

MEMORANDUM

V4-20.08.2020

UCI RANKINGS

Special provisions for the resumption of the 2020 season

Introduction

This document has been prepared and is being distributed as part of the resumption of the international cycling season on 1 July 2020, with a view to ensuring the continuity of the National Federations', organisers', teams' and riders' activities in the best possible conditions of fairness and respect for the UCI Regulations.

Please kindly note that the rules and procedures presented below, or other specific rules related to eligibility, invitations, registrations, etc., may be subject to amendments in case of a further extension to the period without competition or interruption at a later stage.

General provisions for the UCI rankings of all cycling disciplines

The present document seeks to address the various issues (e.g. eligibility, invitations, team registrations etc.) pertaining to the current ranking system caused by the COVID-19 pandemic and negate the effect of the 15-week suspension of competitions (17 March - 30 June).

Please find below the details of such changes for each of the disciplines, if applicable.

Moreover, please kindly note that the UCI points will be awarded for events registered on the UCI International Calendar taking place from Wednesday 1 July 2020 onwards¹.

UCI Rankings will be calculated again, respectively published, from Tuesday 4 August 2020 onwards.

UCI Road rankings (art. 2.10.001 and following)

There are no changes needed for the UCI Road rankings.

As mentioned in the Memorandum to Road stakeholders sent on 5 May 2020, the points acquired from events during the 2019 season are kept in the UCI Road rankings until the same event is held again during the 2020 season.

The 2019 points of the events which are cancelled in 2020 are withdrawn after 52 weeks.

UCI Track rankings (art. 3.3.001 and following)

In order to guarantee that a total of 52 weeks of actual competition are included in the calculation of the UCI Track rankings, the rankings from **1 September** 2020 until 22 June 2021 will include 67 weeks*.

¹ Only exception is National Road Championships – Slovenia which took place 21-28 June 2020.

* For example, the UCI Rankings of 04 August 2020 will include UCI points for events which took place from 23.04.2019 to 03.08.2020. The UCI rankings from 29.06.2021 onwards will come back to 52 weeks.

UCI Mountain Bike rankings (art. 4.11.001 and following)

In order to guarantee that a total of 52 weeks of actual competition are included in the calculation of the UCI Mountain Bike rankings, the rankings from 4 August 2020 until 22 June 2021 will include 67 weeks*.

As already announced in the [UCI Newsletter #76 - May 2020](#), the points from the Mountain Bike National Championships will be integrated into the UCI Ranking on 31 December 2020.

*More update regarding the 2020 Mountain Bike season (entry rankings, entry lists, ...) **are published** on the UCI Website – [Official documents page](#) - [2020 UCI Mountain Bike Rankings - Special provisions for the resumption of the 2020 season](#)*

UCI Cyclo-cross rankings (art. 5.2.001 and following)

There are no changes needed for the UCI Cyclo-cross rankings as the suspension of competitions did not affect either of the Cyclo-cross seasons (2019-2020 season ended end of February 2020; 2020-2021 season should resume in August 2020).

UCI BMX Racing rankings (art. 6.6.001 and following)

In order to guarantee that a total of 52 weeks of actual competition are included in the calculation of the UCI BMX Racing rankings, the rankings from 25 August 2020 until 22 June 2021 will include 67 weeks*.

As already announced in the [UCI Newsletter #76 - May 2020](#), the points from the BMX Racing National Championships will be integrated into the UCI BMX Ranking on 31 December 2020.

UCI BMX Freestyle rankings (art. 6bis.11.001 and following)

In order to guarantee that a total of 52 weeks of actual competition are included in the calculation of the UCI BMX Freestyle rankings, the rankings from 25 August 2020 until 22 June 2021 will include 67 weeks*.

UCI Trials rankings (art. 7.6.001 and following)

In order to guarantee that a total of 52 weeks of actual competition are included in the calculation of the UCI Trials rankings, the rankings from 4 August 2020 until 22 June 2021 will include 67 weeks*.

UCI Indoor Cycling rankings (art. 8.1.004 and following)

There are no changes needed for the UCI Indoor rankings as no rankings are rolling over 52 weeks.

UCI Para-cycling rankings (art. 16.18.001 and following)

There are no changes needed for the UCI Para-cycling rankings as no rankings are rolling over 52 weeks.

The rules above are transitional in nature and destined to apply only to address the exceptional circumstances caused by the Covid-19 pandemic. These rules may also have to be amended to adapt to the evolution of the situation, including in particular the issuance of rules and restrictions by competent authorities and the actual extent of events held during the 2020 season. Relevant communications shall be issued in due course. Given the uncertainty regarding the resumption of competitions as planned, all stakeholders are invited to consider the different assumptions that could materialise.

* For example, the UCI Rankings of 04 August 2020 will include UCI points for events which took place from 23.04.2019 to 03.08.2020. The UCI rankings from 29.06.2021 onwards will come back to 52 weeks.

CLARIFICATION GUIDE OF THE UCI TECHNICAL REGULATION

05.10.2021 version

As the summit organization of world cycle sport, the International Cycling Union (UCI) is the guarantor of the proper application of ethical and sporting regulations.

The UCI Regulations assert the primacy of man over machine. Observance of the regulations by all parties involved facilitates sporting fairness and safety during competition.

This document does not replace Articles 1.3.001 to 1.3.034 of the UCI Regulations, but rather complements them and illustrates the technical rules defined therein. The objective of this document is to offer a definitive interpretation in order to facilitate understanding and application of the Regulations by international commissaires, teams and manufacturers.

This practical guide applies to equipment used in road, track and cyclo-cross events. Each discipline has its own technical characteristics and each may have variants depending on the type of event.

The UCI Equipment Unit may be contacted by anyone seeking information on the technical regulations. The technical regulations can be consulted on the UCI website under the "[Rules](#)" heading. Further details on the approval procedures for frames, forks and wheels are also available on the UCI website under the "[Equipment](#)" heading.

Section 1 : general provisions

§ 1 Principles

ARTICLE 1.3.001

"Each licence holder shall ensure that his equipment (bicycle with accessories and other devices fitted, headgear, clothing, etc.) does not, by virtue of its quality, materials or design, constitute any danger to himself or to others.

The licence holder is responsible for his or her equipment and for ensuring its compliance with the regulations. The licence holder must thus have knowledge of the technical regulations to be able to apply them to the bicycle, accessories and clothing. The objective of the approval procedures put in place by the UCI is to assist licence holders in this task.

The bicycle must be designed and constructed to the highest professional standards in accordance with official quality and safety standards in a manner that respects the UCI's technical regulations, allowing the rider to adopt, without difficulty or risk, the required positions (support points, withdrawn saddle position, hands on the handlebars, position of handlebar extensions, etc.).

ARTICLE 1.3.001 BIS

"Each licence holder shall ensure that the equipment he uses on the occasion of road, track or cyclo-cross events shall be approved by the UCI according to the specifications of the Approval Protocols in force and available on the UCI Website."

The UCI put at disposal on the UCI website the list of homologated Road, Time-Trial, Cyclo-cross, Track ~~frames and forks~~ framesets (frame, fork, seat post and the frame components between the head tube and the handlebar stem) as well as the Cyclo-cross and road wheels under the "Equipment" heading. For any item of equipment that is subject to an approval procedure to be used in competition, it must be approved in advance by the UCI with details published on the website. The other material items don't need to be homologated but must respect article 1.3.006 obligations.

ARTICLE 1.3.002

"The UCI shall not be liable for any consequences deriving from the choice of the equipment used by licence holders, nor for any defects it may have or its non-compliance. Equipment used must meet all relevant ISO quality and safety requirements for bicycles (as referenced for illustration purposes in the Clarification Guide published on the UCI website) as well as any other standards applicable in the country of the event."

"The licence-holder shall use the equipment which is certified and compliant with quality and safety standards as provided by the manufacturer, without any modification whatsoever. The licence-holder shall be entirely and exclusively liable for any modification made to the equipment, in particular in the event of an incident, and may be subject to disciplinary sanctions in accordance with the UCI Regulations."

Updated on 01.01.19

It is essential that the equipment used in competition meets the prevailing quality and safety standards for bicycles. Mechanics and riders should also be aware of the ISO 4210 Standard on safety that applies to cycling equipment. They should refer to this Standard before modifying or adjusting any bicycle component. From 2019, all the ~~frames and forks~~ framesets submitted to the UCI for approval will have to join a certification confirming the compliance with the ISO 4210 security norm. The certification template is available in the section « Equipment » of the UCI website.

Modifying equipment used in competition in relation to products supplied by the manufacturer is prohibited for obvious safety reasons. Whether it is a matter of modifying the length of the saddle, adapting approved wheels, filing off fork drop-out safety lugs or meeting the 3:1 rule by adding tape to handlebars. No modification of equipment that is not conducted by the manufacturer is authorized by the UCI without prior approval.

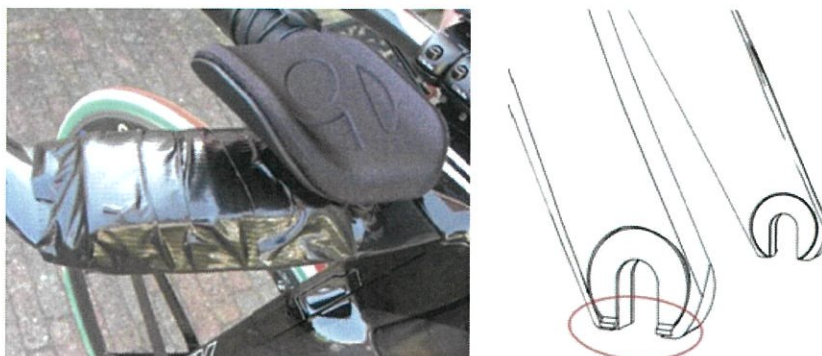


Figure 1: Examples of the prohibited modification of equipment (addition of tape, filing off fork drop-out safety lugs)

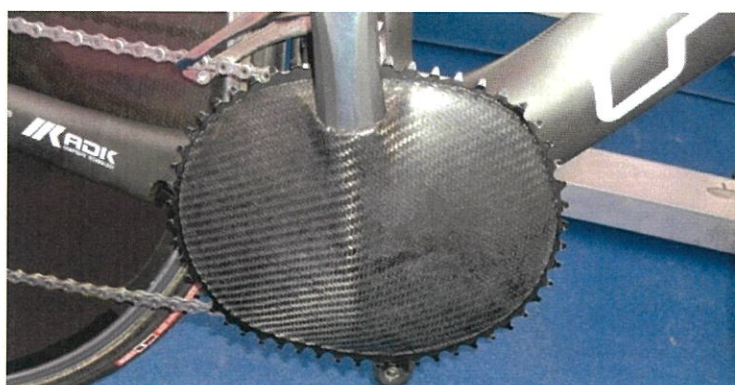


Figure 2: Example of the prohibited modification of equipment (the carbon cover added to the chainring)

The addition of handlebar tape to improve a rider's grip and any addition of adhesive tape to maintain, avoid abrasion, provide visual continuity or any other function is authorized in condition when it does not constitute an excrescence or enlarges the general shape of equipment.



Figure 3: Example of application the adhesive tape on the Time Trial disc wheel



Figure 4: Illustration of the addition of the adhesive tape to cover bolts access

ARTICLE 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 and 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."

ARTICLE 1.3.003 BIS

"Evading, refusing or failing to allow or enable a commissaire or other competent body to conduct an equipment check shall be sanctioned as follows:

Rider or other team member: suspension of between one month and one year and/or a fine of between CHF 1'000.- and CHF 100'000.-

Team: suspension of between one and six months and/or a fine between CHF 5'000 and CHF 100'000"

§ 2 Technical innovations

ARTICLE 1.3.004

*“Except in mountain bike racing, no technical innovation regarding anything used, worn or carried by any rider or license holder during a competition (bicycles, equipment mounted on them, accessories, helmets, clothing, means of communication **telemetry, device, sensors**, etc.) may be used until approved by the UCI. Requests for approval shall be submitted to the UCI, accompanied by all necessary documentation.*

*All **associated** examination costs **are** to be paid by the applicant and **are** determined by the UCI Management Committee according to the complexity of the submitted technical innovation.*

*The UCI will study the **application** of the technical innovation from a sporting and technical point of view **and respond** within 6 months from the date of submission of a **complete file, including the application, all relevant exhibits and any additional documents requested by the UCI**. The innovation comes into force as from the acceptance date.*

There is no technical innovation in the sense of the present article if the innovation entirely falls within the specifications foreseen in the regulations.”

Technical innovations must be submitted to the UCI in advance and approved by the Equipment Commission before they can be used in competition.

A technical innovation is defined as a new system, device or item of equipment that allows an improvement of a rider's performance, adds new functions to the bicycle, modifies the bicycle's general appearance or affects any other aspect of the UCI regulations.

If there is any doubt, it is preferable to present new equipment to the UCI which will determine whether it is a matter of a technical innovation or not. New equipment will be carefully studied by experts in order to evaluate the benefits and how such equipment could improve cycle sport as well as assessing the risks and any potential divergence from the regulations. The most appropriate decision will then be taken in the interest of the sport.

ARTICLE 1.3.005

“If at the start of a competition or stage the commissaires' panel considers that a rider arrives with a technical innovation or an equipment not yet accepted by the UCI, it shall refuse to permit the rider to start with such an innovation.

In the event of use in competition, the rider shall automatically be expelled from the competition or disqualified. There shall be no right to appeal against the decision of the commissaire's panel.

If this technical innovation or the equipment not yet accepted by the UCI are not noticed or sanctioned by the commissaire's panel, the UCI disciplinary commission shall order the disqualification. The UCI shall refer to the disciplinary commission, either automatically or at the request of all interested. The disciplinary commission will only apply sanctions after having received the opinion of the equipment commission.

In out of competition situations, the UCI shall decide whether an item should be considered a technical innovation and whether the procedure provided for in article 1.3.004 is to be followed."

There are 3 different possibilities to sanction the use of a technical innovation in competition that was not approved by the UCI first:

- In cases where the technical innovation is checked before the start of a race, the rider is not allowed to start the race unless he removes or replaces the concerned equipment.
- In cases where the technical innovation is spotted during the race, the rider is automatically expelled from the competition or disqualified.
- In cases where the technical innovation is not sanctioned by the commissaire's panel neither before the start, nor during the race, the disqualification may be decided afterward by the UCI disciplinary commission.

During the events, the commissaire's panel make the decision to determine if an equipment meets the technical innovation's definition and which sanction to apply. In out of competition situations or when a technical innovation is reported after the end of an event, the UCI disciplinary commission make the decision if a technical innovation was used and what would be the sanction that applies.

§ 3 Commercialisation

ARTICLE 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 sale (prototype) must be subject of an authorization request to the UCI Equipment Unit before its use. Authorization will be granted only for equipment which is in the final stage of development and for which commercialization 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 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 safety of the equipment which will be submitted to it for authorization.

The use of equipment designed especially for the attainment of a particular performance (record or other) shall be not authorised.

Upon expiry of the authorized period of use of a prototype (equipment not yet available for sale), 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 through a 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 not commercially available and is not authorised (not authorised by UCI Equipment Unit or authorised period expired), may not be used in cycling events governed by the UCI Regulations. 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 15.10.18

The entire used material must be accessible to all participants. All the components must be available commercially (i.e. available on the market or sold directly by the manufacturer) at the latest twelve months after their first use in competition. If such a deadline is requested and accepted by the UCI, the manufacturer must publicly announce that the product in question is being used in competition and when it will be available for sale. In all cases the product must be in a final stage of development, very similar to the product that will be marketed.

Thus, it is not allowed to use equipment in competition that is not either available on the market or authorized by the UCI Equipment Unit and previously communicated by the manufacturer (with a twelve months period for the marketing).

The use of equipment specially designed for a particular athlete, event or performance are prohibited. "Specially designed" means a bicycle with a technical added value when compared with other equipment.

No minimum production quantity or minimum price is defined for either bicycles or any component parts.

It is also demanded to have reasonable prizes, meaning comparable to a similar product of a same range.

§ 4 Onboard technology

ARTICLE 1.3.006 BIS

"Onboard technology devices, which capture or transmit data, may be fitted on bicycles or worn by riders subject to being authorised under the present article, without prejudice to other provisions of the UCI Regulations. The present article concerns any device which captures or transmits data as described below, including but not limited to sensors (worn or ingested), transponders, rider information systems, telemetry devices.

1. Devices which capture or transmit the following types of data are authorised:

- Positioning: information related to the location of the rider or the bicycle;*
- Image: still or moving images or footage captured from the bicycle (such devices may only be fitted on the bicycle unless specific regulations of a given discipline authorise devices being worn by riders);*
- Mechanical: information captured from the bicycle or any of its components, including but not limited to power, speed, cadence, accelerometer, gyroscope, gearing, tyre pressure.*

2. Devices which capture or transmit the following physiological data are authorised: heartrate, body temperature, sweat rate. The authorisation is, however, limited to transmission protocols which enable only the rider concerned to view the data

during a competition.

3. Devices which capture other physiological data, including any metabolic values such as but not limited to glucose or lactate are not authorised in competition.

The authorised capturing and transmitting of data as provided under this article shall not enable a rider to view data of another rider. Likewise, teams shall only access data of their riders, where such transmission is authorised, unless information pertaining to riders of other teams is publicly available.

Any onboard technology device fitted on a bicycle must:

- Be installed on a system designed for bicycles and not affect the certification of any item of the bicycle;*
- Not cause a risk for the safety of any rider and, therefore, be affixed in a manner that ensures it is not susceptible of inadvertently dismounting or is non-removable.*

The UCI may grant derogations to any envisaged use of onboard technology which is not authorised by the present article. Derogation requests shall be assessed, inter alia, in consideration of criteria of equal access to equipment, sporting fairness and integrity, and shall also comply with articles 1.3.001 to 1.3.006. Derogations may be limited to specific events and riders or teams.

The UCI shall not be liable for any consequences deriving from the installation and use of onboard technology equipment by licence holders, nor for any defects it may hold or its non-compliance.

For the sake of clarity, the present article does not govern or affect the ownership of the various data, meaning that the capturing, use and/or exploitation of the data remains subject to consent of the relevant rights' holder."

(Article introduced on 10.06.21)

This article defines the terms of the onboard technology equipment which has the ability to collect or transmit data, information or images on the bicycles (transponder, camera, gps, telemetry system...).

Such equipment is not considered as technological innovations in the sense of the article 1.3.004.

Moreover, as these equipment must be non-removable, they are considered as an integral part of the weight of the bicycle, as defined in the article 1.3.019. They will be left on the bicycle during a minimum bicycle weight check done by the Commissaires.

Section 2 : bicycles

§ 1 Principles

ARTICLE 1.3.007

"The bicycle is a vehicle with two wheels of equal diameter. The front wheel shall be steerable; the rear wheel shall be driven through a system comprising pedals and a chain. Exceptions to this rule may exist for certain cycling disciplines, in which case specific rules are provided for in the respective discipline."

Text modified on 01.01.19

The bicycle is a vehicle with two wheels which must be of equal diameter. Exception for MTB where the two wheels can be of a different diameter.

The front wheel is steerable; the rear wheel is driven. The bicycle is propelled solely by a system of pedals acting upon a chain. Only one chain may be used on the bicycle in order to engage the transmission between the bottom bracket and the driven wheel.

The bicycle must be in "working order" with a steering system acting on the steerable wheel and a propulsion system acting on the driven wheel by means of a circular movement through a chainset comprising one or more chainwheels and two arms (cranks), arranged at 180°, one as an extension of the other, in the same plane.

ARTICLE 1.3.008

"The rider shall normally assume a sitting position on the bicycle. 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."

The use of a supplementary point of support such as a lumbar support achieved by an excessive inclination of the saddle or the addition of a lumbar support component to the saddle is not authorized in order to ensure fairness in competition.

ARTICLE 1.3.009

"The bicycle should have handlebars which allow it to be ridden and maneuvered in any circumstances and in complete safety."

Bicycles used in road and cyclo-cross events must be fitted with an efficient braking system that acts on both wheels (either simultaneously or independently) operated by two brake levers. The use of a fixed gear in competition is prohibited. Bicycles shall have at least 89 mm clearance between the pedal spindle and the front tire when turned to any position in accordance with the requirements of the EN14781 safety standard to not be hindered when turning.

Hydraulic brake systems on rims are authorized provided that their attachment to the bicycle does not contravene any regulations (brake hoods must not become extensions, etc.). Disc brake systems are authorized.

ARTICLE 1.3.010

"The bicycle shall be propelled solely, through a chainset, by the legs (inferior muscular chain) moving in a circular movement, without electric or other assistance."

Exceptions to this rule may exist for certain cycling disciplines, in which case specific rules are provided for in the respective discipline.

In para-cycling, mechanical prostheses/orthopedic braces for upper or lower limbs can only be used by athletes who have been evaluated in accordance with the UCI classification procedure and who have Review (R) or Confirmed (C) status.

In no case may a mechanical prosthesis/orthopedic brace for the lower limbs be used outside para-cycling events.”

Text modified on 01.01.19

The movement of the pedal axle around the bottom bracket axle must be completely circular. Oval chainwheels are allowed if the path is circular with a crank arm geometry that does not change.

The addition of mechanical or electrical systems that serve to assist the rider is prohibited. Exception for the E-MTB discipline. The use of an electronic unit solely to change gears is authorized provided that the attachment to the bicycle does not contravene any regulations.

All athletes, disabled or able-bodied, wanting to wear prosthesis or orthopaedic braces should go through the classification procedure. Able-bodied athletes cannot use mechanical prostheses/orthopaedic braces because they would have NE (Not Eligible) status according to the classification procedure.

Mechanical prosthesis/orthopaedic braces for lower limbs are prohibited in able-bodied events. On the other hand, mechanical prostheses/orthopaedic braces for upper limbs will be authorised (after evaluation) if they allow an improvement in handling skills compared to a fixed prosthesis/orthopaedic brace. An athlete with a mechanical prosthesis/orthopaedic brace for upper limbs can thus take part in able-bodied competition upon receiving authorization from the integration procedure.

§ 2 Technical specifications

ARTICLE 1.3.011

“Except where stated to the contrary, the technical specifications given in the articles 1.3.011 to 1.3.025 shall apply to bicycles used in road, track and cyclo-cross racing.

The specific characteristics of bicycles used in mountain bike, BMX, BMX Freestyle, trials, indoor cycling and paracycling for riders with disabilities are set out in the part regulating the discipline in question.”