

PART II – ROAD RACES

Rules amendments applying on **05.02.2024**

Chapter II GENERAL PROVISIONS

§ 3 Race procedure

2.2.029 Bis The protocol shall be applied in men's events of the UCI WorldTour and UCI ProSeries bis as well as in women's events of the UCI Women's WorldTour and UCI ProSeries in order to prevent and avoid incidents or problems relating to extreme weather conditions or riders' safety during events. All other road events are equally recommended to refer to the procedures set out in the protocol when appropriate.

The protocol for discussions regarding extreme weather and the riders' safety during events is appended to this section (Annex B). **A document specifies the conditions for discussing the measures to be applied during events organised in high temperature (Annex C).**

(article introduced on 1.01.16; 23.10.19; 11.02.20; 5.02.24).

Annex C Protocol for discussions regarding high temperatures and the riders' safety during events

Background

The present document is an integral part of the UCI Regulations and is applied in accordance with article 2.2.029 bis and Appendix B of Part 2 of the UCI road races regulations. It deals with the potential risks for health and riders' safety during events organised in the event of high temperatures.

This document complements Annex B of Part 2 of the UCI Road races regulations to deal specifically with measures to be taken for the organisation of events with high temperatures. It is based on the same principles as those set out in Annex B of Part 2.

Problems

Hot weather conditions during training or competition can impair physical performance but above all, can lead to sometimes serious heat injuries, such as exercise-induced heatstroke.

The risk of heat injury depends on a number of factors, including the severity of the environment, the body's heat production, the level of heat acclimatisation, clothing, etc. However, the prevention of heat-related injuries and the preservation of riders' health require,

- a good assessment of the heat-related stress using a validated climatic index,

- risk mitigation measures based on the climatic index.

Meeting

As with the "Extreme weather" protocol, the "High Temperatures " protocol provides for a mandatory meeting to be held between the stakeholders when high ambient temperatures are expected before the start of an event or stage, which could affect the riders' safety and health.

This meeting is convened at the request of one or other of the designated stakeholder representatives (race commissaires, race director, race doctor, safety officer, AIGCP, CPA) or of the UCI, to the president of the commissaires' panel.

The meeting shall have the following participants:

- President of the Commissaires' Panel,
- Organiser's representatives:
- Race Director or representative appointed by the Race Director;
- Race Doctor;
- Head of Safety.
- Teams' representative appointed by the AIGCP from the Sport Directors involved in the event(1);
- Riders' representative appointed by the CPA(2);
- UCI representative if attending the event.

(1) The teams' representative appointed by the AIGCP will make himself or herself known to the President of the Commissaires' Panel of the event, at the latest by the start of the Sport Directors' meeting. If a teams' representative is not appointed by the AIGCP, this representative will be appointed during the Sport Directors meeting.

(2) The riders' representative appointed by the CPA will make himself or herself known to the President of the Commissaires' Panel of the event, at the latest by the start of the Sport Directors' meeting. If a riders' representative is not appointed by the CPA, this representative will be appointed by the President of the Commissaires' Panel (with the agreement of the rider concerned).

Riders' and teams' representatives must be present throughout the event in order to be able to attend the meeting in person.

Representatives shall act in the collective interest of the parties that they represent; before adopting a position, representatives shall consult a sufficient number of the parties who they represent and who may have contrary opinions or interests. They shall present recommendations, opinions and proposals based on their experience.

The meeting shall be held in a suitable environment and in a formal manner. Participants shall take part in a constructive spirit and shall listen to the views of others while employing common sense, taking into account the interests of all stakeholders and preserving the good image of the sport of cycling.

A concise summary of the meeting shall be drawn up by the President of the Commissaires' Panel and sent to the UCI along with the race report.

Risk assessment

It is based on an objective assessment of the environment and the implementation of countermeasures to mitigate the risks to riders' safety.

Assessment of the environment

The climatic index most often used to assess the temperature-related stress or estimated from simple measurements published by weather stations is the WBGT index (*Wet Bulb Globe Temperature*). The procedure is detailed in a document available on the UCI website ([High Temperature Protocol | UCI](#)). The various stages are as follows,

- Collect basic climate data available online from reference weather station websites
 - ✓ <https://www.timeanddate.com/weather/>
 - ✓ <https://www.meteociel.fr/>
- Record the current values of
 - ✓ Ambient temperature, Td
 - ✓ Relative humidity, %.
- To estimate the WBGT index, use the file available [at the following link](#),
- Enter the values for ambient temperature and relative humidity.
- Cycling is characterised by significant heat loss through the speed of penetration in the air (heat convection loss in the air). In order to reproduce the favourable effects of air penetration, a value for the average speed expected during the event (expressed in m/s) must be entered in the "Wind Speed" box.
- The estimated value of the WBGT index appears in the "WBGT (outdoors)" cell.

Risk assessment for the riders' safety

The risks assessment can be expressed in the form of a colour code,

- White zone (WBGT below 15°C), very low risk;
- Green zone (WBGT between 15°C and 17.9°C), low risk;
- Yellow zone (WBGT between 18°C and 22.9°C), moderate low risk;
- Orange zone (WBGT between 23°C and 27.9°C), moderate high risk;
- Red zone (WBGT above 28°C), high risk.

Decisions

The aim of the meeting is to validate the assessment of the climatic index (i.e. WBGT) and to discuss the measures to be implemented depending on the severity of the hot climate. Following discussions between the parties involved, preventive measures can be decided for the forthcoming event or stages. Recommendations for countermeasures are given below, with the final choice remaining the responsibility of the meeting participants,

- White zone, no specific countermeasures;
- Green zone, warm-up in the shade with fans, skin protection with non-greasy sun creams, choice of light-coloured clothing, normal hydration plan;
- Yellow zone, warm-up with ice vests, use of fresh towels, application of strict, individualised hydration plans, distribution of "ice-socks", supply of ice to the teams during the race.
- Orange zone, adaptation of the start area to keep riders in the shade before the start, protect officials, organising staff and volunteers from the sun, increase the number of neutral motorbikes providing riders with drinks and ice packs, adapt the rules limiting hydration and cooling in competition;
- Red zone, modification of start and finish times, possible neutralisation of a section of the race or stage, cancellation of the stage/race.

If stakeholders cannot reach a consensus by the end of the meeting, the organiser, in agreement with the President of the Commissaires' Panel, shall decide the actions to be taken. As far as possible and subject to the legislation applicable in the country in which the event is being held, decisions shall be taken or confirmed by the morning of the race (or relevant stage) and in all cases before the start.

Responsibilities

The procedures provided for herein are without prejudice to the responsibility of the organiser established in articles 1.2.032 and 1.2.035 of the UCI Regulations.

(text modified on 5.02.24)

Annex D Riders' Agent Regulations

Introduction

Professional cyclists generally resort to a riders' agent to put them in touch with a UCI WorldTeam or UCI ProTeam with a view to signing a rider's contract, whether on a dependant or independent basis, or with an organiser with regard to signing a criterium contract. In order to respond to this reality, the aim of this document is to regulate the activities of intermediaries by, in particular, establishing a UCI licence for riders' agents. This UCI licence for riders' agents will be granted to candidates who have successfully passed a standardised UCI aptitude examination. Henceforth, riders will be able to negotiate their own contract or resort exclusively to the services of a UCI licensed riders' agent.