

FEBRUARY 2021

RIDER SAFETY NEW REGULATIONS IN 2021

EXPLANATION GUIDE FOR ORGANISERS, TEAMS AND RIDERS



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INTRODUCTION

The purpose of this guide is to highlight the **new regulations** that come into force during the 2021 season. These are part of a **comprehensive security plan to improve rider safety for both men and women**.

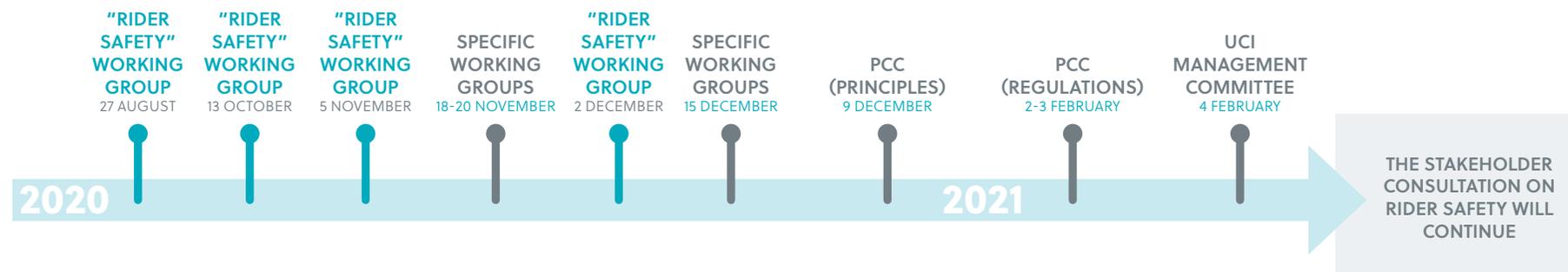
The UCI Management Committee and the Professional Cycling Council (PCC) have approved the implementation of these important measures, which are explained in this guide.

These measures are the result of a **long consultation process**, and have been **unanimously accepted** by representatives of all cycling's families – teams, riders and organisers. The changes are ambitious, and require an effort to be made by everyone involved in road cycling. Organisers will need to take into account new directives for the organisation of their events, while riders and teams will also have to modify certain habits and practices. Rider safety is the responsibility of everyone.

"RIDER SAFETY" WORKING GROUP

The working group, led by the UCI President David Lappartient and the PCC President Tom Van Damme, and coordinated by the UCI's Sports Department, is composed of the following members:

- AIGCP** Iwan Spekenbrink, Richard Plugge, Carsten Jeppesen, Patrick Lefevre
- AIOCC** Christian Prudhomme, Richard Chassot, Thierry Gouvenou
- CPA** Gianni Bugno, Pascal Chanteur, Laura Mora, Philippe Gilbert, Matteo Trentin



MEASURES SUPPORTED BY ALL STAKEHOLDERS

"Safety is and will always be the priority of organisers: safety of the public, of all people implicated in events and, of course, of the principal players in the races, the riders.

This mission – which is essential – is also a real challenge. We do not own the road; it is public territory and cannot be modified according to our wishes. The variety of venues, from one city to another, from one day to the next, requires an ability to be highly adaptable. The challenge is even greater today with an ever-increasing amount of road furniture.

To make our events more secure, it is necessary to take a global approach: this is what the UCI wanted by bringing together representatives of riders, teams and organisers during several meetings. The new measures are the fruit of their common reflection, as in this domain, and others, it is only by working together that we will succeed."

Christian PRUDHOMME

AIOCC President

"The safety of male and female riders has always been a priority of the CPA, and we fully support the decisions that were taken at the last UCI Management Committee on 4 February, after a consultation process in which our representatives participated alongside the other cycling families.

Our sport now has a coherent and comprehensive plan for rider safety, including a calendar of actions, which means all concerned – organisers, teams and riders, as well as the UCI - will need to assume their responsibilities, requiring efforts to be made by all to increase safety at races.

We look forward to the implementation of the measures announced, to see an end to avoidable accidents."

Gianni BUGNO

CPA President

MEASURES SUPPORTED BY ALL STAKEHOLDERS

"As it did during the consultation process, the AIGCP will continue to commit to the safety of riders and personnel in races, which remains its priority, this time thanks to the implementation of measures adopted by all involved in professional cycling; race organisers, teams, their riders and personnel, and the UCI. Throughout the process, our primary goal has been to bring about a safer race environment including a stricter regulatory framework when it comes to complying with these measures.

We recognise that there are in-race dynamics where we also have our part to play, namely, by making our personnel and riders aware of the necessity to adopt appropriate conduct when it comes to the handling of vehicles in the race convoy and bikes in competition. We look forward to closely following the implementation of these measures and the progress that will follow."

Iwan SPEKENBRINK
AIGCP President

"I thank road cycling's different families for their participation in the development of measures to protect rider safety, which were announced after being approved by the Professional Cycling Council and the UCI Management Committee.

All these measures, which are solutions to concerns expressed by different stakeholders, will make road cycling safer for its main players, the riders. It is now essential for everyone to respect the new regulations, which the UCI will continue to work on improving, always in consultation with all those concerned."

David LAPPARTIENT
UCI President

OVERALL SAFETY MEASURES



The UCI and organisers undertake to act in favour of event safety:

- A **UCI Safety Manager** (Richard Chassot) has joined the UCI Sports Department. This role is dedicated to the supervision of safety at events on the UCI International Road Calendar.
- Each organiser must have an **Event Safety Manager within the organisation** (article 2.2.015 applicable from February 2021) who:
 - › shall **assess the risks of the event**, focusing on safety, and capable of reacting at the last minute when necessary,
 - › will **undergo dedicated training**, delivered by the UCI, starting in 2021,
 - › will ensure **any important safety information** for the following stage is included in the daily communiqué of the organisation
- A **Race Incident Database** will be established to allow more effective targeting of actions to be taken by the UCI for in-race safety. This Database will be implemented by an external service provider specialised in data collection. Analysis will start with incidents and accidents that have occurred at major events on the men's and women's UCI Road International Calendar in the last five years. After this, the service provider will continue collecting data from men's and women's events on the UCI Road International Calendar.
- A **Race course evaluation software** is being developed in order to detect technical sections on the race route, several weeks before the race (article 2.2.016):
 - › organisers must provide more comprehensive information to the UCI (videos, gpx files, etc.)

RULE REMINDER

*In accordance with the **Protocol for discussions regarding extreme weather and the riders' safety during events** (article 2.2.029bis), the stakeholders may convene a meeting to discuss appropriate measures to address situations of extreme weather conditions or riders' safety.*

MATERIAL AND SAFETY

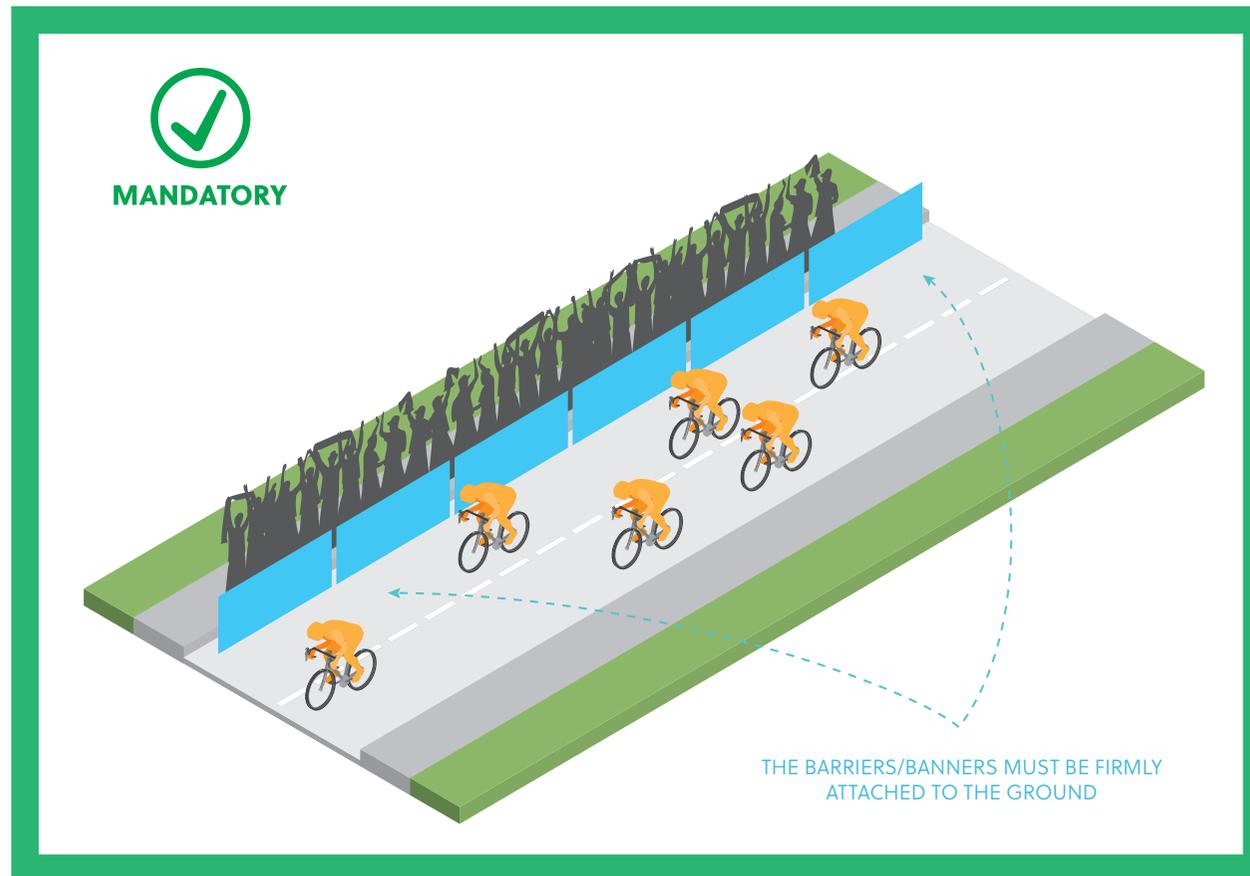
*The **UCI Equipment Commission** is tasked to **study** equipment topics related to rider safety ("review of **disc brakes**", "how to improve the hardware used for **race radio**" and "how to improve **bottle and bottle cage** efficiency").*

BARRIER INSTALLATION / RACE ROUTE



REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - UCI Regulations 2.2.017 and Specifications for organisers 4.4

Barriers are placed along sensitive sections of a race route in the interests of rider safety, although they may represent a danger if not installed if not installed correctly. These regulations aim to ensure the effectiveness of the barriers' role to enhance security.

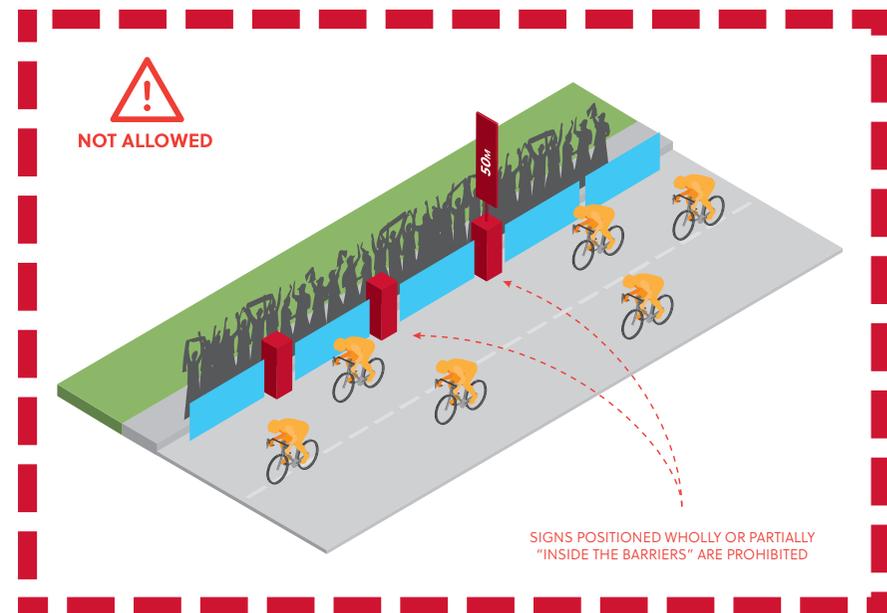
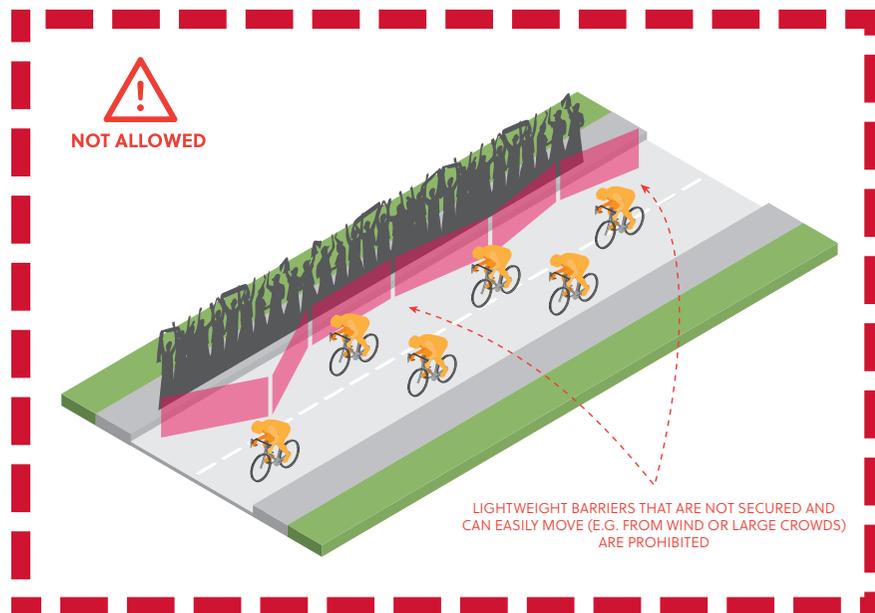


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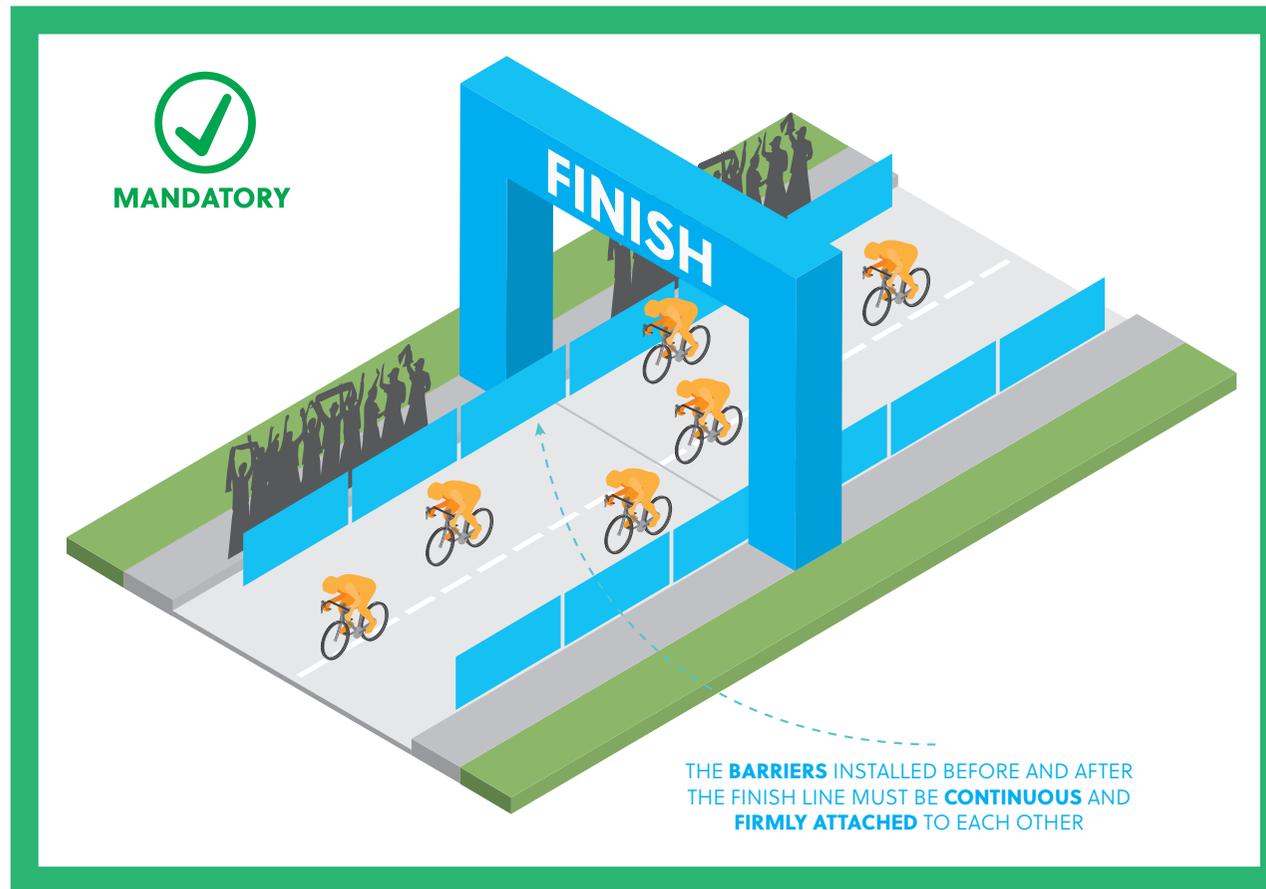


BARRIER INSTALLATION / FINISH LINE



REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - UCI Regulations 2.2.017 and Specifications for organisers 4.4

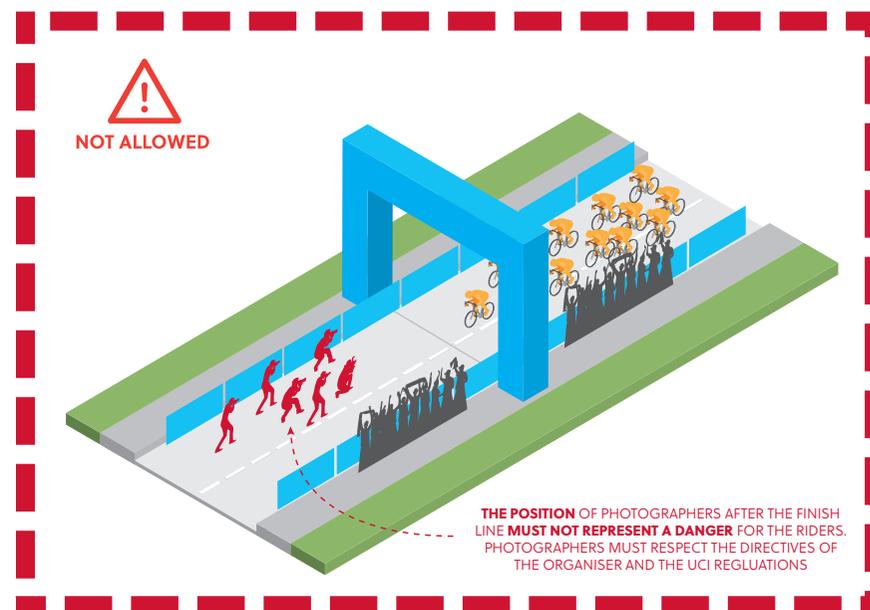
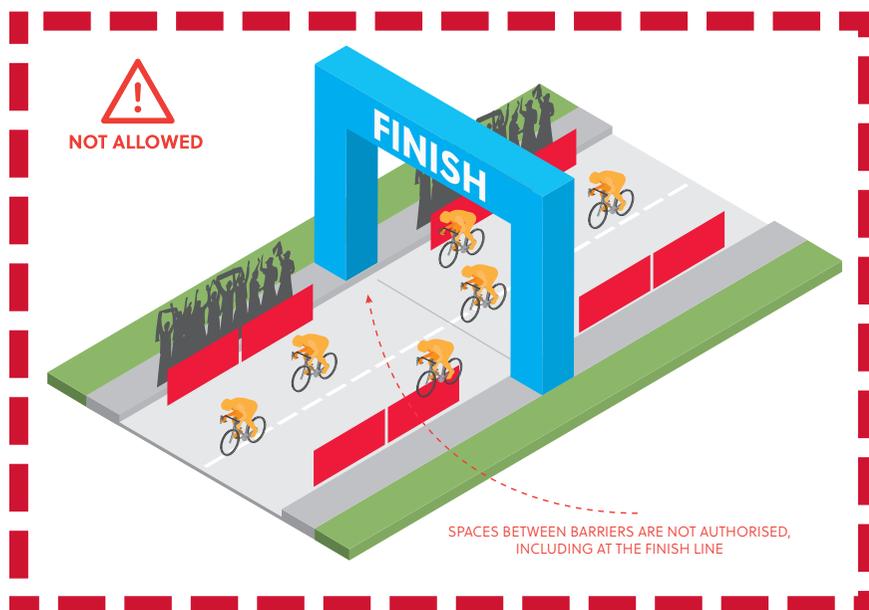
The finish area must be carefully prepared to make sure that all procedures run as smoothly as possible. The entire finish site must be organised in order to optimise the safety conditions.



BARRIER INSTALLATION / FINISH LINE



REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - UCI Regulations 2.2.017 and Specifications for organisers 4.4



FUTURE ACTION - BARRIERS

Further to these new requirements concerning barriers that enter into force on 1 April 2021, a **study** will be undertaken to establish standards for **barriers used for sprint finishes**. **New standards** will enter into force in **2022**.

FUTURE ACTION - PHOTOGRAPHERS

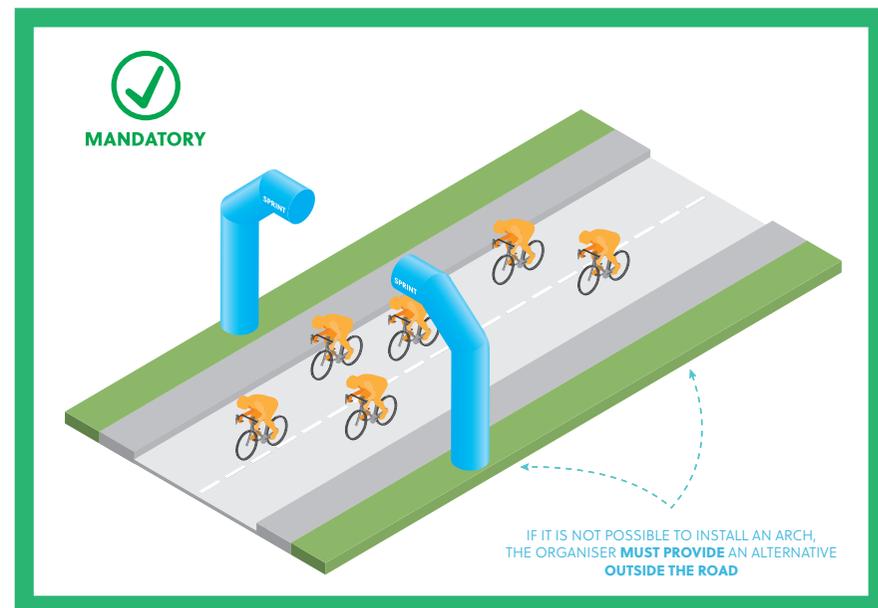
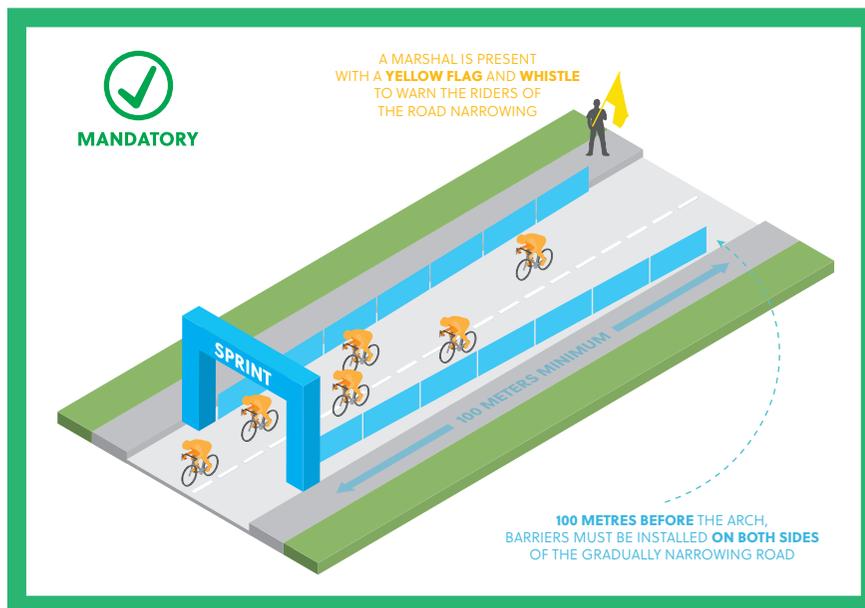
Position of photographers on the finish line **will be modified** after a consultation process with organisers and media. **New measures** will be finalised **for 1 April 2021**.

ARCH INSTALLATION / INTERMEDIATE POINTS



REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - Specifications for organisers 2.12

The use of arch structures across the road is allowed in order to indicate major sporting points (intermediate sprint, remaining distance to finish, etc.). However, these structures must at no time represent a danger to the riders and race followers. The installation of these structures must avoid any sudden narrowing of the available road width for the riders.

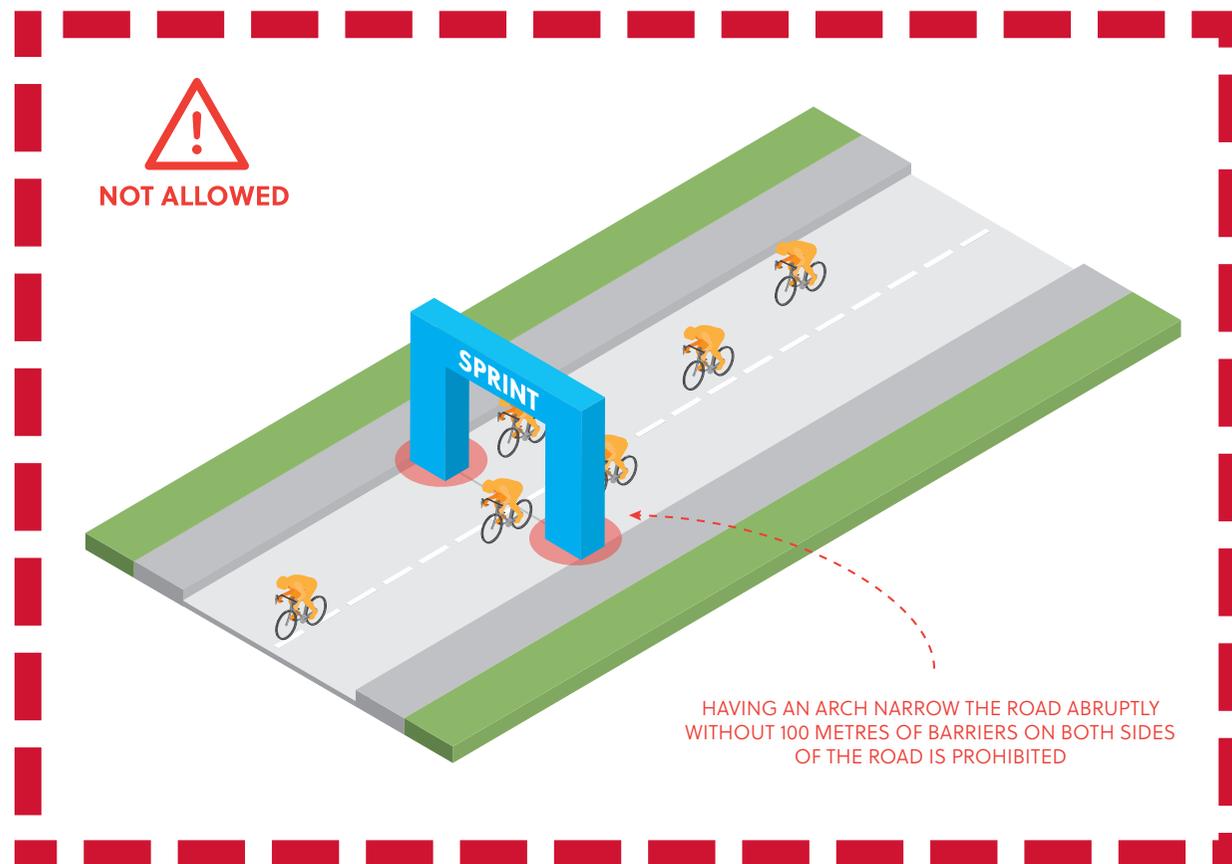


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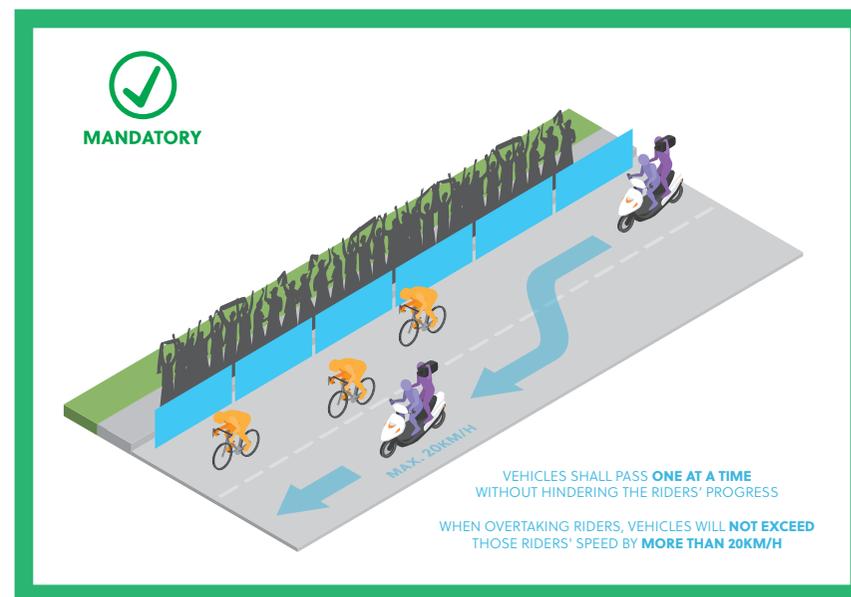
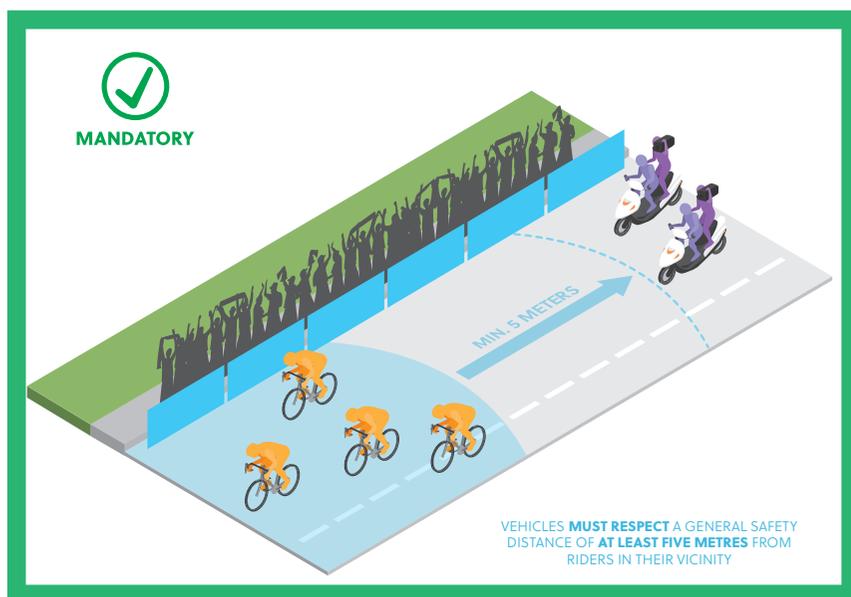


VEHICLE CIRCULATION IN THE RACE CONVOY



REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - Guidelines for vehicle circulation in the race convoy 3.B and 3.F

The riders have **priority** in the race **at all times**. Furthermore, vehicles must generally respect a **safety distance** of at least **five metres** from riders in their vicinity unless otherwise provided that a greater distance is required. Additional requirements for vehicle positioning are defined in the regulations and guidelines for vehicle circulation in the race convoy.



FUTURE ACTION

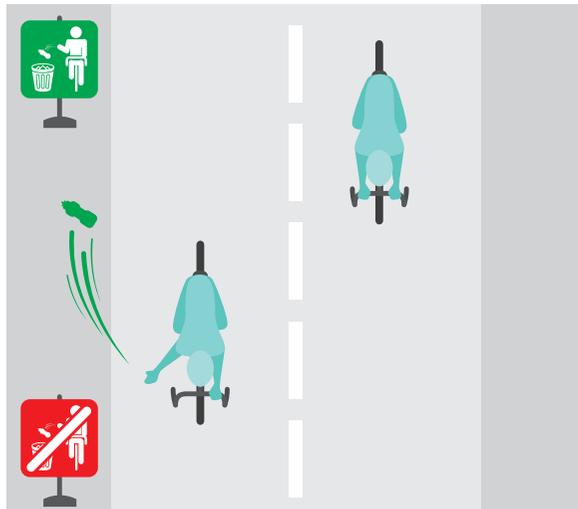
A logbook which will enable the monitoring of drivers' experience will be established. This will lead to the introduction in 2022 of a licence points system for drivers in the race convoy.

DISCARDING OBJECTS

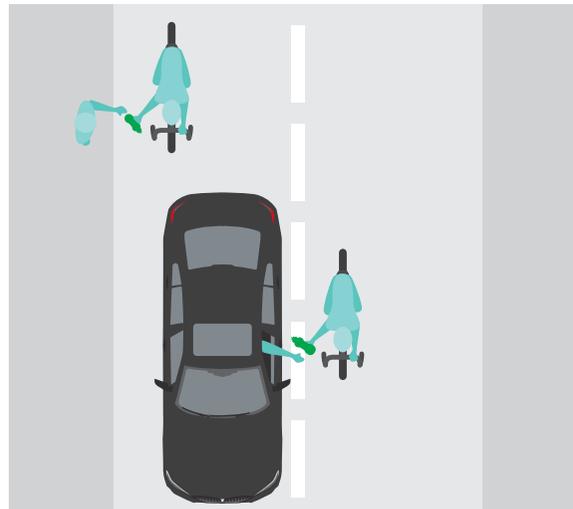
REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - UCI Regulations 2.2.025 and 2.3.025

Quite apart from being potentially dangerous in certain situations, the discarding of litter and objects outside dedicated zones is harmful to the environment and to the image of our sport. It also sets a bad example to non-professional cyclists.

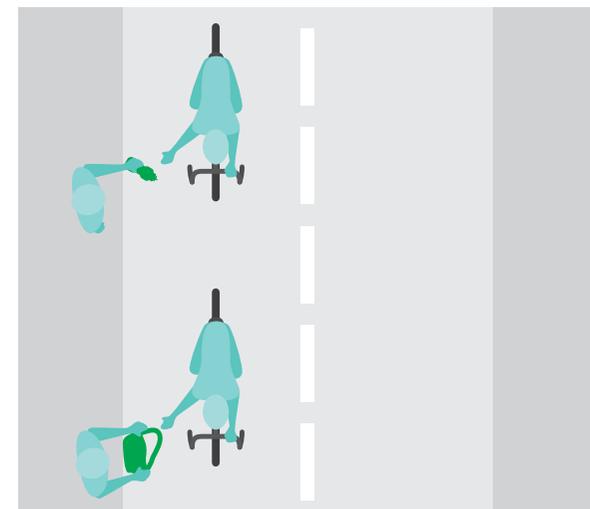
Allowed Discarding objects in designated waste zones



Allowed Returning bottles to team staff and race convoy vehicles



Allowed to feed riders with musettes and not only with bidons



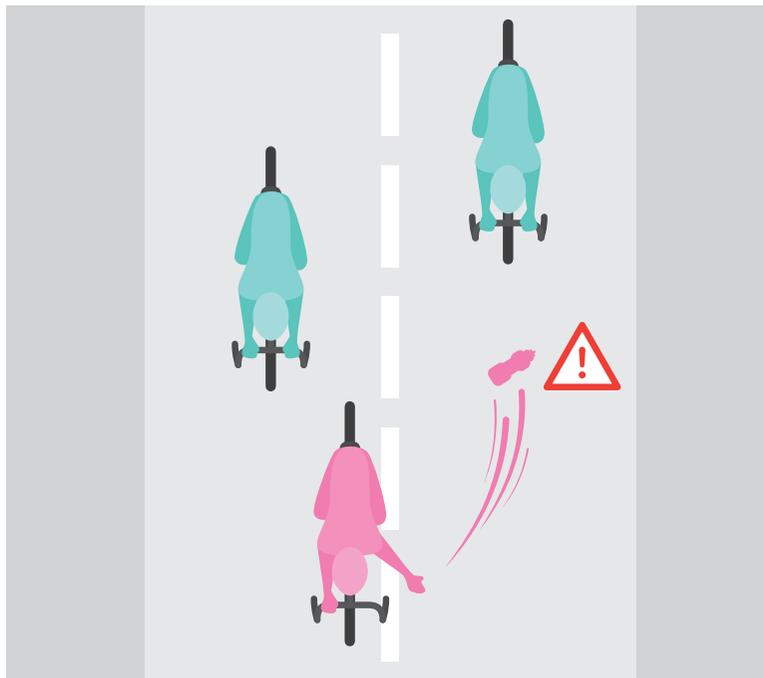
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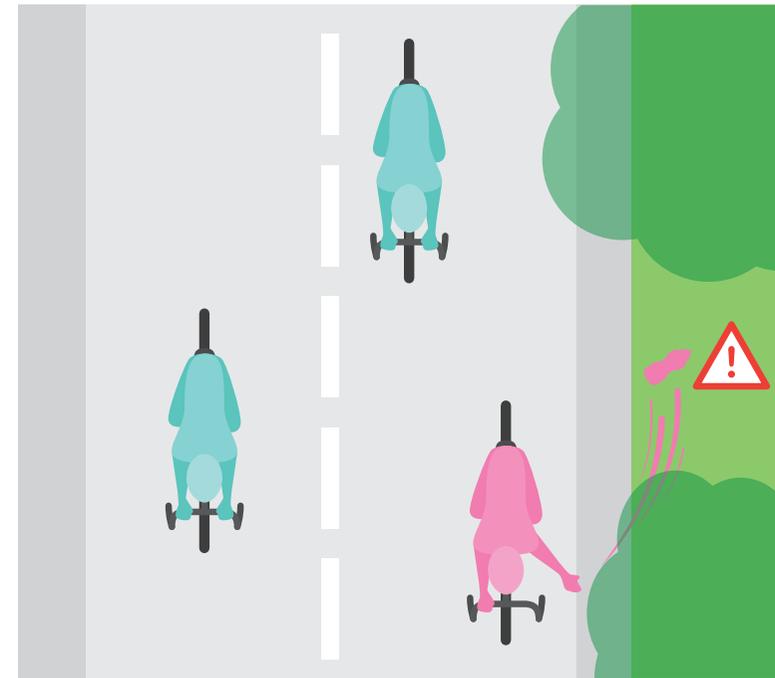
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Not Allowed Throwing objects in a careless and dangerous manner



Not Allowed Throwing objects outside of litter zones

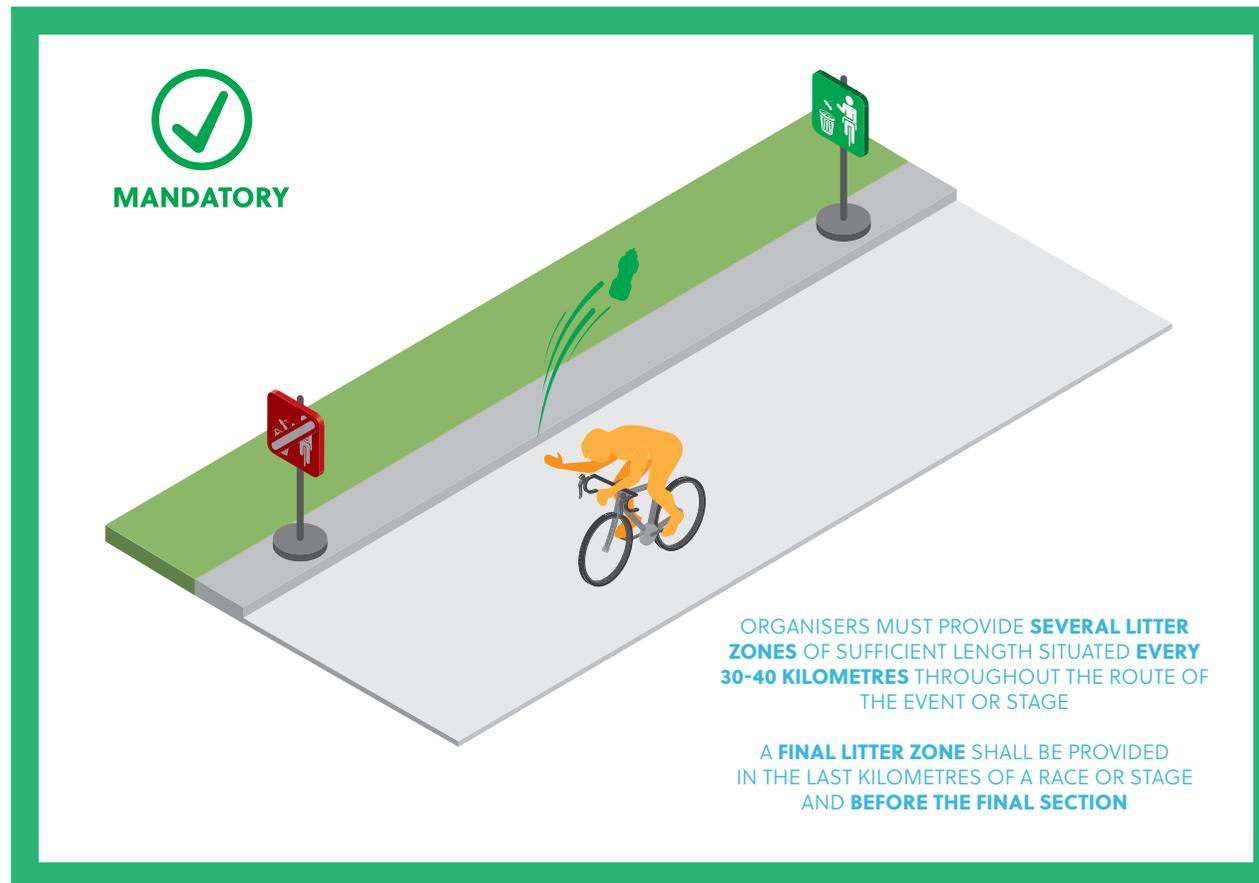


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POSITION ON THE BICYCLE



REGULATION CHANGES (APPLICABLE FROM 1ST APRIL) - UCI Regulations 2.2.025

To help ensure the safety of everyone in a race, riders need to be in total control of their bike at all times, while setting an example to less experienced cyclists.

Riders must observe the standard position as defined by article 1.3.008. This position requires that the only points of support are the following: the feet on the pedals, the hands on the handlebars and the seat on the saddle.

Allowed Hands on the handlebars and seated on the saddle



Allowed Hands on the handlebars and seated on the saddle in a tucked position



Not Allowed Using the forearms as a point of support on the handlebar (except in time trials)



POSITION ON THE BICYCLE



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Not Allowed Seated on top tube



Not Allowed Leaning forward on handle bars



Not Allowed Leaning backwards and the saddle supporting the chest



REMINDER OF SANCTIONS RELATED TO NEW RULES

As for any violation of the table of race incidents for road cycling (art. 2.12.007), the Commissaires Panel has the power to sanction on the basis of any evidence brought to its knowledge until it is disbanded after the end of the event.

SAFETY

Evaluation of the race course - 2.12.012 – 1.1



Refusal to submit documents that would allow evaluation of the event route:

Fine of max CHF **10,000**

Safety of the event – 2.12.012 – 4.2



Infringements or non-compliance with obligations relating to event safety:

Fine of max CHF **50,000**

Drivers in the race convoy – 2.12.007 – 6.3



Infringements concerning vehicle movements during the race:

Fine of max CHF **2,000** and **exclusion** for one or more stages or definitive exclusion of the driver

Position on the bicycle – 2.12.007 – 7.9



Using a non-compliant position or point of support on the bicycle:

Disqualification

ENVIRONMENT

Throwing litter – 2.12.007 – 8.3



Throwing of waste in a dangerous manner or onto the road, at spectators or outside the litter zones

One-day races:

Fine, UCI points and disqualification

Stage race:

Fine, UCI points, and 30sec as 1st sanction, 2min as 2nd sanction, elimination as 3rd sanction

(Fine applied to the team if the rider could not be identified)

Organisation of litter zones - 2.12.012 – 3.1



Infringements or non-compliance with obligations relating to the logistics of an event and in particular obligations relating to establishing litter collection zones:

Fine of max CHF **50,000**

UCI REGULATIONS AND GUIDELINES FOR REFERENCE

MAIN PUBLICATIONS RELATED TO SAFETY : CLICK ON THE ICON TO DOWNLOAD/ACCESS THE DOCUMENT



**UCI
REGULATIONS**



**UCI
PUBLICATIONS**



**SPECIFICATIONS
FOR ORGANISERS**
(UWT, UWWT, PRO ME)



**ORGANISER'S
GUIDE TO ROAD
EVENTS**



**GUIDELINES FOR
VEHICLE CIRCULATION
IN THE RACE CONVOY**



**REGULATOR'S
GUIDE TO ROAD
EVENTS**

The purpose of this explanation guide is to illustrate the new UCI Regulations related to rider safety. In case of any discrepancy between this guide and the UCI Regulations, the latter shall prevail.