to Article 1.2.053, if the number of starting riders per team is set at 4, 5 or 6, a team may not start with less than 4 riders. If the number of starting riders per team is 7 or 8, a team may not start with less than 5 riders.

# PART 2 ROAD RACES

## 2.2.025

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

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

If waste zones are established by the organiser, the rider must safely and exclusively deposit their waste on the sides of the road in this area.

# PART 2 ROAD RACES

## **2.2.022 bis**

Organisers of events that include a time trial must make a measuring jig for time-trial bicycles at disposal of the commissaires' panel. The jig must comply with the Protocol for the Construction available on the UCI website. The organiser is solely liable for the compliance of the jig with UCI specifications.

The jig is given to the president of the commissaires' panel who verifies its compliance with UCI specifications.

# PART 2 ROAD RACES

## **2.2.032**

Except in time trials, all the vehicles accompanying the race are restricted to a maximum height of **1.66 m**.

# PART 2 ROAD RACES

## **2.2.032 bis**

Windows on team cars in the race caravan must not be marked as to obstruct the view through the vehicle or be significantly obstructed with decals other than the markings distributed by the race organizer to indentify follow cars.



# PART 2 ROAD RACES

## 2.2.035

All persons **in** a race **convoy**, except for accredited journalists and guests of honour **who are not vehicle drivers**, have to be licence holders.

Team cars shall carry a sports director who holds the appropriate licence, who shall be responsible for the vehicle. For vehicles of teams registered with the UCI, this sports director shall also be registered as such with the UCI.

# PART 2 ROAD RACES

## 2.2.050

The organisers shall demand that press vehicles be driven by experienced drivers, familiar with cycle races and knowing how to manoeuvre. These **drivers must hold the licence of a vehicle driver for a road event.** Each press institution shall be responsible for the driving skill of the drivers it appoints.

# PART 2 ROAD RACES

**2.2.053** ..... In the following cases:

- failure to respect orders or instructions issued by commissaires or the organiser, or
- infringement of Article 2.2.052, or
- when a commissaire considers that the driver does not have the required skills to drive in a road event, the press institution concerned shall be excluded for a period to be determined in accordance with the severity of the case.

The exclusion can be issued by a member of the Commissaires' Panel and is implemented immediately. Any refusal to leave the race shall be penalised by an additional exclusion.

# PART 2 ROAD RACES

## 2.3.026

...The feeding zones will be signposted. They shall be of sufficient length, to allow supply operations to proceed smoothly.

Each feeding zone should be accompanied by a zone for waste situated just before and just after the feeding zone where riders can get rid of their waste.

Organisers should also have a waste zone of sufficient length situated before the final 20 kilometres of each race or stage where riders have the opportunity to get rid of their waste.

# PART 2 ROAD RACES

## 2.3.027

Feeding is prohibited on climbs, descents and during the first 50 and last 20 km.

The commissaires panel may reduce **the distances mentioned above**, depending on atmospheric conditions and the category, type and length of the race. Such a decision must be communicated to interested parties before the start of the race.

## PART 2 ROAD RACES

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

**In case of a fall, the implementation of this disposal is left to commissaire's discretion.**

# PART 2 ROAD RACES

## 2.6.037

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

If a rider is disqualified after the result of the race has been sanctioned, the general individual classification shall be adjusted, if applicable, for the first **3** places only. **The 4th place remains vacant.**

If a rider is disqualified because of a violation committed during a stage that he won, the second rider on the stage takes the first place.

# PART 12 DISCIPLINE AND PROCEDURES

## 12.1.040

### Race incidents

#### 1. Signature check

1.1 Start without signature check - eliminated or disqualified and 100

1.2 Team not respecting team order for signature Check (cl 1 and higher, p.e Tour of Estonia) –

Rider: 100

Team Manager: 500



Täna tähelepanu eest!