



NATIONAL FEDERATIONS WEBINAR – VELODROMES

10.07.2025 – AIGLE (UCI)



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CHAPTER 1

INTRODUCTION



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AGENDA

INTRODUCTION



1. Introduction

- 1.1 Overview of the UCI Track Unit
- 1.2 Motivation for progressing initiatives in this area
- 1.3 Objectives and purpose of the meeting

2. Homologation Procedure

- 2.1 Summary of the new homologation procedure
- 2.2 Velodromes categories
- 2.3 Financial obligations

AGENDA

INTRODUCTION

3. Ongoing Work Related to Velodromes

3.1 Updates to the regulations

3.2 Development of guidelines for velodrome design and construction

4. Next steps

5. Questions

1.1 UCI TRACK UNIT

INTRODUCTION



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1.2 MOTIVATION - INITIATIVES IN THIS AREA

INTRODUCTION



- Key concerns & motivations for action:
 - Many velodromes not homologated
 - Inconsistencies (e.g. homologation periods, velodrome categories)
 - Late UCI involvement in the process
 - Limited access to information for stakeholders

1.3 OBJECTIVES AND PURPOSE OF THE MEETING

INTRODUCTION



- Explain the new homologation process
 - Different phases
 - Velodromes categories
 - Involvement of the National Federation
- Informing and reinforcing the role of the National Federation
- Sharing knowledge with safety in mind
- Prevent projects that have given rise to multiple problems (safety, operation costs, etc.)



CHAPTER 2

HOMOLOGATION PROCEDURE



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2.1

SUMMARY – HOMOLOGATION PROCEDURE

2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE



Phases of the homologation:

1. Pre-homologation
2. Construction
3. Homologation
 - a. Inspection
 - b. Homologation certificate
 - i. Initial homologation
 - ii. Homologation renewal
4. Publication



Who can submit a request to UCI?

Submitted by the individuals or entities responsible for the velodrome or another stakeholder.

Imperative: NF is informed and involved in the homologation.

2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE



Phases of the homologation:

1. Pre-homologation

- before the construction of the velodrome
- the Pre-homologation phase has been divided into pre-design stage ([form 1](#)) and design stage ([form 2](#)).
- The UCI Track Unit provides feedback to the applicant and the National Federation (no cost).

2. Construction

- UCI does not monitor the progress of the work
- However, if there are major changes from the initial plan, the applicant or NF shall inform the UCI Track Unit.

2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE



Phases of the homologation:

3. Homologation

a. Inspection

- Request to the UCI at least 2 months before the planned inspection date- application [form 3](#).
- A UCI Technical Delegate is appointed by the UCI.

2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE



Homologation Form:

3. Documents needed:

- Technical files
- Site plan
- Building plan
- Track drawings
- Structural calculations
- Measurement certificate



2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE



Phases of the homologation:

3. Homologation

b. Issued a homologation certificate (has no expiry date*)

- Category A
- Category B

However, the initial homologation is no longer valid if:

- Modifications that impact the field of play (e.g. alterations to the inner or outer safety fences);
- Incidents occurring at the velodrome (e.g. major roof damage resulting in water accumulation on the track surface);
- Damages or malfunctions reported by UCI Staff, UCI Delegates or UCI Commissaires (e.g. damage to the protective nets in the infield preventing a drop).

**The UCI reserves the right to revoke a velodrome's homologation at any time.*

2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE



Phases of the homologation:

Homologation renewal

- Requested to the UCI at least 2 months before the planned inspection date
- Homologation renewal request via the following the [form 3](#).

2.1 SUMMARY – HOMOLOGATION PROCEDURE

HOMOLOGATION PROCEDURE

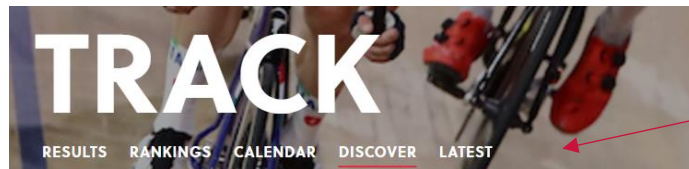


Phases of the homologation:

4. Publication

Where to find the documents:

- Pre-homologation form phase 1: [form 1](#)
- Pre-homologation form phase 2: [form 2](#)
- Homologation form (initial and renewal): [form 3](#)
- Homologation procedure: [Track | DISCOVER | UCI](#)
- List of homologated velodromes: [Track | DISCOVER | UCI](#)



VELODROMES

Please note a new “Velodrome” tab will be created on the UCI Track page in the near future where all documents regarding Velodromes will be published.

2.2

VELODROMES CATEGORIES

2.2 VELODROMES CATEGORIES

HOMOLOGATION PROCEDURE



Category	Category A*	Category B
Type of Velodrome	Indoor (250m tracks only)	Indoor Roofed Cantilever Outdoor

** The UCI reserves the right to decide whether or not to authorize Category A velodromes to organise all the competitions organised by the UCI*

2.2 VELODROMES CATEGORIES

HOMOLOGATION PROCEDURE



Category	Category A	Category B
Surface	Wood	Wood / Concrete/ Asphalt / Other material
Length	250m	133m-500m
Width	7-8 m	5-10m
Width blue band	≥ 10% of track width	
Width safety zone + blue band	Track ≥ 250m ≥4m	Track ≥ 250m ≥4m Track < 250m ≥2,5m
Height inner fence	≥1,2m ≥2m (with drop≥1.5m)	
Height outer fence	≥1,4m ≥2m (with drop ≥1.5m) and/or additional protective measures	
Loads (Fences)	Min. 4kN from the bottom to 65cm Min. 1.5kN from 60cm to 1.4m	

2.2 VELODROMES CATEGORIES

HOMOLOGATION PROCEDURE



Category	Category A	Category B
Gap in the fences	<1cm	
Vertical lighting	Min. 1000 Lux Min. 1400 Lux for Major Competitions	Min. 500 Lux
Emergency lighting	No break; 100 Lux 5 min	
Min. Safety Speed Criteria	85 km/h	

2.3

FINANCIAL OBLIGATIONS

2.3 FINANCIAL OBLIGATIONS

HOMOLOGATION PROCEDURE



Initial Homologation	
Velodrome Category	Category A/B
Amount	CHF 25,000

Note: includes all expenses directly incurred by the UCI Technical Delegate (daily allowance, travel, accommodation, etc. as needed).

Renewal Homologation	
Velodrome Category	Category A/B
Amount	CHF 5,000

Note: DOES NOT include all expenses directly incurred by the UCI Technical Delegate (daily allowance, travel, accommodation, etc. as needed).



CHAPTER 3

ONGOING WORK RELATED WITH VELODROMES



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3.1

UPDATES TO THE REGULATIONS

3.1 UPDATES TO THE REGULATIONS

ONGOING WORK RELATED WITH VELODROMES



- A significant update in the UCI Track Regulations ([link](#)).
 - Developed with input from many stakeholders, including track builders.

3.1 UPDATES TO THE REGULATIONS

ONGOING WORK RELATED WITH VELODROMES

- 3.6.072 bis – Inner Fence
 - Velodromes receiving their initial homologation after 1 January 2026, shall have an inner fence at least during competition
 - Protective covering
 - Load resistance
 - Gaps
 - Fence height in case of a sunken infield (1.5 m or more)
 - Transition between different fence heights

3.6.072 bis

A fence (inner fence) of a construction ensuring the adequate safety for riders ~~to at~~ a height of at least 120 cm ~~above the level of the safety zone~~ must be ~~permanently installed erected~~ on the inner edge of the safety zone. This requirement applies both during track competitions and outside of them, except in cases where there is no height difference or abrupt gradient between the safety zone and the track centre or within the track centre itself. In such cases, the inner fence must be installed (possibly temporarily) during competitions for all velodromes that received their initial homologation after 1 January 2026.

~~except if the following conditions are met:~~

- ~~1. there are no height difference or abrupt gradient between the safety zone and the track centre or within the track centre, and~~
- ~~2. inside the safety zone and at a distance of 10 m of the blue band, is no unauthorized person or object in accordance with article 3.6.072.~~

The inner fence must be stable, solidly mounted, and transparent and in no circumstances may any advertising boards be attached to it. It must present no protrusions or projecting parts ~~and the upper edge of the inner fence shall be fitted with protective covering.~~

The inner fence must support at least the following loads:

- 4 ~~kN~~ applied at any point up to a height of 65 cm
- 1.5 ~~kN~~ applied at any point above 65 cm and up to the top

The loads calculation must be certified by a structural engineer and provided during the homologation process, prior to the installation of the track.

~~There must minimal gap between the bottom of the fence and the safety zone (less than 1 cm).~~

The inner fence shall be continuous and free of gaps wherever possible. Where unavoidable, any gaps shall be less than 1 cm, including those between the bottom of the fence and the safety zone.

In places where the level of the ~~track proper safety zone~~ is at a level 1.5 m or more ~~more than 1.5 m higher~~ than the actual track centre, additional protective measures such as nets, panels, or the like, shall be ~~erected installed in order to~~ prevent athletes being subjected to injury. In velodromes requesting their initial homologation after 1st January 2026, in places where the level of the safety zone is at a level 1.5 m or more than the actual track centre, the inner fence must have a minimum height of 2 m. This minimum height shall be measured at the location of the drop.

Where there is a difference in the height of the inner fence, the transition between these heights must not exceed an angle of 45°.

3.1 UPDATES TO THE REGULATIONS

ONGOING WORK RELATED WITH VELODROMES

- 3.6.087 – Outer Fence

- Loads
- Fence height in case of a drop in the area outside edge of the track surface (velodromes requesting their initial homologation after 1 January 2026)
- Transition between different fence heights
- Colour of the lower part of the outer fence.

3.6.087

Fencing Outer fence

The outside edge of the track must be surrounded by a safety fence (outer fence) to protect riders and spectators. It must be stable and solidly mounted, with an overall height of at least 140 cm **above the track** for velodromes requesting their initial homologation after 1st July 2025. The inside part must be **completely** smooth, **and** unbroken and with no ~~It must present no protrusions or~~ projecting parts.

The outer fence must support at least the following loads:

- 4 kN applied at any point up to a height of 65 cm
- 1.5 kN applied at any point above 65 cm and up to the top.

The loads calculation must be certified by a structural engineer and provided during the homologation process, prior to the installation of the track.

At the places where the area outside the track is at a level 1.5 metres or more below the outside edge of the track surface, additional protective measures (nets, panels, etc.) must be provided to reduce the risks resulting from riders accidentally leaving the track. **In velodromes requesting their initial homologation after 1st January 2026, it is mandatory as part of the additional measures the installation of an outer fence, with a minimum height of 2 m. This minimum height shall be measured at the location of the drop.**

Where there is a difference in the height of the outer fence, the transition between these heights must not exceed an angle of 45°.

The colour of the outside fencing must contrast clearly with that of the track. **When the outer fence is made entirely of transparent material, the lower part (up to a minimum height of 65 cm from the track side) should be made non-transparent.**

Any gates provided in the outside fencing must open outwards and be fitted with simple and reliable fastenings. They must be kept closed while racing and training is in progress.

*(text modified on 01.01.02; 01.01.25, **01.01.26**)*

3.1 UPDATES TO THE REGULATIONS

ONGOING WORK RELATED WITH VELODROMES

- 3.6.074 – Surface
 - Load
 - Material

3.6.074 **Surface**
The surface of the track shall be completely flat, homogenous, non-abrasive. The tolerance of flatness for the track surface shall be 5 mm over 2 metres. **The track surface must be capable of withstanding a minimum load of 5 kN at any point on the track. The load calculation must be certified by a structural engineer and provided during the homologation process, prior to the installation of the track. The surface of the track shall be made of wood, concrete or asphalt. The use of other materials is permitted only upon submission of a dossier to the UCI for approval, demonstrating that all essential surface characteristics relevant to the discipline are ensured.** The coating shall be uniform in all its aspects over the entire track surface. Coatings intended to improve the rolling qualities of one part of the track only are not permitted.

(text modified on 01.01.02, 01.01.26)

3.1 UPDATES TO THE REGULATIONS

ONGOING WORK RELATED WITH VELODROMES

- 3.6.084 – Pursuit lines

Pursuit lines

3.6.084

Two ~~red~~ white lines ~~half the width of the track~~ 4 m in length, perpendicular to the track and precisely in line with one another, shall be drawn at the precise midpoint of each of the straights to mark the finish points for pursuit events.

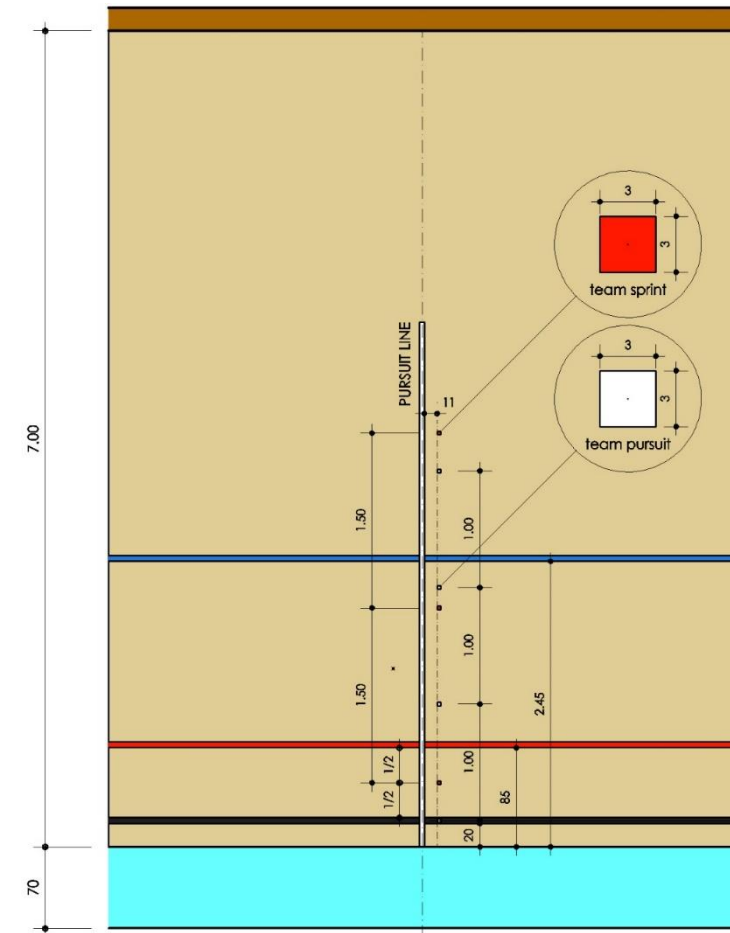
(text modified on 01.01.26)

The flag of the German Democratic Republic (DDR) is shown, featuring five horizontal stripes of blue, red, black, yellow, and green from top to bottom.

- 3.6.084 bis – Starting position marks

3.6.084 bis Starting position marks, for the Team Pursuit and Team Sprint events shall be drawn at 11 cm from the pursuit line.

- Team Pursuit: four white square markings (each a 9 cm²), spaced 1 m apart, shall be used. The first marking, positioned on the inside of the track and defining the position of the others, is located on the measuring line.
- Team Sprint: three red square markings (each a 9 cm²), spaced 1.5 m apart, shall be used. The first marking, positioned on the inside of the track and defining the position of the others, shall be located halfway between the measuring and sprinters' line.



3.1 UPDATES TO THE REGULATIONS

ONGOING WORK RELATED WITH VELODROMES

- 3.6.094 – Velodromes Categories

3.6.094

HOMOLOGATION OF VELODROMES

At the time of their homologation, velodromes shall be classified into ~~four~~ two categories on the basis of the technical quality of the track and installations. ~~The category determines the level of competition which can be organised in the velodrome,~~ as shown in the following table:

CATEGORY	HOMOLOGATION	LEVEL OF COMPETITIONS
1	UCI	Elite World Championships and Olympic Games
2	UCI	Nations Cup Continental Championships Junior World Championships
3	UCI	Other international competitions
4	NATIONAL FEDERATION	National competitions

CATEGORY	CATEGORY A	CATEGORY B
Type of Velodrome	Indoor (250m tracks only)	Indoor Roofed Cantilever Outdoor

(text modified on 01.01.26)

3.2

VELODROMES GUIDELINES

3.2 VELODROME GUIDELINES

ONGOING WORK RELATED WITH VELODROMES



Ongoing Work:

- Thought & written by:
 - Collaborative effort - track builder and experts (lighting, timing, etc.).
- Written for:
 - Those involved in velodrome planning, design or reconstruction, who:
 - May not have in-depth knowledge of track cycling
 - Not seeking highly specialised technical details
 - This level of details is to be discussed directly with track builders and architects
- Objective:
 - An accessible document with essential information
 - Based on best practices

Intended to support and complement existing regulations.



CHAPTER 4

NEXT STEPS



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ONGOING WORK

NEXT STEPS



- Conversion of current valid homologations certificates
- Renewal of homologations
- Velodromes section on the UCI website
- List of homologated velodromes
- Development of velodromes guidelines



CHAPTER 5

QUESTIONS?



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THANK YOU FOR YOUR PARTICIPATION



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