UNION CYCLISTE INTERNATIONALE

MEMORANDUM

01.07.2025

Rules amendments applying on 01.01.2026

GUIDELINES UCI

WAY IN / WAY OUT SYSTEM

1. Introduction

The Union Cycliste Internationale (UCI) issues these guidelines to standardise and optimise the use of the In/Out (WayOut/WayIn) system in international cycling races. This system aims to improve the control of vehicle flows and ensure the safety of riders and race personnel.

In cycling races, mobile marshals play a vital role in managing safety. They must move efficiently without compromising the integrity of the peloton. The In/Out system allows mobile marshals and priority vehicles to overtake without interfering with riders by using pre-defined alternative routes, validated by the organiser in advance to comply with safety protocols and prevent incidents.

This system is not mandatory for organisers. The guide aims to support those who choose to implement it by providing recommendations and best practices for safe and efficient use.

2. Objectives and General Principles

The In/Out system pursues several essential objectives. Above all, it aims to ensure smooth movement of mobile marshals and vehicles essential to race management, while guaranteeing the safety of participants. By avoiding risky overtaking within the peloton, it significantly reduces the risk of collisions and interference with riders.

To ensure optimal management, alternative routes must be clearly defined in advance. They must allow mobile marshals to bypass the peloton safely, while complying with speed limits and local traffic regulations. Returning to the front of the race must be carried out in a controlled manner, without disrupting the progression of the event.

The entire system relies on strict coordination between mobile marshals, race commissaires, and local law enforcement. Constant communication with RadioTour is essential to report any route changes or unforeseen events requiring rapid adaptation of the system.

The In/Out system is designed to:

- Guarantee smooth and safe movement of mobile marshals and priority vehicles.
- Avoid dangerous overtaking within the peloton.
- Optimise the management of junctions and high-risk zones by providing alternative routes.
- Reduce the risk of accidents caused by interactions between motorbikes, support vehicles, and riders.

<u>Fundamental principles:</u>

- Strict separation between the race course and alternative routes.
- Exclusive use of roads outside the race route for returning to the front of the race.
- Control and validation of alternative routes by the Safety Manager.
- Full compliance with local traffic regulations, including at intersections and traffic signals.

3. Strict Safety Rules

Implementation of the In/Out system relies on strict rules to protect riders and personnel.

The In/Out routes are primarily intended for security vehicles and mobile marshals. However, they may also be used by other accredited vehicles as required by race circumstances, including:

- VIP cars accessing specific points along the route,
- Team vehicles heading to designated feed zones,
- Members of the Commissaires' Panel conducting intermediate classifications,
- Other organisational vehicles as needed for logistical purposes.

Access to these routes must be controlled and authorised by the race organisation in order to avoid any risk to riders and to ensure smooth traffic flow.

Overtaking the peloton must be controlled and safe. When WayOut points exist, they must be used in priority. Outside of these zones, overtaking remains possible but must comply with safety protocols. Mobile marshals must wait behind the peloton until reaching the approved exit point. Once on the alternative route, they must follow all speed limits and traffic regulations.

Vehicles are not allowed to overtake riders in the following areas, unless authorised by Race Director and/or the President of the Commissaires' Panel:

- In the 5 km before an intermediate sprint;
- In the final 2 km of a categorised climb;
- In the 2 km before a feed zone
- In dangerous zones announced by Radio Tour
- Between 25 and 20 km from the finish line.
- In the last 10 km of the race or stage.

4. Planning and Use of In/Out Routes

The organiser must plan the network of alternative routes that can be used during the event, right from the course design phase. These routes must be carefully selected to allow a quick and safe return to the head of the race.

In general, a WayOut is positioned every twenty to twenty-five kilometres. However, this frequency can be adjusted according to the specific nature of the terrain and logistical constraints.

Once the routes have been validated, they must not be modified to avoid any confusion or unnecessary risk-taking.

Deviation routes are always shorter than or equal to the deviated race route to ensure that vehicles do not need to accelerate excessively to regain their place in the race.

5. Organisation and Role of Mobile Marshals

Mobile marshals are key players in the safety put in place for events. Their main task is to secure high-risk areas and to intervene in the event of unforeseen circumstances.

Only experienced mobile marshals may be hired. They must hold an official licence issued by their national federation and have a thorough knowledge of safety protocols and alternative routes. Experience as a former cyclist or member of the police force is an advantage. For mobile signalers on motorbikes, an excellent level of driving skills on two-wheeled vehicles is essential to ensure that their work is carried out safely.

Their role is not limited to supervising the race. They must also be constantly vigilant and report any anomalies that could compromise the safety of riders or spectators.

Before each race, they must familiarise themselves with the routes and attend the safety security briefings so that they are fully informed of the procedures to be followed.

It is recommended that five specific motorbikes be assigned to the In/Out system in order to optimise its effectiveness and ensure rigorous control of the flow of vehicles:

- Four motorcycles work in pairs, each with two marshals. They are positioned strategically at exit (WayOut) and re-entry (WayIn) points:
    - One team handles WayOut/WayIn 1, 3, 5, etc.
    - The other team handles WayOut/WayIn 2, 4, 6, etc.
- A fifth motorcycle acts as a guide:
    - Positioned in the convoy of sport directors, the guide raises an arm to signal the point of exit and re-entry.

6. Equipment and Signage

Mobile marshals must have specific blue equipment with the words “WayOut/WayIn” on the back, enabling them to carry out their mission effectively.

In addition to travelling by motorbike, they must be equipped with a triangular yellow flag and a whistle to indicate dangerous areas.

The WayOut points are not signposted to avoid them being used by the public, which could reduce their effectiveness. A blue flag is used to mark a WayOut. Information on these routes is strictly communicated to those involved (bikers, marshals, organisers) to ensure that the event is managed in a controlled and secure manner.

7. Briefings and Mandatory Training

One week prior to each event, an online or in-person briefing is held to present the complete safety plan to all marshals. On the day of the race or each stage, a final briefing is conducted to review key points and inform mobile marshals of any last-minute route changes.

8. Monitoring

The implementation of the In/Out system is subject to strict monitoring to ensure its proper functioning and to prevent any misuse or risk to riders. The entire system falls under the responsibility of the UCI Commissaires, the Safety Manager, and the local law enforcement authorities.

Real-time monitoring is ensured through radio communication between mobile marshals, commissaires, and Safety Managers. The use of a vehicle tracking system is a valuable asset, especially when the In/Out system is widely employed. It enables precise monitoring of out-of-race vehicles and ensures their proper reintegration at the front of the race convoy. In addition, video recordings and GPS systems may be used to accurately track the routes taken by marshals and priority vehicles.

These measures aim to ensure full compliance with safety protocols and consistent enforcement of regulations across all international events.

Constant communication between mobile marshals and RadioTour.

- Coordination with local police to secure WayOut/WayIn points.
- Inform fixed marshals and police officers at entry (WayOut) and re-entry (WayIn) points to avoid obstructive barriers. Use light, movable equipment where possible.

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