

# **PART 1 - GENERAL ORGANISATION OF CYCLING AS A SPORT**

Rules amendments applying on **01.01.2023**

## **Chapter I LICENCE-HOLDERS**

### **§ 1 Licences**

**1.1.033** All licence-holders shall be assigned the sporting nationality corresponding to their nationality, regardless of the national federation that issues the licence. The sporting nationality shall be assigned upon issuance of the first licence. A rider holding multiple nationalities shall be required to choose between them on the occasion of first applying for a licence. A stateless licence-holder shall be assigned the sporting nationality of the country in which he has continuously resided since at least five years.

For any cycling event where a rider represents his national team, he may only be selected by the federation of his sporting nationality.

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 rider recognised as refugee in his country of residence (by the relevant state authorities or the UNHCR) may choose between the sporting nationality corresponding to his nationality or be classified as “refugee” for the purpose of sporting nationality pursuant to this article. In such a case, the rider shall be entitled to compete in events with participation of national teams when provided for under the UCI Regulations (e.g., participation rules and/or qualification systems).**

*(text modified on 08.06.00; 01.01.04; 01.10.11; 01.05.14; 01.01.19; 05.02.19; 01.03.22; **01.01.23**)*

- 1.1.033 bis** A. A rider may request a change of sporting nationality to the UCI in the following cases and under one of the following conditions:
- a. if the civil nationality in question is lost for any reason, the rider may choose the sporting nationality of another nationality which he holds;
  - b. if the rider was a minor at the time of first applying for a licence, the rider may choose a different nationality which he holds when making a first application for a licence after he reaches the age of majority;
  - c. if the rider holds another nationality without letters a. or b. applying, subject to the following limitations and restrictions:

- such a change of nationality may be made no more than twice in a career;
- if a rider has previously represented his national team in any of the following events: Olympic Games, Continental or Regional Games, World Championships, Continental Championships, World Cup, in any category (Junior, U23, Elite, Masters), the rider shall not be eligible for selection with another national team in the subsequent edition of each of the World Championships and/or Continental Championships (in all disciplines and categories), starting as from the confirmation of the change of nationality by the UCI. **This restriction shall not apply in case of a change of sporting nationality from refugee status to the nationality of the country of residence after being granted nationality in said country.**
- in case of a second change of nationality under letter c., the rider's ineligibility for participation in World Championships and Continental Championships shall apply to the two subsequent editions of each event, starting from the confirmation of the change of nationality by the UCI.

In addition to the above, restrictions may apply for multi-sport events in accordance with the relevant organisation's regulations. The determination of a country that a rider can represent at the Olympic Games, Continental Games or Paralympic Games and any potential restriction on participation in such events are governed by either the Rule 41 of the Olympic Charter and its by-laws (for the Olympic and Continental Games) or the Chapter 3.1 of the International Paralympic Committee (IPC) Handbook (for the Paralympic Games).

- d. **if the rider is recognised as a refugee in the country of residence, the rider may choose to be classified under sporting nationality of "refugee" pursuant to article 1.1.033.**

B. In order to formalise a change of nationality, the following documents must be submitted to the UCI:

- Proof of eligibility for the nationality chosen, (ex: passport or certificate issued by a ministry, consulate, embassy, etc.)
- A formal statement by the applicant, signed and dated, expressing the choice of nationality and acknowledging the restrictions imposed on participation, if applicable.

If an applicant intends for the change of nationality to be effective from a specific date, the latter shall make such request to the UCI at least three months before the said date. Once the change of nationality is confirmed, the UCI will notify the applicant and the concerned national federations.

In the event of a change of nationality, the rider retains the individual points acquired until then. The points acquired by the nation of the former nationality are retained by the latter.

*(article introduced on 01.03.22 and modified on 01.01.23)*

## Chapter III EQUIPMENT

(sections 1 and 2 introduced on 01.01.00)

- 1.3.003** In no event shall the fact that a rider has been able to take part in the competition give rise to liability on the part of the UCI; checks on equipment that may be carried out by the commissaires or by an agent or a body of the UCI being limited to compliance with purely sporting and technical requirements. Where required, checks on equipment and material may be carried out, before, during or 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 or an agent or body of the UCI can seize equipment for a subsequent check, if necessary before, during or after the race, irrespective of whether the equipment was used during the competition.

If the seized equipment is found not to comply with the requirements of the UCI Regulations, the UCI may retain such item of equipment until the conclusion of any related disciplinary proceedings.

Besides the authority of the commissaires to render decision with regard to equipment pursuant to the UCI Regulations and the race incidents tables of each discipline, a third party person appointed by the UCI also have authority to decide on whether equipment may be used in competition or not. The UCI shall inform the organiser and the commissaires' panel whenever the third party person is appointed on an event.

(text modified on 01.01.05; 01.07.10; 01.10.11; 06.02.17; 01.01.23)

- 1.3.003** In order to verify compliance with the UCI Regulations of equipment that riders and teams intend to use in competition, the UCI may issue dedicated registration procedures setting out the process and requirements for equipment to be used.

(text introduced on 01.01.23)

- 1.3.006** Equipment shall be of a type that is sold for use by anyone practicing cycling as a sport.

Any equipment in development phase and not yet available for purchase (prototype) must be subject of an authorisation request to the UCI Equipment Unit before its use. Authorisation will be granted only for equipment which is in the final stage of development and for which commercialisation will take place no later than 12 months after the first use in competition. The manufacturer may request a single prolongation of the prototype status if justified by the relevant reasons.

When assessing a request for use of equipment which is not yet available for sale, the UCI Equipment Unit will pay particular attention to the safety of the equipment which will be submitted to it for authorisation.

Use of equipment under prototype authorisation in track events and/or in the context of a particular performance (best performance, world record, hour record or other) shall not be authorised.

Without prejudice to prototypes (equipment not yet available for purchase), any item of equipment must be commercially available in order to be used in cycling events. The requirement of commercial availability shall be understood as equipment having to be available for purchase through a direct and publicly available order system (whether with manufacturer, distributor or retailer). Upon an order being placed, the order shall be confirmed within 30 days and the relevant equipment shall be made available for delivery within a further 90-day deadline. In addition, the retail price of the equipment shall be publicly advertised, shall not render the equipment *de facto* unavailable to the general public and shall not unreasonably exceed the market value for equipment of a similar standard.

Any equipment which is neither commercially available, nor under a valid prototype authorisation at the time of the event, may not be used. Any such unauthorised use of equipment may be sanctioned by disqualification of results obtained when using the equipment and/or a fine ranging from CHF 5'000 to 100'000.

*(text modified on 01.11.10; 01.10.11; 01.01.17; 15.10.18; 01.01.23)*

## Section 2: bicycles

### § 2 Technical specifications

**1.3.013** The peak tip of the saddle shall be a minimum of 50 mm to the rear of a vertical plane passing through the bottom bracket spindle.

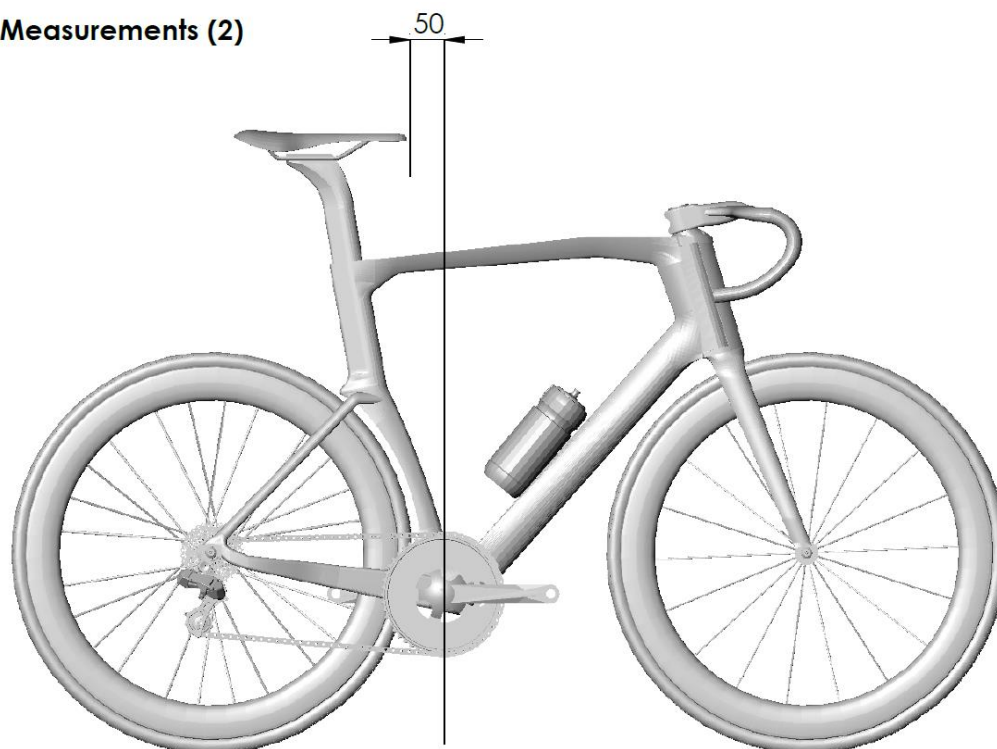
The peak tip of the saddle can be moved forward until the vertical line passing through the bottom bracket spindle where necessary for morphological reasons as a part of an exemption. ~~By morphological reasons should be understood everything to do with the size and limb length of the rider.~~

Any rider who, for these reasons, considers that he needs to use a bicycle of lesser dimensions than those given shall inform the commissaires' panel to that effect at the time of the bike check.

Only one (1) of the following two (2) exemptions for morphological reasons can be requested by the rider and thereafter granted;

1. Either the peak tip of the saddle can be moved forward to a value distance equal to or less than 50 mm.
2. ~~Or~~The fixed time trial extensions handlebar can be adapted moved forward, in accordance with the rider height categories defined in Article 1.3.023.

Measurements (2)



(text modified on 01.10.10; 01.02.12; 01.10.12; 23.10.19; **01.01.23**)

**d) Structure**

**1.3.022**

In competitions other than those covered by article 1.3.023, only the traditional type of handlebars (see diagram «structure 1A») may be used. The handlebars must be positioned in an area defined as follows: above, by the horizontal plane of the point of support of the saddle (B); below, by the horizontal ~~line~~ **plane** passing 100 mm below the highest point of the two wheels (these being of equal diameter) (C); at the rear by the axis of the steerer tube (D) and at the front by a vertical **line plane** passing ~~through~~ **at horizontal distance of 100 mm from the axis of the front wheel spindle with a 5-cm tolerance** (see diagram «Structure (1A)»). ~~The distance referred to in point (A) is not applicable to the bicycle of a rider who takes part in a sprint event on track (flying 200 m, flying lap, sprint, team sprint, keirin, 500 metres and 1 kilometre), but must not exceed 10 cm in relation to the vertical line passing through the front wheel spindle.~~

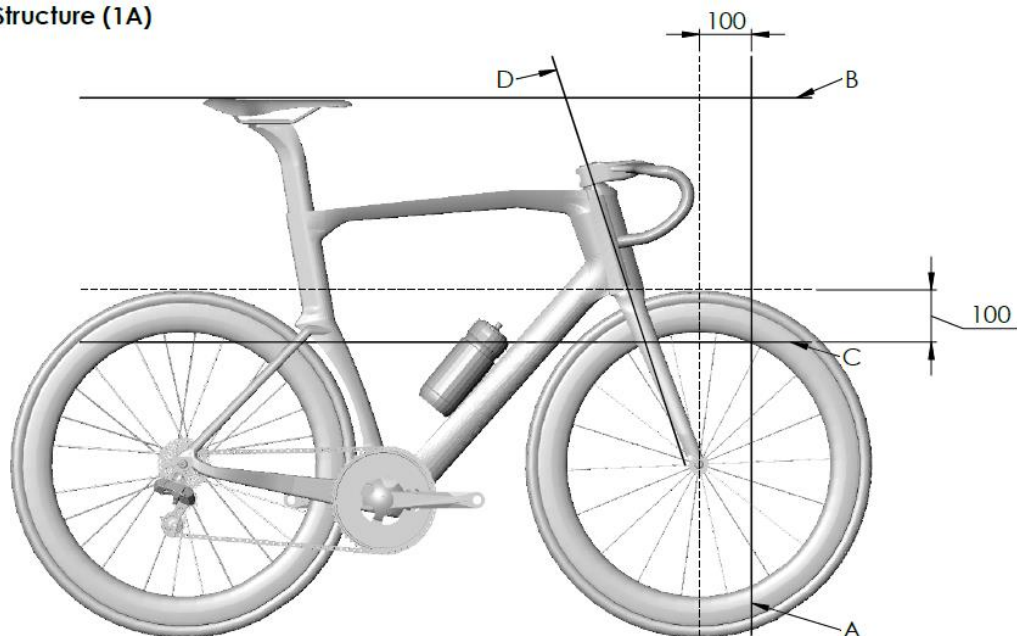
In addition, all handlebars must conform to the following:

- The maximum dimension of the cross section of the handlebars is 80 mm
- The maximum dimension of the cross section of the stem is 80 mm
- The minimum dimension of the cross section of all fork accessory is 10 mm
- Two isosceles compensation triangles with two 40 mm sides are authorised at the joints between the stem and the handlebars.

The brake controls attached to the handlebars shall consist of two supports with levers. It must be possible to operate the brakes by pulling on the levers with the hands on the lever supports. Any extension to or reconfiguration of the

supports to enable an alternative use is prohibited. A combined system of brake and gear controls is authorised.

Structure (1A)



(text modified on 01.01.05; 01.02.12; 01.11.14; 01.01.23)

### 1.3.023

For road time trials and for individual pursuit, team pursuit and Kilometre/500m time trial on the track, a fixed ~~additional time trial extension~~ handlebar (consisting of 2 extensions with sections for each hand to hold and two ~~elbowrests forearm supports~~) may be added or integrated to either the traditional handlebar or the base bar steering system (see diagram «Structure (1B)»). ~~If both sections are joined by part, the dimensional limit of this part is increased to 1.5 times the value on the horizontal axis, for a maximum of 6cm.~~

The traditional type of handlebars or the base bar must be positioned in the area defined in article 1.3.022 (A, B, C, D).

The ~~default horizontal~~ distance between ~~the vertical planes line~~ passing through the bottom bracket axle and the extremity of the ~~fixed time trial extension~~ handlebar, ~~including controls or fixed levers~~, may not exceed 750 mm, ~~with the other limits set in article 1.3.022 (B, C, D) remaining unchanged.~~

The default height difference between the midpoint of the forearm support and the highest or lowest point of the extension (including accessory) must be less than 100 mm.

~~For road time trial competitions, controls or levers fixed to the handlebar extensions may not extend beyond the 75 cm limit.~~

For the track and road competitions covered by the first paragraph, the default distance of 750 mm may be increased to 850 mm ~~to the extent that this is required for morphological reasons; «morphological reasons» should be taken as meaning anything regarding the size or length of the rider's body parts as a part of an exemption based on three (3) rider height categories mentioned below.~~

### **Category 1: Less than 180.0 cm tall**

For riders less than 180.0 cm tall, the horizontal distance between the vertical planes passing through the bottom bracket axle and the extremity of the fixed time trial extension handlebar, including all accessories, may be a maximum of 800 mm.

The height difference between the midpoint of the forearm support and the highest or lowest point of the extension (including accessory) must be less than 100 mm.

### **Category 2: Between 180.0 cm and 189.9 cm tall**

For riders between 180.0 cm and 189.9 cm tall, the horizontal distance between the vertical planes passing through the bottom bracket axle and the extremity of the fixed time trial extension handlebar, including all accessories, may be a maximum of 830 mm.

The height difference between the midpoint of the forearm support and the highest or lowest point of the extension (including accessory) must be less than 120 mm.

Riders in Category 2 must submit a rider height attestation application form available from the UCI website.

### **Category 3: 190.0 cm and taller**

For riders 190.0 cm and taller, the horizontal distance between the vertical ~~lines~~ planes passing through the bottom bracket axle and the extremity of the ~~fixed~~ time trial extension handlebar, including all accessories, may be ~~extended to a~~ maximum of 850 mm.

The height difference between the midpoint of the forearm support and the highest or lowest point of the extension (including accessory) must be less than 140 mm.

Riders in Category 3 must submit a rider height attestation application form available from the UCI website.

A rider who ~~considers that he needs to make use of a distance between 75 and 80 cm~~ makes use of a rider height category exemption, must inform the commissaires' panel at the time of the bike check. For clarity, the default distances mentioned above will be applied by the commissaires panel if the respective height category exemption is not communicated by the rider.

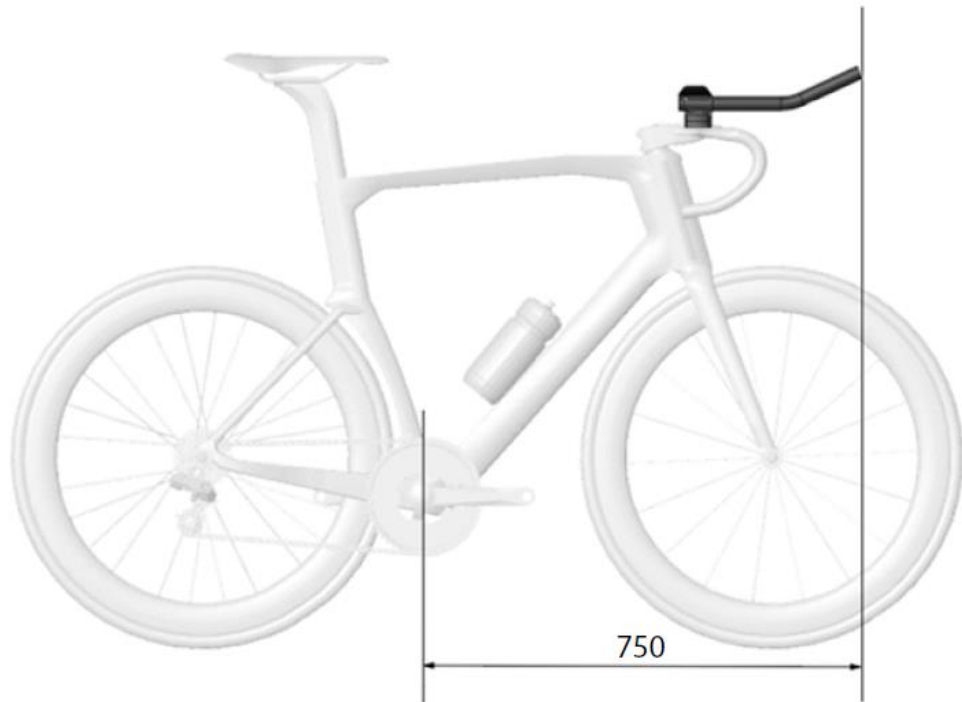
~~Only one exemption for morphological reasons may be requested; either the handlebar extension can be moved forward or the peak of the saddle can be moved forward, in accordance with Article 1.3.013.~~

In addition, all ~~fixed time trial extension handlebars and elbow rest assemblies forearm supports~~ must conform to the following :

- ~~Elbow rests Forearm supports~~ must be made up of two parts (one part for each forearm) and are only allowed if extensions are added ;
- The maximum width of each ~~elbow rest forearm support~~ is 125 mm ;
- The maximum length of each ~~elbow rest forearm support~~ is 125 mm ;
- The minimum length of each forearm support is 60 mm ;
- The maximum height of each forearm support is 85 mm ;
- The maximum inclination of each ~~elbow rest forearm support~~ (measured on the support surface of the arm) is 15 degrees ;
- The maximum dimension of the cross section of each extension is ~~4cm~~ 50 mm ;
- If both sections of the fixed time trial extension handlebar are joined by part, the ~~dimensional limit~~ maximum dimension of the cross section of this part permitted is increased to 1.5 times the value on the horizontal axis, for a maximum of ~~6cm~~ 80 mm ;
- ~~The height difference between the elbow support point (midpoint of the elbowrest) and the highest or lowest point of the extension (including accessory) must be less than 10cm.~~
- The maximum dimension of the cross section of each mounting accessory is 80 mm;
- For integrated equipment, an isosceles compensation triangle of 40 mm sides is authorised at the joint between each extension and the mounting accessory.
- Two isosceles compensation triangles of 40 mm sides are authorised at the joints between the stem and the base bar;
- The maximum dimension of the cross section of the base bar is 80 mm;
- The minimum dimension of the cross section of all fork accessory is 10 mm;
- The maximum dimension of the cross section of the stem is 80 mm;



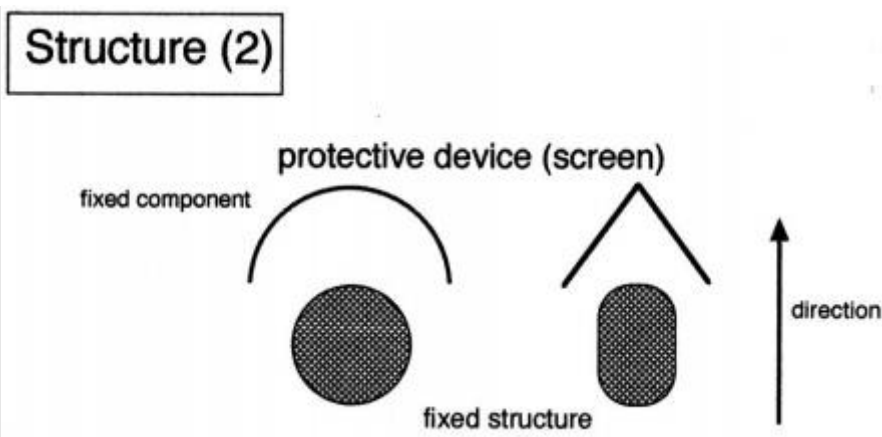
Structure (1B)



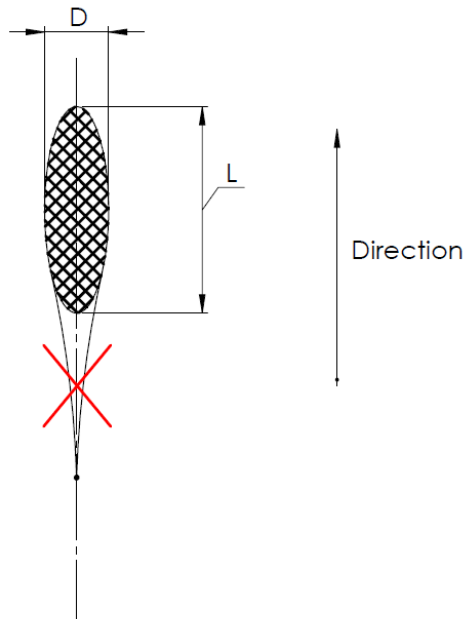
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**1.3.024**

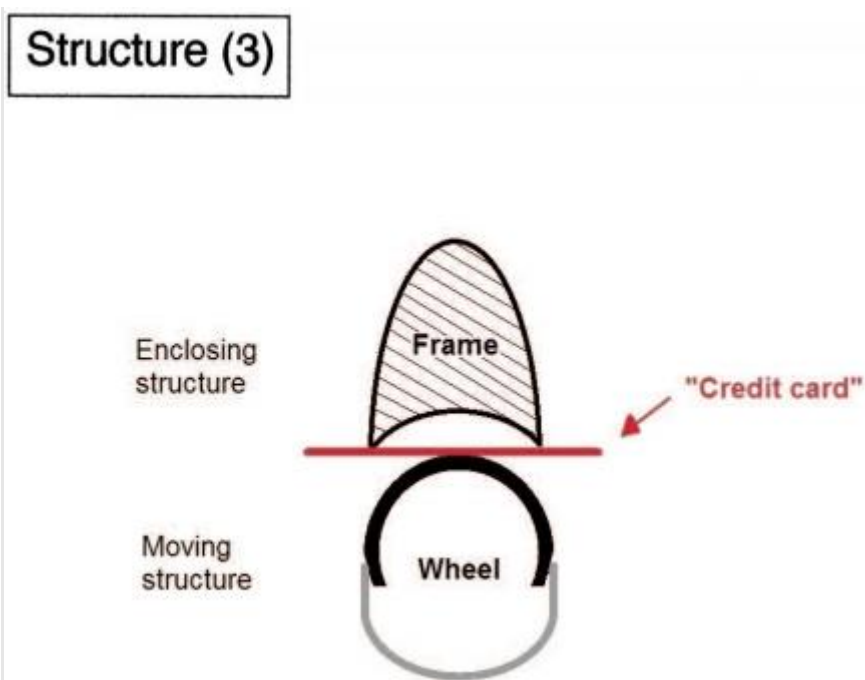
Any device, added or blended into the structure, that is destined to decrease, or which has the effect of decreasing, resistance to air penetration or artificially to accelerate propulsion, such as a protective screen, fuselage form fairing or the like, shall be prohibited.



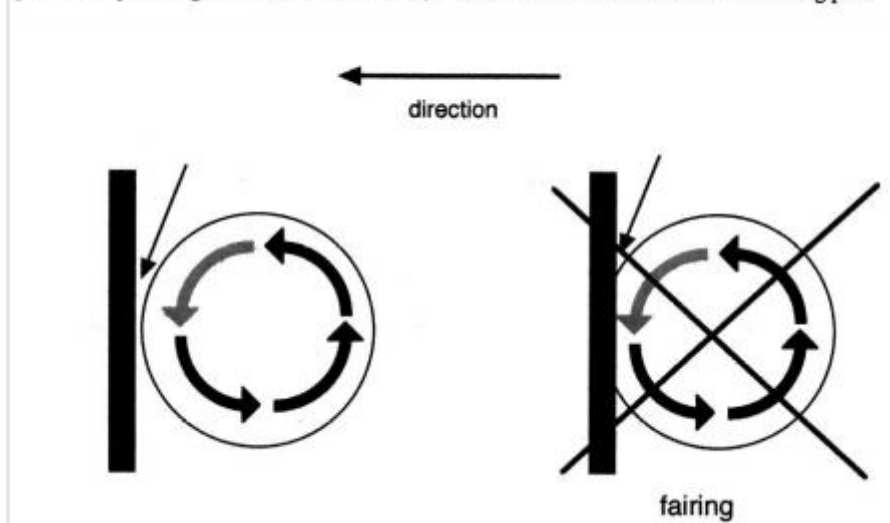
A protective screen shall be defined as a fixed component that serves as a windscreen or windbreak designed to protect another fixed element of the bicycle in order to reduce its wind resistance.



A fuselage form shall be defined as an extension or streamlining of a section. This shall be tolerated as long as the ratio between the length  $L$  and the diameter  $D$  does not exceed established dimensional requirements as defined in articles 1.3.020 (framesets), 1.3.022 and 1.3.023 (handlebars, base bars and fixed time trial extension) 3. ~~This rule does not apply to frame and fork of the bicycle.~~



practical way of confirming the existence of fairing on a moving part such as a wheel : it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part.



A fairing shall be defined as the use or adaptation of a component of the bicycle in such a fashion that it encloses a moving part of the bicycle such as the wheels or the chainset. Therefore, it should be possible to pass a rigid card (like a credit card) between the fixed structure and the moving part.

*(text modified on 01.01.17; 01.01.23)*

## Section 3: riders' clothing

### § 1 General provisions

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

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

In all disciplines concerned ~~During training on the road, the~~ wearing of a rigid safety helmet is recommended ~~outside of competitions and official training sessions. In any case, legal provisions must be complied with. However, riders must always comply with the legal provisions in this regard.~~

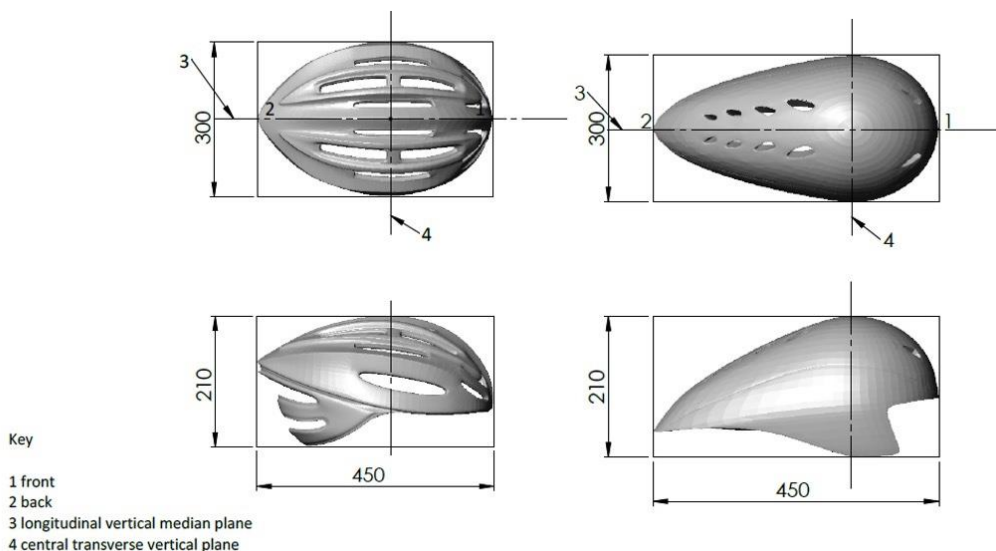
3. Each rider shall be responsible for:

- ensuring that the helmet is approved in compliance with an official security standard and that the helmet can be identified as approved;
- wearing the helmet in accordance with the security regulations in order to ensure full protection, including but not limited to a correct

- adjustment on the head as well as a correct adjustment of the chin strap;
- avoiding any manipulation which could compromise the protective characteristics of the helmet and not wearing a helmet which has been undergone manipulation or an incident which might have compromised its protective characteristics;
  - using only an approved helmet that has not suffered any accident or shock;
  - using only a helmet that has not been altered or had any element added or removed in terms of design or form;
  - using only accessories approved by the helmet manufacturer.

**4. For road and track disciplines, the dimensions of the helmet (including accessories) must not exceed the below dimensions:**

- Length (L) can be less or equal to 450 mm ;
- Width (W) can be less or equal to 300 mm ;
- Height (H) can be less or equal to 210 mm ;



*(text modified on 05.05.03; 01.01.04; 01.08.04; 01.01.05; 01.02.07; 01.07.11; 01.01.15; 01.01.17; 27.03.17; 01.01.23)*

## § 7 National champion's jersey

- 1.3.069** The specificities concerning the design of the national champion jersey are described in the "UCI jerseys visual guidelines" brochure available on the UCI website.

Before production, the national champion jersey design (colours, flag, drawing) reproduced by the titled rider must be approved by the concerned national federation and must respect the latter's dispositions. Each national federation must have its national champion jersey design registered by the UCI, for each discipline, at least 21 days before the national championships of the discipline in question.

The wearer of a national champion's jersey shall be entitled to match the colour of his shorts to that of the jersey.

However, under the prior approval of the concerned National Federation and instead of wearing a traditional national champions jersey in the sense of the provision 1.3.068, the national champions in MTB DHI, MTB 4X, MTB Enduro and BMX Racing and Trials have the possibility to wear a distinct national champion jersey with the left arm sleeve representing the flag of the rider's country. No advertising is authorized on that left arm sleeve of the national champion jersey. Apart from the left arm sleeve and without prejudice to the provisions 1.3.026 to 1.3.044, the remaining spaces (e.g. front, back and right arm sleeve) are let at the disposal of the riders for their usual sponsors. The specificities are described in the "UCI jerseys visual guidelines" brochure available on the UCI website.

*(text modified on 01.01.01; 01.01.04; 01.10.10; 01.07.11; 01.01.20; 08.02.21; 01.01.23)*