

# PART 3 TRACK RACES

Version on **01.10.2019\_v2**

<b>TABLE OF CONTENTS</b>	<b>Page</b>
<b>Chapter I ORGANISATION</b>	<b>3</b>
<b>Chapter II TRACK RACES</b>	<b>5</b>
§ 1 General observations	5
§ 2 The 200 metres Time Trial	9
§ 3 Sprint	10
§ 4 Individual pursuit	15
§ 5 Team pursuit	17
§ 6 Kilometre and 500 metres Time Trial	21
§ 7 Points Race	22
§ 8 Keirin	25
§ 9 Team Sprint	31
§ 10 Madison	36
§ 11 Scratch	39
§ 12 Tandem	40
§ 13 Motor-Pacing	41
§ 14 Elimination Race	44
§ 15 Six-Day Races	45
§ 16 Omnium	48
§ 17 Flying Lap	50
§ 18 Tempo Race	51
<b>Chapter III UCI TRACK CLASSIFICATION</b>	<b>52</b>
<b>Chapter IV UCI TRACK CYCLING WORLD CUP</b>	<b>68</b>
<b>Chapter V WORLD RECORDS</b>	<b>73</b>
<b>Chapter VI EQUIPMENT AND INFRASTRUCTURE</b>	<b>78</b>
§ 1 Starting Blocks	78
§ 2 Motorbikes for motor-pacing	78
§ 3 Mopeds	81
§ 4 Attire of motor-pacers	83
§ 5 Attire of moped pacers	84
§ 6 Velodromes	84

<b>Chapter VII TRACK TEAMS</b>	<b>91</b>
§ 1 Identity	91
§ 2 Legal and Financial Status	92
§ 3 Registration with UCI	92
§ 4 Teams and Riders	93
§ 5 Contract of Employment	93
§ 6 End of Contract	93
§ 7 Dissolution of a Track Team	93
§ 8 Penalties	93
§ 9 UCI Model Contract Between a Rider and a Track Team	94
<b>Chapter VIII CALENDAR</b>	<b>98</b>
<b>Chapter IX MASTERS</b>	<b>100</b>
Appendix 1	102

# PART 3 TRACK RACES

## Chapter I ORGANISATION

### Race Programme

- 3.1.001** (N) An organiser shall establish a programme each time he holds a race.
- 3.1.002** (N) The programme shall include at least the following details of the organisation:
- mention of the fact that the race will be run under UCI Regulations
  - possibly giving the specific regulations of the race
  - the race programme and schedule
  - a description of the track (length, coating, indoor or outdoor.)
  - location of the Race Headquarters, the drug-test room and the Press room
  - the place and time of the enrolment check and the distribution of riders' numbers
  - the place and time of the meeting of Team Managers
  - the programme for the official ceremonies
  - prizes
  - the composition of the commissaires' panel
  - the name, address and telephone number of the director of the organisation
  - specification that only the UCI Scale of Penalties shall apply
  - the drug-test regulations that are to apply

### Secretariat

- 3.1.003** (N) The organiser shall, for the full duration of the race provide a permanent equipped secretariat in the cycling stadium. A representative of the organiser shall be on hand there at all times.
- 3.1.004** (N) The Race Headquarters shall be maintained until the results have been transmitted to the UCI or, if the commissaires have not yet finished their work, until such time as they have finished.
- 3.1.005** (N) The Race Headquarters shall be equipped with a telephone, internet and a photocopier.

*(text modified on 01.07.17)*

### Results

- 3.1.006** As soon as results of the competition are known, the organizer shall transmit them electronically or by fax to the UCI and its national federation within one working day, together with the list of riders having taken the start.

*(text modified on 13.06.08)*

- 3.1.007** (N) The National Federation of the organiser shall without delay communicate to the UCI any changes made to the results communicated by the organiser.

### Security

- 3.1.008** Notwithstanding any legal and administrative provisions that may apply and the duty of each individual to take all due care, the organiser shall ensure that the track, the cycling stadium and all installations are in good condition and do not constitute a danger to security.

For an international event, the UCI may require additional facilities or measures, without that the absence of such a request would engage its responsibility.

*(text modified on 26.08.04)*

- 3.1.009** The number of riders on track shall in no case exceed:  
20 (15 teams for Madison) on a 200 m track  
24 (18 teams for Madison) on a 250 m track  
36 (20 teams for Madison) on a 333.33 m track

*(text modified on 01.01.03)*

- 3.1.010** In no case, can the UCI be held responsible for any defects or any mishaps that may occur.

*(text modified on 1.01.03)*

## Chapter II TRACK RACES

### § 1 General observations

#### Participation

**3.2.001** Track competition shall be held in the categories as defined in article 1.1.036

Riders of the under 23 category can take part in elite competitions.

Juniors of 18 years old can take part in competition for categories under 23 and elite.

*(text modified on 25.09.07)*

#### Race distances

**3.2.001 bis** [abrogated on 04.03.19]

#### Preparation of the track for standing starts events

**3.2.001 ter** Except for Team Sprint, the blue bands shall be made impassable by the placing of 50 cm long pads of a synthetic material every 5 meters from the pursuit line to the exit of the turn.

*(article introduced on 21.06.18; modified on 04.03.19)*

#### Conduct of riders

**3.2.002** Riders shall refrain from any collusion, manoeuvre or movement likely to hinder the conduct or distort the result of the race. In the case of collusion between riders, the commissaires may disqualify the riders concerned.

In addition, while riding on the track, riders shall at all times be in firm control of the bicycle and have at least one hand on the handlebar (or extension).

*(text modified on 30.09.10; 04.03.19)*

**3.2.003** If riders wearing the same team clothing ride in the same race, they shall bear some item to distinguish them.

Riders are not permitted to wear tinted visor or glasses that would prevent them from being clearly identified while seated in the waiting area. Riders shall only put on their tinted visor or glasses when heading on to the track only. Any rider breaching this article shall be sanctioned by a fine of CHF 200.

*(text modified on 1.01.02; 14.10.16; 04.03.19)*

**3.2.004** Other than when prevented by circumstances beyond their control, all riders qualifying for the following round of the competition must participate or else they will be disqualified.

*(text modified on 14.10.16)*

**3.2.005** Riders may carry no object on them or on their bicycles that could drop onto the track. They may not bear or use on the track any music player or radio communication system.

In addition, any electronic device with display (for instance speedometer or powermeter) must be hidden to that it cannot be read by the riders.

*(text modified on 25.09.07; 29.06.09)*

**3.2.006** A rider may not have the race stopped because of some irregularity of which he considers himself the victim.

**3.2.007** Unless otherwise provided, any rider having fallen or left the track to dismount from his bicycle, may accept help in remounting. He shall resume the race at the point where he left the track, and in the position he occupied before falling or leaving the track.

*(text modified on 01.10.11)*

**3.2.008** **The blue band does not form part of the racing surface of the track. If a rider rides on the blue band voluntarily, and if, in doing so, it is considered that the rider has obtained an advantage, the latter will be relegated or disqualified depending on the seriousness of the fault.**

*(text modified on 01.01.02; 15.03.16; 01.10.19)*

**Riders' numbers**

**3.2.009** (N) riders shall bear two number panels, save in the following specialities where they shall bear just one: the Km Time Trial, the 500 m Time Trial, the Individual Pursuit, the Team Pursuit and the Team Sprint. Riders shall bear two number panels in all events in the Omnium competition.

*(text modified on 1.01.02; 1.02.11)*

**Commissaires' Panel**

**3.2.010** The composition of the Commissaires' Panel is indicated in Article 1.2.116.

**Judge-Referee**

**3.2.011** (N) The President of the Commissaires' Panel shall appoint one of the panel as judge-referee. He may not carry out the task himself. The presence of a judge-referee shall be compulsory for the sprint, the keirin, the points race and the madison.

The judge-referee shall solely monitor the conduct of riders in the race and their conformity with the racing regulations. On this issue he shall, alone and immediately, impose penalties and take any other decision required under the regulations.

*(text modified on 4.07.03)*

**3.2.012** The judge-referee shall take up a place on the outside of the track in a calm and isolated area with a good general view across the whole track. He must be provided with a means of communicating directly with the President of the Commissaires' Panel. At the World Championships, the Olympic Games and World Cup events, the judge-referee shall also have access to a video system permitting slow-motion replay in order to review events in the race. This system must be linked to a TV display located near the finish line that will allow the President of the Commissaires' Panel to privately view the same images. A technician shall be specifically appointed to assist him and operate the video system under his instructions.

*(text modified on 01.10.11)*

**Warnings - disqualification**

**3.2.013** Any offence not specifically penalised and any unsporting behaviour shall be punished by a warning, indicated by a yellow flag, or by disqualification from the race, indicated by a red flag, according to the gravity of the fault, notwithstanding the fine provided for in articles 12.3.005.

If a rider is relegated in the competition, that relegation may also carry with it a warning, depending on the gravity, intent and impact of the fault. A rider receiving a second warning, or being relegated for the third time, is disqualified.

On each occasion the commissaires will indicate at the same time the race number of the faulting rider. The warning and disqualification are relative to one specific competition only.

*(text modified on 26.08.04; 10.06.05; 01.02.11, 01.10.19)*

**3.2.014** In the event that bicycles are checked on conformity with articles 1.3.006 to 1.3.020 with dedicated measuring devices, commissaires are entitled to double-check positions after the race on a random basis. Should the bicycle or positions have been modified in infringement with this regulation, the rider will be disqualified.

*(article introduced on 10.06.05)*

**Time-keeping**

**3.2.015** (N) Times shall be taken to the thousandth of a second whenever the time determines the result.

**Start**

**3.2.016** The starter, located on the track centre, shall give the start by means a pistol shot. In cases where the start is to be taken from a starting block, the following procedure shall apply: the brakes of the machine shall be released by the electronic system that simultaneously triggers the chronometer. Once the bicycle has been fixed, a clock placed before the rider, counts down the last 50 seconds before the start.

**3.2.017** Any rider holding up the start for reasons not accepted by the starter shall not be permitted to start.

**Lap counter and bell**

**3.2.017 bis** Unless otherwise provided in a specific provision, the start of the sprint lap(s), including the last lap, of a race shall be indicated by a bell. **The bell shall be rung once only when the leader on the track crosses the finish line. Points will be awarded, or the race will be over upon the next time the leader on the track crosses the finish line. The final determination as to who the leader on the track is shall be made by the President of the Commissaires' Panel. Either the President, or a Commissaire designated by the President, shall indicate the leader on the track during bunch races.**

*(article introduced on 04.03.19; modified on 01.10.19)*

**3.2.017 ter** **Once the race has started, the remaining distance to be raced shall be indicated by the lap counter, even if the total distance raced is not the same as indicated in the regulations for the event.**

*(article introduced on 01.10.19)*

- 3.2.017 quater** **Gaining laps**  
A rider or team shall be considered to have gained a lap when he or it has caught up with the rear of the largest racing bunch on the track. In all cases, the final determination as to which is the largest bunch on the track shall be made by the President of the Commissaires' Panel.

*(article introduced on 01.10.19)*

- 3.2.018** **Stoppage**  
The starter alone shall judge whether to stop the race in case of a false start.

- 3.2.019** Stoppage of the race shall be indicated by a double pistol shot.

*(text modified on 01.01.02; 04.03.19)*

- 3.2.020** [abrogated on 04.07.03]

- 3.2.020 bis** **Neutralisation**  
Unless otherwise provided in a specific provision, **in a bunch event**, in the case of a recognised mishap of a rider, **or both riders of a team in** Madison, the rider, or team, shall be entitled to a neutralisation for the number of laps closest to 1250 metres (5 laps on a 250m-track), counted from the moment of the mishap until **they** resumed **their** position that **they** occupied before the mishap.

Beyond the distance of 1250 metres, neutralised riders or teams begin to lose laps until they resumed their position that they occupied before the mishap.

Neutralised riders or teams may not return to the track within the last kilometre. Should this last kilometre start during the allowed neutralisation period of a recognised mishap, and the riders not be able to return prior to the start of the last kilometre, these neutralised riders or teams shall appear in the final placings depending on the points accumulated prior to the mishap.

*(article introduced on 04.03.19; modified on 01.10.19)*

- 3.2.021** **Recognised mishap**  
The following shall be considered recognised mishaps:
- a legitimate fall
  - a puncture
  - the breakage of an essential part of the bicycle.

All other incidents are considered un-recognised mishaps.

*(text modified on 01.01.02; 14.10.16)*

- 3.2.021 bis** **Seeding**  
For all competitions, other than World Cup, *World Championships* and *Olympic Games*, riders and teams shall be seeded according to their current UCI Individual Track Classification. Riders/teams with no ranking shall be seeded last in random order by the Commissaires' Panel.

For World Cup, *World Championships* and *Olympic Games*, riders and teams shall be seeded by the UCI.

*(article introduced on 01.02.11; text modified on 01.10.12)*



**3.2.021 Restart in standing start events**

In each round of a standing start event, a team or a rider is only permitted two starts. One restart shall be given either in the result of a false start, or in the event of a mishap.

A team or a rider which causes a further false start or suffer a further mishap in the qualifying round shall be eliminated (DNF).

A team or a rider which causes a further false start or suffer a further mishap in the first competition round shall be relegated.

A team or a rider which causes a further false start or suffer a further mishap during the finals loses the final

*(article introduced on 04.03.19)*

**§ 2 The 200 metres Time Trial**

**Definition**

**3.2.022** A "200 metres Time Trial" shall take a flying start from the 200 metres line and shall be used to select the participants and rankings for the sprint competition.

*(text modified on 01.01.02)*

**Racing procedure**

**3.2.023** Riders shall take the start in the order determined by the commissaires.

**3.2.024** The rider shall enter the track as soon as he has been passed by the previous rider who has triggered the timing device.

*(text modified on 01.01.02)*

**3.2.025** The distance to accomplish including the momentum and the 200 metres is fixed as follows, depending on the length of the track:

- 250 metres track or smaller: 3.5 laps
- 285,714 metre tracks: 3.0 laps
- 333,33 metre track: 2.5 laps
- 400 metres track and longer: 2.0 laps.

**3.2.026** [abrogated on 01.01.02]

**3.2.027** In case of dead heat, the riders concerned will be classified according to the best time in the last 100 metres. In the case that the last 100 metres time cannot be recorded or if the riders are still tied, the riders concerned will be classified by drawing lots.

*(text modified on 30.09.10)*

**3.2.028** In the case of a mishap, the rider shall take a new start. Only one new start will be permitted.

*(text modified on 01.01.02; 01.01.04)*

## § 3 Sprint

### Definition

**3.2.029** The sprint is a race between 2 to 4 riders over 2 or 3 laps.

*(text modified on 04.07.03)*

### Organisation of the competition

**3.2.030** The competition shall be organised according to the table in article 3.2.050.

**3.2.031** **(N)** The competition shall at least include:

- 8 riders;
- a 200 meters time trial, flying start;
- 1/4 finals, straight;
- 1/2 finals, best of three heats;
- finals 3rd-4th and 1st-2nd, best of three heats.

*(article introduced on 30.03.09; 14.10.16; 01.10.19)*

**3.2.032** [abrogated on 20.06.14]

**3.2.033** During World Cup and World Championships, 28 riders shall participate in the sprint tournament. For other competitions, the same format can be used with a lower number of riders based on the table of art. 3.2.050 qualifying either 16 or 8 riders.

Prior to the first round a qualifying 200 m time trial shall be run to determine the fastest **28** riders taking part to the sprint tournament and the makeup of the heats.

*(text modified on 26.08.04; 10.06.05; 1.02.11; 20.06.14; 14.10.16)*

### Sprint Race

**3.2.034** [abrogated on 01.01.02]

**3.2.035** On tracks of less than 333.33 metres, races shall be ridden over 3 laps. On tracks of 333.33 metres or more, races shall be ridden over 2 laps.

*(text modified on 01.01.03)*

**3.2.036** Should a rider drop out of a two-up heat, his opponent shall go to the starting line to be declared the winner. He need not cover the distance.

**3.2.037** The starting position shall be determined by drawing lots. The rider drawing number 1 shall start on the inside of the track.

In two-heat races, the other rider shall take the position on the inside of the track in the second heat.

For the deciding round, a fresh draw shall take place.

*(text modified on 01.01.02)*

**Race procedure**

**3.2.038** The start shall be given by whistle.

**3.2.039** The rider on the inside of the track, unless overtaken, shall lead at least at walking pace and make no manoeuvre to force his opponent through until reaching the pursuit line on the opposite side of the track. A maximum of two standstills shall be permitted for each race. The maximum period for a standstill shall be 30 seconds following which, the leading rider shall be directed by the starter to continue. If he fails to do so, the starter shall stop the race and declare the other rider the winner of the heat. In a three or four-up race, the race shall be immediately rerun as a two or three-up race, without the relegated rider.

*(text modified on 01.01.02; 01.01.04; 01.10.11)*

**3.2.040** [abrogated on 01.01.02]

**3.2.041** Before the last 200 metres line or the start of the final sprint, riders may avail themselves of the full width of the track but must nevertheless leave sufficient space for their opponent to pass and shall refrain from any manoeuvres that could provoke a collision, a fall or cause any rider to ride off the track.

**3.2.042** During the final sprint, even if launched before the last 200 metres, each rider shall remain in his lane up to the finish, unless he has at least a clear cycle-length lead and shall not make any manoeuvre to prevent the opponent from passing.

*(text modified on 01.01.02)*

**3.2.043** A rider may not challenge or pass on the left an opponent riding in the sprinters' lane.

If the leading rider leaves the sprinters' lane and his opponent attempts to pass to his left, he may not return to that lane unless he still has a clear cycle-length lead.

**3.2.044** A rider passing on the right of his opponent, who is in the sprinters' lane, may not crowd him or cause him suddenly to reduce speed.

**3.2.045** A rider starting the sprint outside the sprinters' lane may not drop into that lane if it is already occupied by his opponent unless there is a clear cycle-length lead.

*(text modified on 01.01.02)*

**3.2.046** Should the leading rider drop down below the measuring line he shall be relegated unless he does so involuntarily and unless, at that moment, the result may be considered a foregone conclusion.

**3.2.047** If, in a three or four-up race, a rider behaves in an irregular manner to favour another rider, he shall be relegated. The race shall be immediately rerun as a two or three-up race.

*(text modified on 01.01.02)*

### **Race stoppages**

#### **3.2.048**

The race may be stopped only:

1. in the case of fall.  
If the fall be intentionally caused by a competitor, that competitor shall be relegated or disqualified from the tournament according to the gravity of the fault committed and the other competitor declared the winner. In three or four-up heats, the race shall be immediately restarted with the remaining two or three riders.  
Should the fall have been caused by a competitor riding too slowly in a curve or by any other unintentional fault, the race shall be restarted and the offending rider shall take the inside of the track.  
If the fall is not caused by a competitor committing a fault, commissaires shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the fall should be considered final.
2. in the case of a puncture.
3. in the case of the breakage of an essential part of the bicycle.  
In all of these three cases, the commissaires shall decide whether the race is to be restarted with the riders in the same order or whether the positions at the time of the incident should be considered final.
4. in the following cases:
  - a) If a rider loses his balance, falls or touches an opponent or the barrier, the race shall be restarted and the rider in question shall take the inside of the track.
  - b) If the starter observes a flagrant infringement and stops the race before the bell rings to indicate the start of the last lap, the commissaires may relegate or disqualify the rider committing the infringement. The other rider shall be declared the winner or in the case of a three or four-up race, it shall be restarted as a two or three-up race.

*(text modified on 01.01.02)*

#### **3.2.049**

If the rider committing the infringement is not relegated or disqualified, the race shall be restarted and that rider shall take the inside of the track.

*(text modified on 01.01.02)*

**3.2.050** Table of sprint competitions:

**WORLD CUP AND WORLD CHAMPIONSHIPS**

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	Other(s)
28	4 best riders skip  1/16 Finals 12 X 2 → 1 = 12	1	N1 -	1A	Ranked 17 to 28 according to 200 m TT Qualifying
		2	N2 -	2A	
		3	N3 -	3A	
		4	N4 -	4A	
		5	N5 – N28	5A	
		6	N6 – N27	6A	
		7	N7 – N26	7A	
		8	N8 – N25	8A	
		9	N9 – N24	9A	
		10	N10 – N23	10A	
		11	N11 – N22	11A	
		12	N12 – N21	12A	
		13	N13 – N20	13A	
		14	N14 – N19	14A	
		15	N15 – N18	15A	
		16	N16 – N17	16A	
16	1/8 Finals 8 X 2 → 1 = 8	1	1A – 16A	1B	Ranked 9 to 16 according to 200 m TT Qualifying
		2	2A – 15A	2B	
		3	3A – 14A	3B	
		4	4A – 13A	4B	
		5	5A – 12A	5B	
		6	6A – 11A	6B	
		7	7A – 10A	7B	
		8	8A – 9A	8B	
8	1/4 Finals 4 X 2 → 1 = 4 (in 2 heats, 3 if required)	1	1B - 8B	1C	Ranked 5 to 8 according to 200 m TT Qualifying
		2	2B - 7B	2C	
		3	3B - 6B	3C	
		4	4B - 5B	4C	
4	1/2 Finals 2 X 2 → 1 = 2 (in 2 heats, 3 if required)	1	1C - 4C	1D1	1D2
		2	2C - 3C	2D1	2D2
4	Finals 2 X 2 → 1 = 2 (in 2 heats, 3 if required)	1	1D1 - 2D1	1 <sup>er</sup> (gold)	2 <sup>e</sup> (silver)
		2	1D2 – 2D2	3 <sup>e</sup> (bronze)	4 <sup>e</sup>

(text modified on 26.08.04; 10.06.05; 20.06.14; 14.10.16; 05.04.17)

OLYMPIC GAMES

STARTERS	SYSTEM	EVENT	COMPOSITION	1st	Other(s)
24	1/32 Finals 12 x 2 -> 1 = 12	1	N1 - N24	1A1	1A2
		2	N2 - N23	2A1	2A2
		3	N3 - N22	3A1	3A2
		4	N4 - N21	4A1	4A2
		5	N5 - N20	5A1	5A2
		6	N6 - N19	6A1	6A2
		7	N7 - N18	7A1	7A2
		8	N8 - N17	8A1	8A2
		9	N9 - N16	9A1	9A2
		10	N10 - N15	10A1	10A2
		11	N11 - N14	11A1	11A2
		12	N12 - N13	12A1	12A2
12	Repechages 4 x 3 -> 1 = 4	1	1A2 - 8A2 - 9A2	1B	Ranking according to 200m TT
		2	2A2 - 7A2 - 10A2	2B	
		3	3A2 - 6A2 - 11A2	3B	
		4	4A2 - 5A2 - 12A2	4B	
16	1/16 Finals 8 x 2 -> 1 = 8	1	1A1 - 4B	1C1	1C2
		2	2A1 - 3B	2C1	2C2
		3	3A1 - 2B	3C1	3C2
		4	4A1 - 1B	4C1	4C2
		5	5A1 - 12A1	5C1	5C2
		6	6A1 - 11A1	6C1	6C2
		7	7A1 - 10A1	7C1	7C2
		8	8A1 - 9A1	8C1	8C2
8	Repechages 4 x 2 -> 1 = 4	1	1C2 - 8C2	1D1	Ranking according to 200m TT
		2	2C2 - 7C2	2D1	
		3	3C2 - 6C2	3D1	
		4	4C2 - 5C2	4D1	
12	1/8 Finals 6 x 2 -> 1 = 6	1	1C1 - 4D1	1E1	1E2
		2	2C1 - 3D1	2E1	2E2
		3	3C1 - 2D1	3E1	3E2
		4	4C1 - 1D1	4E1	4E2
		5	5C1 - 8C1	5E1	5E2
		6	6C1 - 7C1	6E1	6E2
6	Repechages 2 x 3 -> 1 = 2	1	1E2 - 4E2 - 5E2	1F1	Ranking according to 200m TT
		2	2E2 - 3E2 - 6E2	2F1	
8	1/4 Finals 4 x 2 -> 1 = 4 (in 2 heats, 3 if required)	1	1E1 - 2F1	1G1	For places 5 to 8
		2	2E1 - 1F1	2G1	
		3	3E1 - 6E1	3G1	
		4	4E1 - 5E1	4G1	
4	1/2 Finals 2 x 2 -> 1 = 2 (in 2 heats 3 if required)	1	1G1 - 4G1	1H1	1H2
		2	2G1 - 3G1	2H1	2H2
4	Finals 2 x 2 -> 1 = 2 (in 2 heats 3 if required)	1	1H1 - 2H1	1st (gold)	2nd (silver)
		2	1H2 - 2H2	3rd (bronze)	4th

(text modified on 25.09.07; 04.03.19)

## § 4 Individual pursuit

### Definition

- 3.2.051** Two cyclists compete in a fixed distance. The riders start on opposite sides of the track. The winner is determined by either catching the other rider or recording the fastest time.

*(text modified on 01.01.02)*

### Organisation of the competition

- 3.2.052** Races shall be run over:

- 4 km for Men
- 3 km for Women
- 3 km for Junior Men
- 2 km for Junior Women.

- 3.2.053** This event shall be organised in two series:

1. The qualifying rounds to select the best 4 riders on the basis of their times.
2. the finals

The riders with the two best times shall ride off in the final for first and second place while the two others shall ride off in the final for third and fourth places.

*(text modified on 26.08.04)*

- 3.2.054** [abrogated on 04.03.19]

- 3.2.055** For the qualifying rounds the commissaires shall make up each match from riders presumed to be of equal ability, but without matching the two presumed to be the best.

- 3.2.056** During the qualifying rounds account shall be taken solely of times.

If a rider is caught he must finish the distance to have a time recorded.

A caught rider may not **ride in the slipstream** of his opponent, nor pass him, on pain of disqualification. **Similarly, the catching rider may not ride in the slipstream of his opponent, on pain of disqualification.**

*(text modified on 01.10.19)*

- 3.2.057** In a race between two of the four best riders (finals), if one rider catches the other the race is deemed to have finished.

- 3.2.058** A rider is considered to have been caught at the point that the chainset on his opponent's bicycle draws level with that on his own bicycle.

- 3.2.059** [abrogated on 01.10.19]

- 3.2.060** Should a rider fail to take the start of a final, his opponent is declared the winner.

A rider failing to start the final for 1st and 2nd places shall be placed 2nd; a rider failing to start the final for 3rd and 4th places shall be placed 4th. If the reason for failing to ride is not accepted, the absent rider shall be disqualified, and his place shall remain vacant.

- 3.2.061** In the event that riders record the same times, the rider who records the best time for the final lap shall be declared the winner.

*(text modified on 13.06.08)*

- 3.2.062** **Preparation of the track**  
[abrogated on 21.06.18].

- 3.2.063** At the start the two riders shall be positioned at diametrically opposite points on the track.

- 3.2.064** The starting point in front of the main stand shall be marked by a red disc. The starting point in the back straight shall be marked by a green disc.

- 3.2.065** (N) At each finishing point a device shall be set up to record the time of each rider and trigger a green light and a red light to indicate the passing of the respective riders.

- 3.2.066** A lap counter and a bell shall be set up at each rider's finish line.

- 3.2.067** (N) The order of passing, the number of laps completed, the time of each rider and the difference in time between the two riders on each half-lap and the final time of each rider will be displayed on the electronic scoreboard.

- 3.2.068** On tracks whose size is such that the distance to be ridden does not comprise a complete number of laps, the point of the final kilometre shall be marked by a red pennant for the rider who starts from the red disc and a green pennant for the rider starting from the green disc. In competitions for Junior Women the last 500 meters will be marked.

*(text modified on 20.09.05)*

- 3.2.069** (N) At the start, each rider shall be held in a starting block.

**Race procedure**

- 3.2.070** The start shall be taken on the inside edge of the track.

- 3.2.071** Riders starting point:  
a) for the qualifying rounds, the commissaires shall determine the starting point for each rider.  
b) in the final, the rider who has in the previous round recorded the best time shall finish in front of the main grandstand.

*(text modified on 01.01.02; 26.08.04; 26.06.07; 04.03.19)*

- 3.2.072** The starter shall stop the race with a double pistol shot in the event of a false start or of a mishap. The race will then be restarted as per articles 3.2.074 and 3.2.075.

*(text modified on 20.09.05; 04.03.19)*

- 3.2.073** During the finals, a pistol shot shall mark the end of the race at the moment on which each rider crosses his finish line at full distance or at the moment that one rider catches the other.

*(text modified on 01.10.11)*



**Mishaps**

(section subject to art. 3.2.021ter)

**3.2.074**

Qualifying rounds:

In the first half-lap, in the event of a mishap, the race is stopped and restarted immediately.

After the first half-lap the race shall not be stopped. A rider who is the victim of a mishap shall be permitted to ride again at the end of the qualifying rounds (either alone against the watch or matched against another rider in the same situation).

*(text modified on 01.01.02; 01.01.04; 04.03.19)*

**3.2.075**

Finals:

In the event of a mishap in the first half-lap, the race shall be stopped and restarted immediately by both riders.

After the first half-lap no mishap will be taken into consideration. The rider that suffers a mishap shall be considered beaten in finals.

*(text modified on 01.01.02; 01.01.04; 26.08.04; 26.06.07; 05.03.18; 04.03.19)*

**3.2.076**

[article transferred to art. 3.2.021ter on 04.03.19]

**3.2.076**

[abrogated on 01.01.02]

**bis**

**§ 5**

**Team pursuit**

**Definition**

**3.2.077**

The team pursuit is a race with two opposing teams, starting on each side of the track. The winner is determined by either catching the other team or recording the fastest time.

The men's and women's event are run over four kilometres by teams of four riders.

*(text modified on 01.01.02; 26.06.07; 25.02.13)*

**Organisation of the competition**

**3.2.078**

Except for the specific details (even implicit) in this sub-section, the rules of the individual pursuit shall apply equally to the team pursuit.

**3.2.079**

Teams shall be made up of riders entered for this event. The composition of the team may vary from one round to another. An incomplete team in the sense of article 3.2.077 may not take the start.

The team manager must notify the commissaires of any changes at least 30 minutes before the relevant competition round start.

*(text modified on 01.01.02; 30.09.10; 21.06.18; 04.03.19)*

**3.2.080**

The time and the classification of each team shall be taken on that of the third rider of each team. The time shall be measured on the front wheel of the third rider of each team.

*(text modified on 01.01.02; 01.01.03)*

**3.2.081** A team is caught when the opposing team (at least 3 riders riding together) arrives at or within a distance of one metre of it.

**3.2.082** Qualifying rounds shall be organised to find the 4 best teams, 8 for the World Cup, World Championships and the Olympic Games.

*(text modified on 01.01.02; 26.08.04; 26.06.07; 21.06.18)*

**3.2.083** In the qualifying rounds, teams shall ride against the clock.

Depending on the number of entered teams, the Commissaires' Panel may decide to run qualifying rounds with two teams in each heat.

The seeding may be determined taking into account the targeted time communicated by the team manager at the rider confirmation, but without matching the two teams presumed to be the best.

*(text modified on 14.10.16; 01.07.17)*

**3.2.084** [abrogated on 01.01.02]

**3.2.085** This event shall be organised in two phases:

1. The qualifying rounds to select the 4 best teams on the basis of their times;
2. The finals.

The teams having made the two best times shall ride off the final for first and second places, the two others shall ride off the final for third and fourth places.

First competition round:

At World Cup, the World Championships and the Olympic Games, the 8 Teams recording the best times in the qualifying rounds shall be matched in the first competition round as follows:

The team having obtained the 6<sup>th</sup> fastest time against the one having obtained the 7<sup>th</sup> fastest time.

The team having obtained the 5<sup>th</sup> fastest time against the one having obtained the 8<sup>th</sup> fastest time.

The team having obtained the 2<sup>nd</sup> fastest time against the one having obtained the 3<sup>rd</sup> fastest time.

The team having obtained the fastest time against the one having obtained the 4<sup>th</sup> fastest time.

The heats shall be ridden in the inverse order to that stated below.

Finals:

The winners of the last two heats in the first competition round shall ride the final for first and second places.

The remaining 6 teams shall be ranked according to their times from the first competition round and shall dispute the finals as follows:

The two fastest teams shall ride the final for 3<sup>rd</sup> and 4<sup>th</sup> places.

**At the Olympic Games, only:**

The next two fastest teams shall ride the final for 5<sup>th</sup> and 6<sup>th</sup> places.

The final two teams shall ride the final for 7<sup>th</sup> and 8<sup>th</sup> places.

*(text modified on 01.01.02; 26.08.04; 26.06.07; 1.02.11; 20.06.14; 14.10.16)*

- 3.2.086** In the last two heats of the first competition round, if one team catches the other, the catching team is declared the winner and shall stop as soon as possible in order to allow the other team to finish the distance and thus to record a time. **In this case, if one or both teams catch their opponents, the times from the qualifying round shall be used to determine which of the two teams shall finish in the home straight.**

During the finals, if one team is caught by the other, the race is over, and the catching team shall be declared the winner.

In both situations above, a pistol shot marks the end of the race at the moment on which the team crosses its finish line at the full distance or at the moment on which one team catches the other.

*(text modified on 20.06.19; 01.10.19)*

- 3.2.087** Incomplete teams may not take the start. In the qualifying rounds, incomplete teams shall furthermore be disqualified.

If a team fails to take the start in the first competition round, no substitution shall be made. The team failing to start shall be classified in 8th place.

If several teams fail to start, they shall be classified in 8th place and above in order of their times in the qualifying rounds. If the reason for failing to ride is not accepted by the Commissaires' Panel, the absent team shall be disqualified, and its place shall remain vacant. The team that takes the start must ride alone to set a time to determine the composition of the finals.

*(text modified on 26.06.07; 01.10.11)*

- 3.2.088** Should a team fail to start in the finals, its opponents shall be declared winners and the team not starting shall be placed second in that heat.

If the reason for failing to ride is not accepted by the Commissaires' Panel, the absent team shall be disqualified, and its place shall remain vacant.

*(text modified on 01.10.11)*

- 3.2.089** Situations of teams not starting and ties on time shall be decided in accordance with the regulations for the individual pursuit.

If it is necessary to place teams who fall into several of the following categories, the classification shall be drawn up as follows, in decreasing order from the 8th place:

- teams who fail to start (article 3.2.087), then
- teams who have caused two false starts (article 3.2.095), then
- teams relegated for pushing (article 3.2.096), then
- teams left incomplete after mishaps (article 3.2.100), then
- teams caught (article 3.2.086).

*(text modified on 01.01.02)*

- 3.2.090** **Preparation of the track**  
(N) An electronic timing strip shall be set up on the pursuit lines in order to judge the finish of the front wheel of the third rider of each team.

*(text modified on 01.01.02)*

- 3.2.091** The timing and recording of half-laps completed shall be made on the front wheel of the third rider.

*(text modified on 01.02.11)*

**Race procedure**

- 3.2.092** The riders of each team shall start side by side behind the start line.

The lateral distance between riders shall be one metre.

(N) The rider, placed on the inside of the track, shall be held by a starting block and shall be the leading rider.

*(text modified on 3.03.14)*

- 3.2.093** [abrogated on 3.03.14]

- 3.2.094** The starter shall stop the race for a false start or a mishap by a double pistol shot, for example, one of the riders anticipates the start or if the rider on the inside of the track fails to take the lead.

*(text modified on 01.01.02; 04.03.19)*

- 3.2.095** [article transferred to art. 3.2.021ter on 04.03.19]

- 3.2.096** Pushing between members of the same team is strictly forbidden on pain of disqualification in the qualifying rounds and relegation in the first competition round.

During the finals, that team loses its finals.

*(text modified on 01.01.02; 26.08.04; 26.06.07)*

- 3.2.097** When the commissaires see that a team is about to be caught, they shall, in order to avoid a collision with the other team or hinder its progress, signal to the former team with a red flag and a whistle that it may not perform any more relays and must remain at the bottom of the track until the opposing team has passed.

Any failure to act on this instruction shall result in the immediate disqualification of the team.

*(text modified on 01.01.02; 20.06.19)*

- 3.2.098** The race shall be over at the moment that the third rider of each team crosses the finishing line for the final time at full distance or, in the finals, at the point that one team (at least 3 riders riding together) catches the other team.

*(text modified on 01.01.02)*

## **Mishaps**

(section subject to art. 3.2.021 ter)

### **3.2.099**

Qualifying round:

During the first half-lap, if any team suffers a mishap the race **is stopped** and restarted immediately.

If a mishap occurs after the first half-lap and only one rider is involved, the team may either continue with 3 riders, or stop. If the team chooses to stop, it must do so within one lap of the place of the mishap or they face disqualification. Where practicable, the other team shall continue.

The team of a rider which has stopped following a mishap shall restart at the end of the qualifying rounds, or at a suitable position not to disrupt the preparation of other teams as decided by the Commissaires' Panel, where applicable with another team in the same situation.

If a team suffers a mishap during its subsequent ride, it shall continue with three riders or be disqualified.

*(text modified on 01.01.02; 01.02.03; 01.01.04; 26.08.04; 26.06.07; 25.02.13; 21.06.18; 04.03.19; 01.10.19)*

### **3.2.100**

First competition round and finals:

In the event of a mishap in the first half-lap, the race **is stopped** and restarted **immediately**.

After the first half-lap no mishap will be taken into consideration. The team shall continue if they still have three riders on the track.

Otherwise this team must stop and will be:

- placed last in the first competition round;
- considered beaten in finals.

*(text modified on 01.01.02; 26.08.04; 26.06.07, 04.03.19; 01.10.19)*

## **§ 6 Kilometre and 500 metres Time Trial**

### **Definition**

#### **3.2.101**

The race known as the «kilometre» or «500 metres» race respectively is an individual time trial race with a standing start.

#### **3.2.102**

During the World Cup and World Championships, this race is run over a distance of 1000 metres for men and 500 metres for women.

### **Organisation of the competition**

#### **3.2.103**

[abrogated on 14.10.16]

#### **3.2.104**

The starting order shall be set by commissaires.

#### **3.2.105**

[abrogated on 01.02.11]

#### **3.2.106**

Qualifying rounds shall be organised in two-up heats to find the 8 best riders. In the finals, each participant shall take the track alone.

*(text modified on 14.10.16).*

- 3.2.106 bis** (N) This event shall be organised in two phases:  
 1. The qualifying rounds to select the 8 best riders on the basis of their times;  
 2. The finals.  
 For event of Class 1 and Class 2 on the World Calendar, the races can be ridden directly as a final.

*(text modified on 14.10.16; 01.07.17)*

- 3.2.107** In the case of a draw for the three best times, an identical medal shall be awarded to each rider concerned.

- 3.2.108** All competitors must ride the course at the same meeting. If it is not possible for all the participants to ride this race, for example because of atmospheric conditions, the entire race shall be rerun at the following meeting and no account shall be taken of the times previously made.

**Race procedure**

- 3.2.109** [abrogated on 21.06.18].

- 3.2.110** (N) The rider shall be held at the start by a starting block.

- 3.2.111** The start shall be taken on the inside edge of the track.

**Mishap**

(section subject to art. 3.2.021 ter)

- 3.2.112** **Qualifying rounds:**  
 In the event of a mishap, where practicable, the other rider shall continue.  
 The starter shall not stop the race unless the track is obstructed. The affected rider(s) shall take a new start at the end of the qualifying rounds, or at a suitable time as decided by the Commissaires' Panel.

A rider suffering a second mishap during a subsequent ride shall be disqualified.

*(text modified on 01.01.02; 01.01.04; 04.03.19; 01.10.19)*

- 3.2.112 bis** **Finals**  
 In the event of a mishap, the race is stopped and restarted immediately.

*(article introduced on 01.10.19)*

- 3.2.113** [abrogated on 01.01.02]

**§ 7 Points Race**

**Definition**

- 3.2.114** The Points Race is a speciality in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps.

*(text modified on 01.01.02; 01.01.03)*

**Organisation of the competition**

- 3.2.115** According to the number of riders entered for the speciality, the commissaires may possibly compose qualifying heats and shall determine how many of the best placed riders from each heat are to participate in the final.

**3.2.116** On the 250 metres track or shorter, intermediate sprints shall be run off every 10 laps.

On other tracks, intermediate sprints are run off after each number of laps closest to 2 km, that is to say:

- every 7 laps on 285.714 metres tracks
- every 6 laps on 333.33 metres tracks
- every 5 laps on 400 metres tracks

**3.2.117** The competition shall be held over **at least the following** the distances, number of laps and number of sprints as shown in the following table:

TRACK LENGTH (in m)	Event	MEN ELITE			WOMEN ELITE			MEN JUNIOR			WOMEN JUNIOR		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
250	Qualif.	15	60	6	10	40	4	10	40	4	10	40	4
	Final	30	120	12	20	80	8	20	80	8	15	60	6
200	Qualif.	14	70	7	10	50	5	10	50	5	8	40	4
	Final	30	150	15	20	100	10	20	100	10	16	80	8
285.714	Qualif.	16	56	5	12	42	4	12	42	4	10	35	3
	Final	30	105	10	20	70	7	20	70	7	16	56	5
333.33	Qualif.	14	42	7	10	30	5	10	30	5	10	30	5
	Final	30	90	15	20	60	10	20	60	10	16	48	8
400	Qualif.	14	35	7	10	25	5	10	25	5	8	20	4
	Final	30	75	15	20	50	10	20	50	10	16	40	8

*During World Cup and World Championships the distances, number of laps and number of sprints shall be as shown in the following table:*

TRACK LENGTH (in m)	Event	MEN ELITE			WOMEN ELITE			MEN JUNIOR			WOMEN JUNIOR		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
250	Qualif.	20	80	8	15	60	6	15	60	6	10	40	4
	Final	<b>40</b>	160	16	<b>25</b>	100	10	<b>25</b>	100	10	<b>20</b>	80	8
200	Qualif.	20	100	10	15	75	7	15	75	7	10	50	5
	Final	40	200	20	25	125	12	25	125	12	20	100	10
285.714	Qualif.	20	70	7	16	56	5	16	56	5	10	35	3
	Final	40	140	14	24	84	8	24	84	8	20	70	7
333.33	Qualif.	20	60	10	16	48	8	16	48	8	10	30	5
	Final	40	120	20	25	75	15	25	75	15	20	60	10
400	Qualif.	20	50	10	16	40	8	16	40	8	10	25	5
	Final	40	100	20	26	65	13	24	60	12	20	50	10

There shall be an equal number of laps between all sprints, starting from the final sprint, according to the following:

- Tracks of less than 200m – 15 laps
- Tracks of 200m to less than 333.3m – 10 laps
- Tracks of 333.3m – 6 laps
- Tracks of 400m and longer – 5 laps

In the case where the total number of laps is not divisible by the indicated number of laps between sprints, the “additional” laps shall be ridden prior to the first sprint. (For example, on a 285.7m track, sprints are held every 10 laps. If the race is 56 laps, the first sprint will take place after 16 laps, and then every 10 laps thereafter).

*(text modified on 01.01.02; 01.01.03; 30.03.09; 04.03.19; 01.10.19)*

- 3.2.118** The first rider in each sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point. Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points).

Any rider that gains a lap on the main field is awarded 20 points.

Any rider that loses a lap on the main field is deducted 20 points.

*(text modified on 01.01.02; 01.01.03; 14.10.16)*

- 3.2.119** Where two or more riders are equal on points, the places in the final sprint shall declare the winner.

*(text modified on 01.01.02; 01.01.04)*

#### **Race Procedure**

- 3.2.120** Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.

- 3.2.121** A flying start shall be taken after one neutralised lap.

- 3.2.122** Sprints shall be run according to the rules governing sprint races.

- 3.2.123** A rider **gaining a lap** shall be awarded 20 points.

*(text modified on 01.01.02; 01.01.03; 01.02.03; 01.10.19)*

- 3.2.124** **[abrogated on 01.10.19].**

- 3.2.125** If at the moment of a sprint considered for classification, one or some rider(s) gain a lap, **they shall** be awarded 20 points. The points awarded for the sprint shall be given immediately to the riders of the break behind or to those ahead of the bunch.

*(text modified on 01.01.02; 01.01.03; 01.10.19)*

- 3.2.126** **One or more** riders having dropped behind the bunch and having been caught up by one or more riders **ahead of the bunch** may not lead these riders, under pain of disqualification.

*(text modified on 01.01.02; 01.01.03; 01.10.19)*

- 3.2.127** Riders one or several laps down may be withdrawn by the Commissaires' Panel.

*(text modified on 01.01.02)*

- 3.2.128** [article transferred to art. 3.2.002 on 04.03.19]

- 3.2.129** [article transferred to art. 3.2.020bis on 04.03.19]

- 3.2.130** [article transferred to art. 3.2.020bis on 04.03.19]



**3.2.131** Should more than half the riders fall, the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken from the positions at the moment of the fall.

**3.2.132** A rider suffering a recognised mishap in the last five laps may not return to the track but shall nevertheless appear in the final placings depending on the laps won or lost and the points accumulated prior to the mishap.

Other riders not finishing the race shall be excluded from the final placings.

**3.2.133** If the track becomes impracticable to race for any reason, the commissaires shall decide as follows:

DISTANCE	DÉCISIONS		
	Complete rerun the same day	Resume race with points accumulated	Let results stand
	Stopped before	Stopped between	Stopped after
10 km	8 km	/	8 km
15 / 16 km	10 km	/	10 km
20 km	10 km	10-15 km	15 km
24 / 25 km	10 km	10-20 km	20 km
30 km	15 km	15-25 km	25 km
40 km	15 km	15-30 km	30 km

*(text modified on 01.01.02; 01.01.03)*

## § 8 Keirin

### Definition

**3.2.134** Riders compete in a sprint after completing a number of laps behind a motorized pacer who leaves the track 3 laps to go (250 m tracks). For other track sizes the motorized pacer should leave the track closest to 750m from the finish.

The number of laps without the motorized pacer shall equal the number of laps behind the motorized pacer.

*(text modified on 01.01.02; 14.10.16; 04.03.19)*

### Organisation of the competition

**3.2.135** (N) The competition shall at least include:

- 10 riders
- a qualifying round, 2 heats of 5 riders;
- a final for places 7 to 10;
- a final for places 1 to 6.

*(text modified on 04.03.19)*

## UCI CYCLING REGULATIONS

The competition shall be organised as shown in the following tables:

1 <sup>st</sup> round			
No of riders	No of heats	No of riders per heat	
12 à 14	2	6-7	Top 3 in final 1-6 4th to 6th in final 7-12

1 <sup>st</sup> round				Repechages			1/2 finals		
No of riders	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	
15 to 21	3	5-7	2	2-3	5-7	2-3			Top 3 in final 1-6 Others in final 7-12
22 to 28	4	5-7	2	4	3-5	1	2	6	
29 to 42	6	4-7	1	6	3-6	1			

1 <sup>st</sup> round				Repechages			1/4 finals			Repechages			1/2 finals		
No of riders	No of heats	No of riders per heat	Riders qualified per heat for the 1/4 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/4 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	Riders qualified per heat for the 1/2 finals	No of heats	No of riders per heat	
43 to 49	7	6-7	1	6	6-7	2	3	6-7	2	2	6-7	3	2	6	Top 3 in final 1-6 Others in final 7-12
50 to 56	8	6-7	1	7	6-7	2	4	5-6	2	2	7	2			
57 to 63	9	6-7	1	8	6-7	2	4	6-7	2	4	4-5	1			
64 to 70	10	6-7	1	9	6-7	2	4	7	2	4	5	1			

TRACK LENGTH	NO. OF LAPS	PACER (No. of laps to the finish)
250	6	3

**COMPOSITION EXAMPLE OF KEIRIN EVENTS INVOLVING 28 RIDERS**

1st ROUND	Composition:	4 HEATS of 7 riders			
		A	B	C	D
		R1	R2	R3	R4
		R8	R7	R6	R5
		R9	R10	R11	R12
		R16	R15	R14	R13
		R17	R18	R19	R20
		R24	R23	R22	R21
		R25	R26	R27	R28
	Abbreviations:	«R» Rank on the last UCI Individual Keirin Ranking. In the absence of rank, drawing lots.			
	Results:	*QA1	*QB1	*QC1	*QD1
		*QA2	*QB2	*QC2	*QD2
		QA3	QB3	QC3	QD3
		QA4	QB4	QC4	QD4
		QA5	QB5	QC5	QD5
		QA6	QB6	QC6	QD6
		QA7	QB7	QC7	QD7
	*Riders qualified for 2nd Round (Semi-finals) – the other riders participate in the repechages				
REPECHAGES	Composition:	4 HEATS of 5 riders			
		QA3	QB3	QC3	QD3
		QD4	QC4	QB4	QA4
		QC5	QB5	QA5	QD5
		QB6	QA6	QD6	QC6
		QA7	QD7	QC7	QB7
	Results:	*RA1	*RB1	*RC1	*RD1
	All ranked 13	RA2	RB2	RC2	RD2
	All ranked 17	RA3	RB3	RC3	RD3
	All ranked 21	RA4	RB4	RC4	RD4
	All ranked 25	RA5	RB5	RC5	RD5
	*Riders qualified for 2nd Round (Semi-finals) – the other riders are ranked relative to the finish order of each of the heats (to be adapted depending on the number of heats)				
2nd ROUND: (1/2 finals)	Composition:	2 heats of 6 riders			
		FA	FB		
		QA1	QB1		
		QD1	QC1		
		QB2	QA2		
		QC2	QD2		
		RA1	RB1		
		RD1	RC1		
	Results:	*FA1	*FB1		
		*FA2	*FB2		
		*FA3	*FB3		
		**FA4	**FB4		
		**FA5	**FB5		
		**FA6	**FB6		
	*Riders qualified for the FINAL 1 – 6				
	**Riders qualified for the FINAL 7 – 12				

**COMPOSITION EXAMPLE OF KEIRIN EVENTS INVOLVING 30 RIDERS AT OLYMPIC GAMES**

1st ROUND	Composition:	5 HEATS of 6 riders				
		A	B	C	D	E
		R1	R2	R3	R4	R5
		R10	R9	R8	R7	R6
		R11	R12	R13	R14	R15
		R20	R19	R18	R17	R16
		R21	R22	R23	R24	R25
		R30	R29	R28	R27	R26
	Abbreviations: «R» Rank on the last UCI Individual Keirin Ranking. In the absence of rank, drawing lots.					
	Results:	*QA1	*QB1	*QC1	*QD1	*QE1
		*QA2	*QB2	*QC2	*QD2	*QE2
		QA3	QB3	QC3	QD3	QE3
		QA4	QB4	QC4	QD4	QE4
		QA5	QB5	QC5	QD5	QE5
		QA6	QB6	QC6	QD6	QE6
	*Riders qualified for 2nd Round (1/4-finals) – the other riders participate in the repechages					
REPECHAGES	Composition:	4 HEATS of 5 riders				
		QA3	QB3	QC3	QD3	
		QD4	QC4	QB4	QE3	
		QE4	QA4	QA5	QB5	
		QB6	QE5	QD5	QC5	
		QC6	QD6	QE6	QA6	
	Results:	*RA1	*RB1	*RC1	*RD1	
		*RA2	*RB2	*RC2	*RD2	
		RA3	RB3	RC3	RD3	
		RA4	RB4	RC4	RD4	
		RA5	RB5	RC5	RD5	
	All ranked 19					
	All ranked 23					
	All ranked 27					
	*Riders qualified for 2nd Round (1/4-finals) – the other riders are ranked relative to the finish order of each of the heats					
2nd ROUND 1/4 finals	Composition:	3 heats of 6 riders				
		A	B	C		
		QA1	QB1	QC1		
		QD1	QE1	QA2		
		QB2	QC2	QD2		
		RB1	RA1	QE2		
		RC1	RD1	RA2		
		RD2	RC2	RB2		
	Results:	*SA1	*SB1	*SC1		
		*SA2	*SB2	*SC2		
		*SA3	*SB3	*SC3		
		*SA4	*SB4	*SC4		
		SA5	SB5	SC5		
		SA6	SB6	SC6		
	All ranked 13					
	All ranked 16					
	*Riders qualified for ½ finals – the other riders are ranked relative to the finish order of each of the heats					

3rd ROUND 1/2 finals	Composition:	2 heats of 6 riders	
		SA	SB
		SA1	SB1
		SA2	SC1
		SB2	SC2
		SB3	SA3
		SC3	SA4
		SC4	SB4
	Results:	*FA1	*FB1
		*FA2	*FB2
		*FA3	*FB3
		**FA4	**FB4
		**FA5	**FB5
		**FA6	**FB6
*Riders qualified for the FINAL 1 – 6			
**Riders qualified for the FINAL 7 – 12			

*(text modified on 01.01.02; 30.03.09; 19.06.09; 21.06.18; 04.03.19)*

**3.2.136** [abrogated on 01.01.02]

**3.2.137** The pacer shall ride within the sprinter line, starting at 30 kph and shall gradually increase speed to 50 kph which should be reached at the latest when leaving the track, after the pursuit line on the home straight, 3 laps to go (250 m tracks).

*(text modified on 01.01.02; 14.10.16)*

#### **Race procedure**

**3.2.138** The starting positions of the riders shall be determined by drawing lots. The riders shall be placed side by side in that order on the pursuit line, the sprinters' lane being left free. The riders shall be held, but not pushed, by assistants.

**3.2.139** The start shall be given when the pacer approaches the pursuit line in the sprinters' lane. At the start, riders shall take their positions determined by the draw, directly behind the pacer, for at least the first lap, failing which the race shall be stopped and riders that failed to comply shall be disqualified. In the restart, the remaining riders shall again take their same relative positions behind the pacer.

*(text modified on 01.01.02; 1.02.03; 19.06.09; 14.10.16)*

**3.2.139 bis** The riders shall remain immediately behind the pacer until such time as the pacer leaves the track.

*(article introduced on 01.10.11)*

**3.2.140** In the case when one or more riders pass the leading edge of the front wheel of the pacer before the pursuit line when he leaves the track, the race will be stopped and rerun without the rider(s) at fault, which will be disqualified.

*(text modified on 01.01.02; 19.06.09; 14.10.16)*

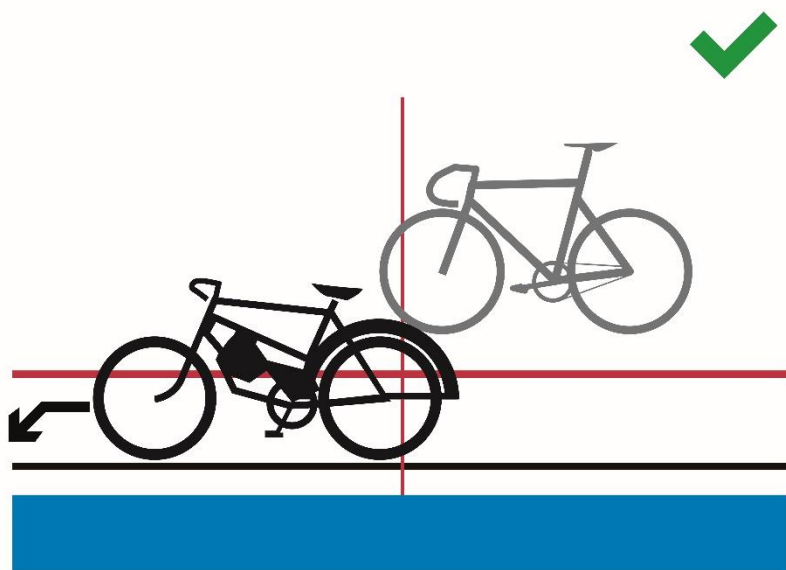


Figure 1

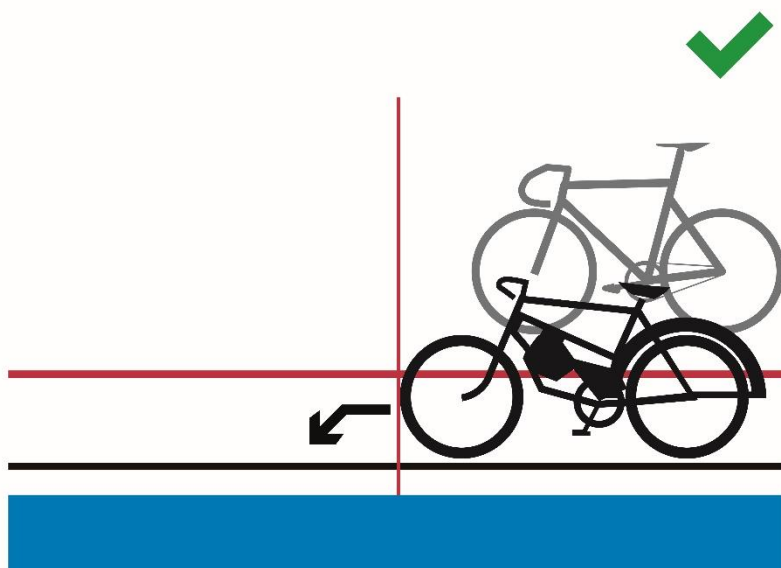


Figure 2

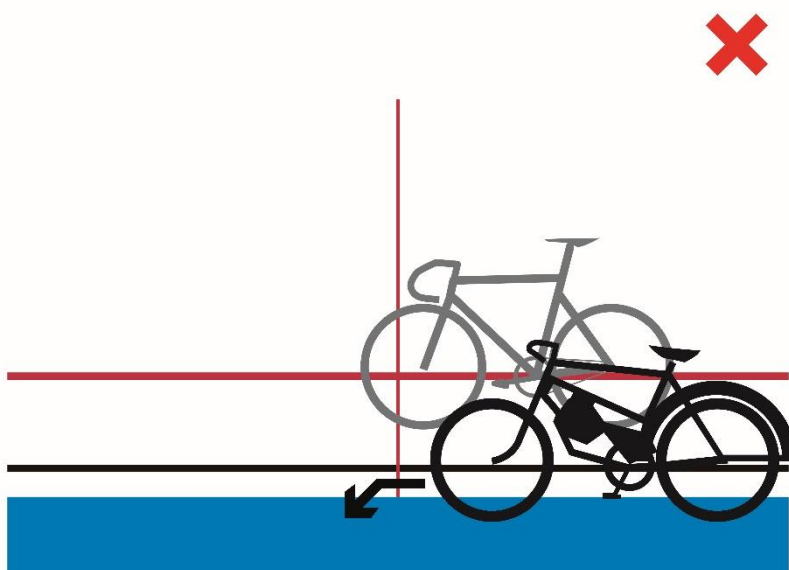


Figure 3

**3.2.141** The race shall be run according to the Sprint Regulations.

**3.2.142** The race will be stopped if one or more riders are at fault or behave in an unsporting manner while being placed behind the derny. The race will be rerun without the rider(s) at fault, which will be disqualified.

*(text modified on 20.09.05; 19.06.09)*

**3.2.143** A restart will take place immediately if a mishap occurs within the first half-lap. After the first half-lap no mishap will be taken into consideration.

*(text modified on 01.01.02; 20.09.05; 04.03.19)*

## **§ 9 Team Sprint**

*(text modified on 01.01.02)*

### **Definition**

**3.2.144** The Team Sprint is a race with two opposing teams, each of whose riders shall lead for one lap.

The men event is run over three laps of a track by teams of three riders.

The women event is run over two laps of a track by teams of two riders.

*(text modified on 01.01.02; 19.09.06)*

**3.2.144 bis** In the qualifying rounds, teams shall ride against the clock. Depending on the number of entered teams, the Commissaires' Panel may decide to run qualifying rounds with two teams in each heat.

*(article introduced on 21.06.18)*

### **Organisation of the competition**

**3.2.145** This event shall be organised in three phases at World Cup, World Championships and Olympic Games:

1. The qualifying heats to select the 8 best teams on the basis of their times;
2. In the first competition round, the 8 best teams shall be matched as follows:  
 The team having obtained the 4th fastest time against the one having obtained the 5th fastest time  
 The team having obtained the 3rd fastest time against the one having obtained the 6th fastest time  
 The team having obtained the 2nd fastest time against the one having obtained the 7th fastest time  
 The team having obtained the fastest time against the one having obtained the 8th fastest time.
3. The finals  
 The four winning teams from the first competition round shall dispute the finals. The teams having made the two best times shall ride the final for first and second places and the other two teams shall ride the final for third and fourth places.

Teams beaten during the first competition round shall be placed fifth to eighth according to their times at that stage of the competition.

*(text modified on 01.01.02; 14.10.16)*

**3.2.146 At the Olympic Games only:**

The four losing teams from the first competition round shall dispute the finals for 5<sup>th</sup> to 8<sup>th</sup> place.

The teams having made the 5<sup>th</sup> and 6<sup>th</sup> fastest time shall ride the final for 5<sup>th</sup> and 6<sup>th</sup> and the other two teams shall ride the final for 7<sup>th</sup> and 8<sup>th</sup>.

*(article introduced on 26.06.07; modified on 14.10.16)*

**3.2.147** In case of a draw, the best time made during the last lap shall decide.

**3.2.148** If a team declares forfeit in a final, it shall not be replaced. The other team shall be declared the winner.

If the reason for which that team did not ride is not accepted, the absent team shall be disqualified.

*(text modified on 01.01.02)*

**3.2.148 bis** If a team fails to take the start in the first competition round, no substitution shall be made. The team failing to start shall be classified in 8<sup>th</sup> place.

If several teams fail to start, they shall be classified in 8<sup>th</sup> place and above in order of their times in the qualifying rounds. If the reason for failing to ride is not accepted by the Commissaires' Panel, the absent team shall be disqualified, and its place shall remain vacant. The team that takes the start must ride alone to set a time to determine the composition of the finals.

*(article introduced on 01.10.11)*

**3.2.149** Teams shall be made up of riders entered for this event. The composition of a team may be modified from one heat to another. An incomplete team may not take the start.

The team manager must notify the commissaires of any changes at least 30 minutes before the relevant competition round start.

*(text modified on 01.01.02; 30.09.10)*

**Preparation of the track**

**3.2.149 bis** The blue band shall be made impassable on both sides of the track by the placing of three 50 cm long pads of a synthetic material at 5 meters, at 10 meters and at 15 meters from the pursuit lines. No other pads shall be placed on the blue band.

*(article introduced on 04.03.19)*

**Race procedure**

**3.2.150** The start shall be taken in the middle of each straight. During the qualifying races, the place of each team shall be determined by the commissaires. Subsequently, the team having made the best time in the preceding stage of the competition, shall start in front of the main grandstand.

**3.2.151** The riders of each team shall start side by side behind the start line. The lateral distance between riders shall be 1.5 metres.

(N) The rider, placed on the inside of the track, shall be held by a starting block and shall be the leading rider.



*(text modified on 01.01.02; 26.08.04; 10.06.05; 03.03.14)*

- 3.2.152** The leading rider shall lead the first lap and move towards the outside of the track and then drop back to leave the track without hindering the other team.

**Men:**

The rider that was in second position shall lead the following lap and then he shall drop out in the same manner.

The third rider shall end the last lap alone.

**Women:**

The second rider shall end the last lap alone.

A team failing to respect the above order shall be relegated.

*(text modified on 19.09.06; 04.03.19)*

- 3.2.153** At the completion of his lap, the leading edge of the leading rider's front wheel must cross the pursuit line ahead of the leading edge of the front wheel of the following rider. Thereafter, the leading rider must draw aside immediately and ride above the sprinter's line no later than within 15 meters after the pursuit line.

Pushing between members of the same team is strictly forbidden.

If there is doubt that the above requirements have been met, a review of available information is to be made. If confirmed, the team shall be relegated to the last place in that stage of the competition.

*(text modified on 01.01.02; 1.10.12; 14.10.16)*

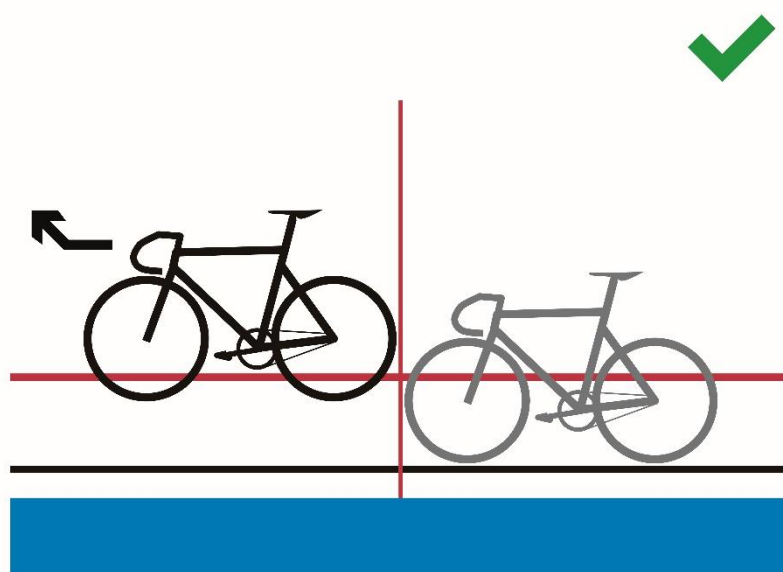


Figure 1

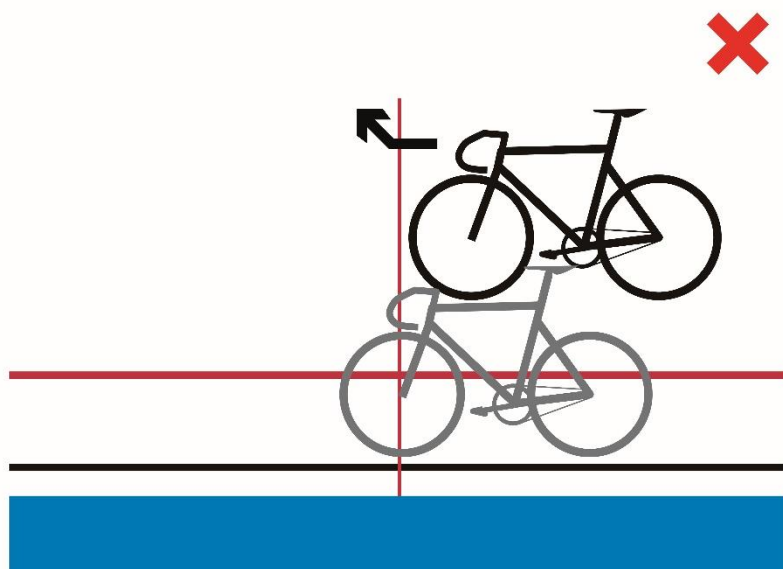


Figure 2

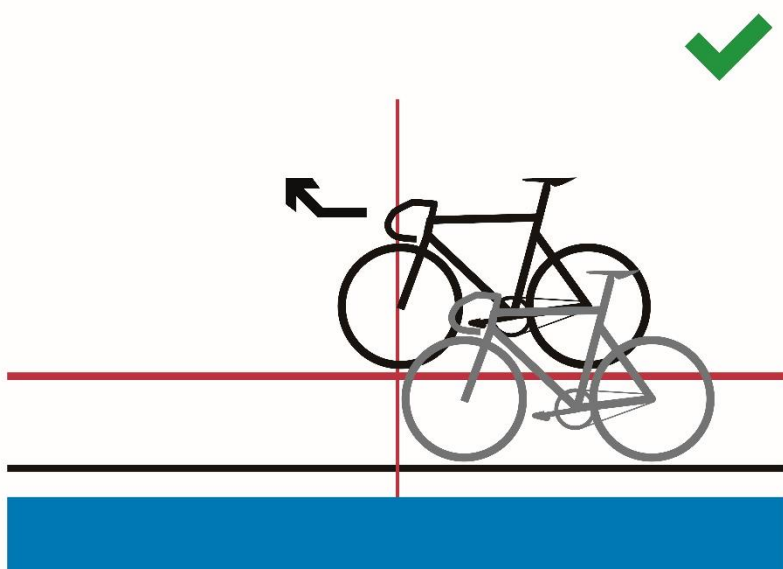


Figure 3

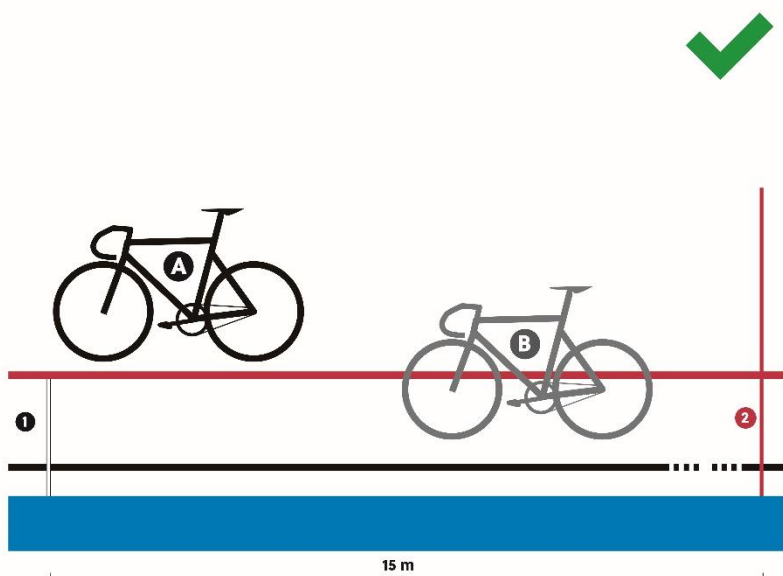


Figure 4

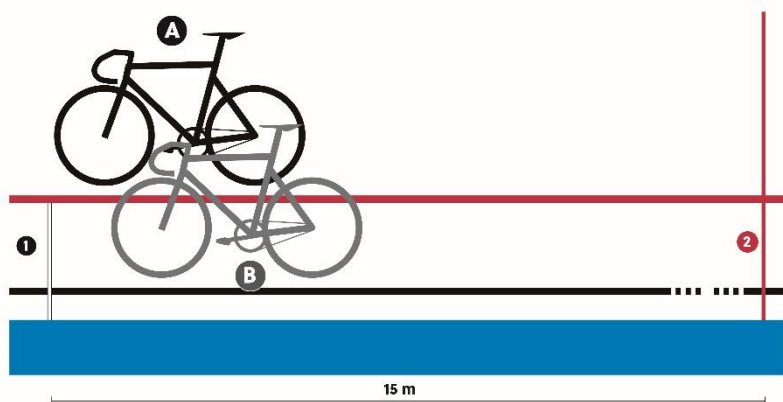


Figure 5

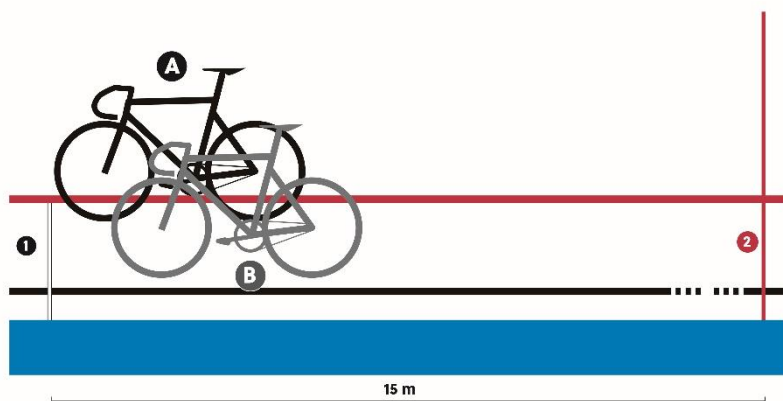


Figure 6

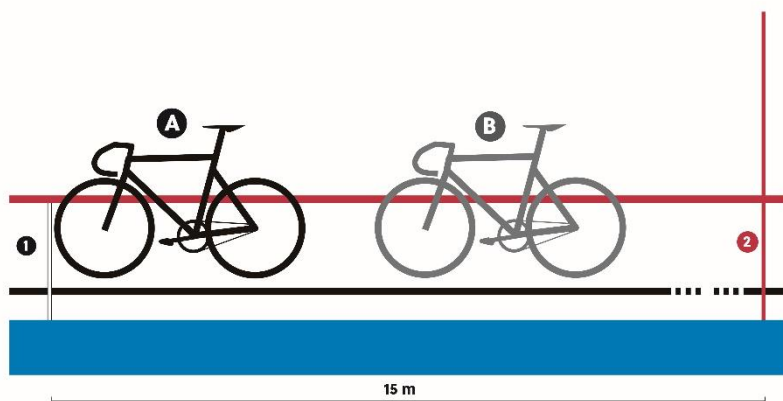


Figure 7

## Mishap

(section subject to art. 3.2.021ter)

### 3.2.154

Qualifying rounds:

In the event of a mishap, the team must restart at the end of the qualifying rounds. Any team which may have been hindered by a mishap to its opponents may, by decision of the Commissaires' Panel, be granted a restart at the end of the qualifying rounds.

(text modified on 01.01.02; 04.03.19)

### 3.2.155

First competition round and finals:

In the event of a mishap the race shall be stopped and restarted immediately.

(text modified on 01.01.02; 26.08.04; 26.06.07; 04.03.19)

## § 10

## Madison

### Definition

### 3.2.156

The Madison Race is a **speciality** involving teams of 2 riders, in which the final placings are determined according to the accumulated points won by teams during the sprints and by taking laps.

(text modified on 01.01.02; 14.10.16; 04.03.19; 01.10.19)

### Organisation of the competition

### 3.2.157

The competition shall be held over **at least** the following distances (number of laps), and number of **sprints** as shown in the following table:

TRACK LENGTH (in m)	Event	MEN ELITE			WOMEN ELITE			MEN JUNIOR			WOMEN JUNIOR		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
250	Qualif.	15	60	6	10	40	4	10	40	4	10	40	4
	Final	30	120	12	20	80	8	20	80	8	15	60	6
200	Qualif.	14	70	7	10	50	5	10	50	5	8	40	4
	Final	30	150	15	20	100	10	20	100	10	16	80	8
285.714	Qualif.	16	56	5	12	42	4	12	42	4	10	35	3
	Final	30	105	10	20	70	7	20	70	7	16	56	5
333.33	Qualif.	14	42	7	10	30	5	10	30	5	10	30	5
	Final	30	90	15	20	60	10	20	60	10	16	48	8
400	Qualif.	14	35	7	10	25	5	10	25	5	8	20	4
	Final	30	75	15	20	50	10	20	50	10	16	40	8

*At World Cup, World Championships and Olympic Games, the distances, number of laps and number of sprints shall be as shown in the following table:*

TRACK LENGTH (in m)	Event	MEN ELITE			WOMEN ELITE			MEN JUNIOR			WOMEN JUNIOR		
		Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints	Distance (km)	Laps	Sprints
250	Qualif.	25	100	10	15	60	6	15	60	6	10	40	4
	Final	50	200	20	30	120	12	30	120	12	20	80	8
200	Qualif.	25	125	12	15	75	7	15	75	7	10	50	5
	Final	50	250	25	30	150	15	30	150	15	20	100	10
285.714	Qualif.	25.1	88	8	15.1	53	5	15.1	53	5	10	35	3
	Final	50	175	17	30	105	10	30	105	10	20	70	7
333.33	Qualif.	25	75	12	14	42	7	14	42	7	10	30	5
	Final	50	150	25	30	90	15	30	90	15	20	60	10
400	Qualif.	26	65	12	14	35	7	14	35	7	10	25	5
	Final	50	125	25	30	75	15	30	75	15	20	50	10

There shall be an equal number of laps between all sprints, starting from the final sprint, according to the following:

Tracks of less than 200m – 15 laps

Tracks of 200m to less than 333.3m – 10 laps

Tracks of 333.3m – 6 laps

Tracks of 400m and longer – 5 laps

In the case where the total number of laps is not divisible by the indicated number of laps between sprints, the “additional” laps shall be ridden prior to the first sprint. (For example, on a 285.7m track, sprints are held every 10 laps. If the race is 56 laps, the first sprint will take place after 16 laps, and then every 10 laps thereafter).

*(text modified on 01.01.02; 30.03.09; 01.07.17; 04.03.19; 01.10.19)*

**3.2.158** The two riders of each team shall carry the same rider number but of different colours.

**3.2.159** *At World Championships, each National Federation may enter just one team.*

**3.2.160** [article transferred to art.3.2.157 on 01.10.19]

**3.2.161** The first team in each intermediate sprint shall be awarded 5 points, the second 3 points, the third 2 points and the fourth one point. Points awarded in the last sprint after the full distance will be doubled (10 points, 6 points, 4 points, 2 points).

*(text modified on 01.01.02; 14.10.16)*

**3.2.162** Where there is a draw on-points, the places in the final sprint shall decide.

Any team that gains a lap is awarded 20 points.

Any team that loses a lap is deducted 20 points.

*(text modified on 01.01.02; 26.08.04; 14.10.16; 01.10.19)*

**Race procedure**

**3.2.163** A first group of riders, formed of one rider of each team, take their places at the start **in the order listed on the start list**. Half of this group shall be lined up along the outside balustrade and the other half shall be lined up in the sprinters' lane with holders.

A second group of riders, formed of the other riders of each team, shall be lined up along the opposite outside balustrade.

A flying start shall be taken by the first group of riders after one neutralised lap. During the neutralised lap, the second group of riders must remain motionless.

*(text modified on 01.01.02; 19.06.09; 04.03.19; 01.10.19)*

**3.2.164** Riders of a same team may relay one another at will by a touch of the hand or the shorts.

**3.2.165** Sprints shall be run according to the Regulations governing Sprint.

**3.2.166** A rider who drops behind the bunch shall not assist chasing rider(s) to gain a lap on the pain of disqualification of his team.

*(text modified on 01.01.02; 01.10.19)*

**3.2.167** If at the moment of a sprint considered for classification, one or some rider(s) gain a lap, **they shall be awarded 20 points**. The points **awarded for the sprint** shall be given immediately to the riders of the break behind or to those ahead of the bunch.

*(text modified on 01.01.02; 01.10.19)*

**3.2.168** Teams lapped **one or several** times may be removed by the Commissaires' Panel.

*(text modified on 01.01.02; 01.10.19)*

**3.2.169** Should one of the riders suffer **a recognised mishap**, his team-mate shall immediately take the team position in the race. There shall be no neutralisation.

*(text modified on 01.10.19)*

**3.2.170** [article transferred to art.3.2.020bis on 04.03.19]

- 3.2.171** In the case of a fall involving over one-half of the teams (calculated on the basis of one rider per team), the race shall be stopped and the commissaires shall determine the duration of the interruption. A new start shall be taken and each team shall retain the laps won or lost at the moment of the fall.

- 3.2.172** If the race is called of because of inclement weather, the commissaires shall decide as follows:

Race Stopped:	MEN ELITE	WOMEN ELITE	MEN JUNIOR	WOMEN JUNIOR	
before:	20 km	10 km	10 km	8 km	resume entirely the same day
between:	20-40 km	10-25 km	10-25 km	8-15 km	resume race with points and laps acquired so far
after:	40 km	25 km	25 km	15 km	let the result stand

*(text modified on 01.01.03; 14.10.16)*

## § 11 Scratch

### Definition

- 3.2.173** The Scratch Race is an individual race over a specified distance.

*(text modified on 01.01.02)*

### Organisation of the competition

- 3.2.174** The races shall be held over the following distances:

Men Elite	15 km
Women Elite	10 km
Men Junior	10 km
Women Junior	7.5 km

*(text modified on 01.01.02)*

- 3.2.175** In order to reach the maximum riders allowed on the track, qualifying heats shall take place to reduce the number of riders entered according to the chart below:

CATEGORY	DISTANCE TO RUN
MEN ELITE	10 km
WOMEN ELITE	7.5 km
MEN JUNIOR	7.5 km
WOMEN JUNIOR	5 km

*(text modified on 01.01.02; 01.01.03)*

### Race procedure

- 3.2.176** Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.

A flying start shall be taken after one neutralised lap.

*(text modified on 01.01.02)*

- 3.2.177** Riders overtaken by the main bunch shall immediately leave the track.

**3.2.178** The final placings are determined during the final sprint, taking into account laps gained.

*(text modified on 01.01.02; 01.01.03)*

**3.2.179** [abrogated on 01.01.02]

**3.2.180** [article transferred to art 3.2.002 on 04.03.19]

**3.2.181** [article transferred to art 3.2.017 on 04.03.19]

### **Mishaps**

**3.2.182** Any rider not ending the race will not be placed.

*(text modified on 26.08.04; 20.09.05; 30.09.10; 04.03.19)*

**3.2.183** The race may be stopped in the case of a mass fall. The commissaires shall decide whether a fresh start shall be given for the complete distance or for the part of the distance remaining to be ridden from the positions at the moment of the fall.

The same rules shall apply where the race has to be abandoned because of inclement weather.

## **§ 12 Tandem**

### **Definition**

**3.2.184** The «tandem» speciality shall be a «sprint» competition for tandems. It shall be run according to the rules applicable to the «sprint» speciality, except as stipulated below.

### **Organisation of the competition**

**3.2.185** Each pair of riders shall be considered a single participant.

**3.2.186** The races shall be run as shown in the table in Article 3.2.050 according to the number of participants and by calculating from the final.

Nevertheless, on tracks of 333.33 metres or less, a heat shall be ridden with a maximum of three tandems.

**3.2.187** The qualifying heat shall be run over one lap with a flying start.

**3.2.188** The race shall be run over the following distances:

- on tracks of less of 333.33 metres: 6 laps
- on tracks of 333.33 metres: 5 laps
- on tracks of more 333.33 metres: 4 laps
- on tracks of more of 450 metres: 3 laps



**§ 13 Motor-Pacing**

**Definition**

**3.2.189** Motor-Pacing is a race in which each rider rides behind a motorcycle-mounted pacer.

**Motorcycles and pacers**

**3.2.190** The Federation of the organiser shall provide ten motorbikes (of which two in reserve) complying with the description given in articles 3.6.007 to 3.6.028. The reserve motorcycles shall be used by any pacer or pacers whose motorcycle breaks down.

**3.2.191** The commissaires shall check the motorcycles, if necessary with the help of a technician experienced in this type of work.

**3.2.192** The check shall take place at the time indicated by the Commissaires' Panel before each race.

**3.2.193** After having been checked, the motorcycles shall be deposited in a locked enclosure, the keys of which shall be held by one of the commissaires. The motorcycles shall not be entrusted to the pacers until they are about to go on track.

**3.2.194** Between two such checks, each pacer shall always use the same motorcycle.

**3.2.195** Pacers shall hold a licence. Pacers shall present a medical certificate to participate in international competitions and shall not be aged older than 65 years old.

*(text modified on 04.03.19)*

**3.2.196** The Chief Commissaire shall designate two reserve pacers. These pacers, throughout the races, shall stand by ready to start up the reserve motorbikes if one of the machines in the race should break down.

**Organisation of the competition**

**3.2.197** Pacing races may be held either over a set time (1 hour) or a set distance.

*(text modified on 04.03.19)*

**3.2.198** All the heats shall be run the same day.

**3.2.199** The commissaires shall make up a number of heats according to the number of riders entered for the speciality.

There shall be at least two heats and each heat shall involve a maximum of 8 riders.

If there are two heats, the first three of each heat plus the fourth of the faster heat shall qualify for the final.

If there are three heats, the first two of each heat plus the third of the fastest heat shall qualify for the final.

If there are four or more heats, the winner of each heat plus the second of the fastest heats shall qualify in such a way that there be seven riders in the final.

**3.2.200** [abrogated on 04.03.19]

- 3.2.201** If a final is conducted in heats, the organiser shall set a rule how the general classification will be established. If such a rule is missing, it is up to the Commissaires' Panel to set the rule before the start of the races.

*(text modified on 04.03.19)*

- 3.2.202** [abrogated on 04.03.19]

**Race procedure**

- 3.2.203** [abrogated on 04.03.19]

- 3.2.204** Riding outside the demarcation line, while being challenged, shall be forbidden. Should a rider do so, his opponents may not pass him on the inside or they will be disqualified.

*(text modified on 04.03.19)*

- 3.2.205** A challenging rider may ride beyond the demarcation line only to come up on the right of the rider he is challenging, but at all times leaving a maximum of space to allow other riders to challenge also from the right.

- 3.2.206** The position of riders at the start of each heat and the allocation of motorcycles shall be determined by the drawing of lots on the track itself.

The starting position for the first heat of the final shall also be determined by drawing lots on the track itself. The position at the start of the second heat shall be the reverse of that in the first heat.

- 3.2.207** Each rider shall have the same pacer throughout the entire competition.

- 3.2.208** The pacers shall enter the track without the riders. On a signal from the starter, the pacers, after a few laps to warm up, shall take up their positions at the start.

- 3.2.209** The riders shall be lined up at the start in a set order.

- 3.2.210** The start of the race shall be given by a pistol shot. After one lap, the riders shall have fallen in behind their pacers.

- 3.2.211** A bell shall indicate the last lap of the leading rider. The placing shall be determined by the order in which the riders cross the finishing line and by the number of laps covered, it being understood that, once the winner has crossed the finishing line, the other riders shall cross it once only.

- 3.2.212** [abrogated on 04.03.19]

- 3.2.213** Once a rider has dropped a lap or behind the leading rider, he may no longer react to an attack from another rider who is more than one lap ahead, on pain of being eliminated from the race after a single warning.

*(text modified on 04.03.19)*

- 3.2.214** Any rider falling more than 5 laps behind the leading rider shall be eliminated.

**3.2.215** Pacers committing the following faults shall be punished as follows:

Penalty	Flag	Degree
warning	green	A
fine of CHF 500	green and yellow	B
fine of CHF 750 and 15 days' suspension	yellow	C
fine of CHF 1,000 and 1 to 3 months' suspension	red	D

Infringement:		1st	2nd	3rd	4th
1)	Riding above the stayers' line with an opponent at less than 10 meters	A	B	C	D
2)	Riding above the stayers' line when being challenged	B	C	D	
3)	Riding above the stayers' line with an opponent along side	B	C	D	
4)	Infringement (1), committed by a rider being overtaken	B	C	D	
5)	Infringements (2) or (3), committed by a rider being overtaken	C	D		
6)	Crowding to the railing while being challenged by an opponent	B	C	D	
7)	Crowding to the railing while being challenged by two opponents	C	D		
8)	Dropping back down with less than a 5 meter lead (cutting in)	C	D		
9)	Attempt to pass four abreast	D			
10)	Overtaking on the inside	D			
11)	Riding with only one hand on the handlebar	A	B	C	D

**3.2.216** In the case of a motorcycle breakdown or recognised mishap before the riders join their pacers, a false start shall be indicated and the race shall be restarted.

Should the same thing happen after the riders have joined their pacers, a neutralisation shall be granted for the number of laps closest to 1500 metres, save during the last 1500 metres or the last minutes of time races, in which case the race shall continue. The rider having suffered the mishap shall be placed in the position he held at the time of the mishap, if the commissaires consider that his result was a foregone conclusion. If that is not the case, he shall be placed last amongst riders who have ridden the same numbers of laps at the moment of the mishap.

*(text modified on 04.03.19)*

**3.2.217** If the track becomes impracticable, the race shall be entirely restarted except if it is stopped during the two last kilometres or, the two last minute in time races. In that case, the riders shall be placed according to their positions when they last crossed the finishing line.

*(text modified on 04.03.19)*

## § 14 Elimination Race

### Definition

**3.2.218** The Elimination Race is an individual race in which the last rider in each intermediate sprint is eliminated.

### Organisation of the competition

**3.2.219** The organisation of the competition shall be governed by the specific race regulations.

### Race procedure

**3.2.220** Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.

*(text modified on 29.01.10)*

**3.2.221** A flying start shall be taken after one neutralised lap during which the riders shall ride in a compact group at a moderate speed.

**3.2.222** A sprint shall be run every **third lap on tracks of less than 200 metres, every** second lap on tracks of **200 metres to** less than 333.33 metres, and every lap on tracks of 333.33 metres or more.

On tracks of less than 333.33 metres, each lap that precedes the sprint shall be indicated by a bell.

*(article modified on 01.10.19)*

**3.2.223** After each sprint the last rider, according to the position of his rear wheel on the finishing line, shall be eliminated.

If one or more riders are lapped or abandon the race between sprints, they shall be the riders eliminated in the next sprint.

In certain cases, the commissaires may decide to eliminate a rider other than the last rider in the sprint (for example, if a rider passes on the blue band). The President of the Commissaires' Panel shall be responsible for making the final decision on who will be eliminated based on information from the judge-referee and other commissaires.

In all cases, the decision on which riders shall be eliminated must be made and announced prior to the riders crossing the pursuit line on the back straight after the elimination sprint. If no decision can be made by this time, then no riders shall be eliminated until the next sprint. This shall be indicated by a green flag on the start line.

An eliminated rider shall leave the track immediately, failing which he shall be disqualified. In the case where the rider does not leave the track immediately, the President of the Commissaires' Panel may decide to neutralise the race in order to remove the rider.

*(text modified on 18.06.10; 30.09.10; 01.10.11; 21.06.18)*

- 3.2.223 bis** Riders eliminated shall be placed in inverse order according to the time of their elimination (for example, the first rider eliminated is placed last, the second rider eliminated is placed second last, etc).

*(article introduced on 18.06.10)*

- 3.2.224** The last two riders remaining in the race shall ride the final sprint. Their placing shall be based on the position of their front wheels on the finishing line.

- 3.2.225** The fact that a rider may gain a lap shall not count.

- 3.2.226** In the case of a recognized mishap by one or more riders, as decided by the President of the Commissaires' Panel, the race shall immediately be neutralized for a maximum distance of the number of laps closest to 1250 metres to allow the affected riders to return to the bunch. In the case where all riders on the track suffer a recognized mishap, the race shall be neutralized for a maximum of 3 minutes to allow the affected riders to return to the race.

The neutralization shall be indicated by a yellow flag on the start line and all riders on the track shall ride in a compact group at a moderate speed. No account shall be taken of the position of any riders off the front or back of the bunch at the time of the mishap.

The race shall be restarted by the withdrawal of the yellow flag and the firing of the starter's pistol. Any riders not able to rejoin the race at this point shall be eliminated and their position determined according to the time of their elimination. The bell shall be rung the following lap to indicate the start of a sprint lap.

Except in the case when all riders on the track suffer a recognized mishap, once four or fewer riders remain on the track, no neutralization shall be granted, and any riders not finishing shall be eliminated and their position determined according to the time of their elimination.

*(text modified on 18.06.10; 30.09.10; 04.03.19)*

- 3.2.226 bis** [article transferred to art 3.2.002 on 04.03.19]

## **§ 15 Six-Day Races**

- 3.2.227** A "Six-Day Race" shall last six consecutive days with at least 24 hours' racing time.
- 3.2.228** The organiser shall be free to set the duration and the programme of the "Six-Day Race" within the limits set in article 3.2.227.
- 3.2.229** The "Six-Day Race" is a team race, each team comprising 2 or 3 riders who shall all wear jerseys bearing identical riders' number as indicated in article 1.3.044.
- 3.2.230** A "Six-Day Race" shall be run on a track of minimum length 140 m.
- 3.2.231** The organiser shall determine the number of teams according to the track length.
- 3.2.232** At the start of Madisons/chases (handicap races excepted), the illuminated indicator panel shall be set to zero (0) for all teams.

After the end of the Madisons/chases, the illuminated indicator panel shall again show the actual general placings for the race.

On the last day of race, when the final Madisons/chases is being run, the illuminated indicator panel shall indicate the actual general placings at all times.

*(text modified on 01.01.04)*

**3.2.233** [abrogated on 01.01.2004]

**3.2.234** Should a mechanical mishap occur and be recognised as valid by the commissaires, or should a rider fall, the team shall be entitled to a of the number of laps closest to 1250 metres (5 laps on a 250m-track). In the case of a mishap not recognized by commissaires or on expiry of the neutralisation, one of the team members shall resume the race 100% from the position occupied at the moment of the mishap, failing which the team shall be penalised by the number of laps lost.

*(text modified on 01.01.04; 04.03.19)*

**3.2.235** Laps gained by a team, one of whose members has been neutralised, shall be recognised only if the rider who remained in the race covers the full distance, i.e. does not miss a single relay.

**3.2.236** During a timed Madison/chase, a team reduced to a single rider shall leave the track 10 laps before the end of the Madison/chase.

*(text modified on 01.01.04)*

**3.2.237** The Track Manager, with the agreement of the Commissaires' Panel, shall be entitled to create a temporary team comprising riders whose team-mates have been neutralised. Such riders shall wear identical jerseys and numbers. To determine the provisional position of such a provisional team, the number of laps covered by each of the original teams from which the members of the provisional team were drawn shall be added, rounded down to the nearest even number and divided by two.

When the provisional team is finally disbanded, laps gained or lost and any points won shall be credited towards the general placings of the original teams from which each of the members of the provisional team were drawn.

**3.2.238** If a rider is neutralised, his team mate shall continue the ongoing chase according to the articles 3.2.235 and 3.2.236. If the neutralised rider is unable to continue the following chase, all the team shall be neutralised.

After the chase, the neutralised team shall be placed in the same position as the closest team in the general classification at the beginning of the race, including the laps lost by this team during the chase. The gained laps shall not be considered.

Moreover, the neutralised team shall be penalised by one lap.

**3.2.239** The race doctor may decide to neutralise a rider for a maximum period lasting until 36 hours, after which the rider shall be eliminated.

*(text modified on 01.01.04)*

**3.2.240** Should a rider abandon the race, the team shall be disbanded. The remaining rider shall participate in all the individual events.

- 3.2.241** If he has not been included in another team within 48 hours, he shall be eliminated. Should a new team be created, account shall be taken of the placing of the best team disbanded plus one lap's penalty.

The points won by the two teams will be added and divided by two.

- 3.2.242** Points shall be awarded as follows:
- Team event; Madison, Madison-Elimination, Team Time Trial (500-1000 m): 20, 12, 10, 8, 6, 4 points
  - Individual event; Points race, Elimination, Time Trial (1 lap), Derny, Scratch, Keirin: 10, 6, 5, 4, 3, 2 points
  - Sprint: 5, 3, 2, 1 points; points double during the final Madison (maximum 6, every 10 laps).

*(text modified on 10.06.05; 25.09.07)*

- 3.2.243** As it is impossible to run all teams on track together for the same race, the event has to be run in heats. The following procedure shall then apply:
- a) 1 heat with teams from the 1st half of the general classification: with 1 rider or per team: 10-8-6-4-2 points.
    - per team (one relay in mid-race): 10, 8, 6, 4, 2 points
    - Madison: 15, 10, 8, 6, 4, 2 points
 1 heat with teams from the 2nd half of the general classification: with 1 rider or per team: 10-8-6-4-2 points.
    - per team (one relay in mid-race): 10, 8, 6, 4, 2 points
    - Madison: 15, 10, 8, 6, 4, 2 points.
  - b) 2 heats with teams from the 1st half of the general classification: with 1 rider: 5-4-3-2-1 points.  
 2 heats with teams from the 2nd half of the general classification: with 1 rider: 5-4-3-2-1 points.

Laps won in races behind dernys do not count for the overall ranking.

*(text modified on 01.01.04)*

- 3.2.244** In Madison/chase of the «Six-Day Race», the placing shall be determined by distance according to the number of complete laps covered by each team plus by accrued points.

Apart from the final Madison/chase of the «Six-Day Race», teams shall be credited with one bonus lap for every 100 points logged.  
 Bonus laps can also be given in special events like time-trials, but only if all teams are allowed to participate in the event.

*(text modified on 01.01.04; 01.07.17)*

- 3.2.245** All points won in the individual and team events shall count towards the general placings.

All laps won in races in which there is at least one rider of each team on track shall count towards general classification.

Laps won in Elimination races do not count for the overall ranking.

*(text modified on 21.01.06)*

- 3.2.246** Each day, in addition to the partial classification of the race or stage, a general classification shall also be prepared on the basis of the number of laps completed and points acquired.

The total distance covered over the six racing days, expressed in complete laps, and the total number of points obtained shall determine the final classification.

The points classification shall be used to classify teams with the same number of laps. The team with the greatest number of laps, regardless of the score obtained, shall be declared the winner.

To distinguish team with equal laps and equal points, account shall be taken of the finishing order of the teams in the final sprint.

## § 16 Omnium

(chapter introduced on 07.07.06)

### Definition

- 3.2.247** The omnium is a single competition consisting of **four** events run with a maximum number of riders set by the track limit (article 3.1.009) which shall be held over one day in the following order:

1. Scratch  
10 km for Men Elite  
7.5 km for Women Elite  
7.5 km for Men Junior  
5 km for Women Junior
2. Tempo Race  
10 km for Men Elite  
7.5 km for Women Elite  
7.5 km for Men Junior  
5 km for Women Junior
3. Elimination
4. Points Race  
25 km for Men Elite  
20 km for Women Elite  
20 km for Men Junior  
15 km for Women Junior

*(text modified on 24.09.09; 29.03.10; 18.06.10; 1.02.11; 20.06.14; 14.10.16)*

- 3.2.247 bis** In competitions for which the number of riders entered exceeds the track limit and there is no existing qualification system to establish the number of participating riders, their selection shall be determined as follows:

All riders entered shall first participate in qualifying Points Race heats run over the distance and with the number of sprints, as per the regulations for Points Race heats. The heats shall be run in such a way so as to qualify up to the track maximum number of riders, without necessarily qualifying the maximum number of riders permitted. An equal number of riders shall qualify from each heat to participate in the Omnium.

All riders not qualifying to participate in the Omnium shall be placed jointly in last position. Any riders not finishing any of the qualifying rounds shall not be placed (DNF).



*(article introduced on 18.06.10)*

**Organisation of the competition**

**3.2.248** Whenever possible, there shall be an interval of at least 30 minutes between two events.

**3.2.249** Any rider failing to attempt to start in one of the events shall not be allowed to take part in the subsequent events but shall be considered to have abandoned the competition. He shall therefore figure last in the final classification with the provision "DNF" (did not finish).

**3.2.249 bis** For all the races, riders shall be lined up in single file along the railing and in the sprinters lane in the order listed on the start list. For the Scratch Race, this order shall be based on the latest UCI Omnium Ranking. For the Points Race, Elimination, and Tempo Race, this order shall be based on the current intermediate Omnium classification.

*(article introduced on 1.02.11; modified on 01.07.17; 01.10.17)*

**Ranking**

**3.2.250** A full result shall be produced for the three events. For these three events, only, each winner shall be awarded 40 points, each second place shall be awarded 38 points, each third place shall be awarded 36 points, etc.

Riders ranked 21<sup>st</sup> and below shall each be awarded 1 point.

*(text modified on 20.06.14; 14.10.16)*

**3.2.251** Prior to the start of the Points Race, a current ranking with the points totals shall be drawn up, and riders will start the Points Race with these points accrued over the first three events. Riders shall add to, and lose points from, their points totals based on laps gained and lost, and points won in sprints, during the Points Race.

Final overall Omnium ranking shall evolve through the Points Race.

The winner of the Omnium shall be the rider who has obtained the highest total of points.

*(text modified on 20.06.14; 14.10.16)*

**3.2.251 bis** Any rider abandoning any of the events shall be considered to have abandoned the competition and shall be recorded in the final classification after the last placed rider with the provision "DNF" (did not finish) **and no rank**.

Other than for the Elimination, any rider being withdrawn from any of the events shall be penalised with a deduction of 40 points **and will be allocated the next available rank**.

*(text modified on 18.06.10; 1.02.11; 20.06.14; 15.03.16; 01.10.19)*

**3.2.251 ter** In the case of the Scratch Race, any rider not finishing the race due to a fall, or not being able to return to the track during the final kilometre, will be allocated the next available ranking (and points) considering the laps taken and the number of riders remaining on the track at this moment.

In the case of the Scratch Race, a rider losing two laps will be penalised with a deduction of 40 points as per 3.2.251bis and may be withdrawn. Their ranking will be determined by the number of riders remaining on the track at this moment.

In the case of the Points Race and of the Tempo Race, the rider not being able to return to the track during the final kilometre will have its place in the last sprint determined in consideration of the number of riders remaining on the track at this moment.

*(article introduced on 15.03.16; modified on 14.10.16; 01.07.17; 01.10.17)*

**3.2.252** In the event of a tie in the final ranking, the places in the final sprint of the last event, the Points Race shall break the tie.

*(text modified on 20.06.14)*

## **§ 17 Flying Lap** (chapter introduced on 29.01.10)

### **Definition**

**3.2.253** The flying lap is a race against the clock with a flying start from the finish line.

*(text modified on 18.06.10; 1.07.12; 14.10.16)*

### **Race Procedure**

**3.2.254** Riders shall take the start in the order determined by the commissaires.

**3.2.255** The rider shall enter the track as soon as he has been passed by the previous rider who has triggered the timing device.

**3.2.256** The distance to accomplish including the momentum and the lap of the track is fixed as follows, depending on the length of the track:

track of 250 metres or shorter:	3.5 laps
track of 285,714 metres:	3 laps
track of 333,33 metres:	2.5 laps
track of 400 metres or longer:	2 laps.

**3.2.257** In case of tie, riders will be ranked according to the best times in the last 200 metres.

**3.2.258** In case of a mishap, the rider shall take a new start. Only one new start per rider is permitted.

**§ 18 Tempo Race**

(chapter introduced on 14.10.16)

**Definition**

**3.2.259** The Tempo Race is a speciality in which the final placings are determined according to accumulated points won by riders during the sprints and by taking laps.

**Organisation of the competition**

**3.2.260** Except for the specific details (even implicit) in this sub-section, the rules of the Points Race shall apply equally to the Tempo Race.

The races shall be held over the following distances:

Men Elite 10 km

Women Elite 7.5 km

Men Junior 7.5 km

Women Junior 5 km

(article modified on 01.10.19)

**3.2.261** After the first 4 laps, sprints shall be conducted every lap. After the completion of four laps, the bell will be rung to indicate the start of the sprint laps.

**3.2.262** The first rider in each sprint shall be awarded 1 point, including for the final sprint.

Any rider that gains a lap is awarded 20 points.

Any rider that loses a lap is deducted 20 points.

(text modified on 28.02.17; 05.04.17; 01.10.19)

**Race Procedure**

**3.2.263** Before the start, half of the riders shall be lined up along the railings, the other half lining up in single file in the sprinter's lane.

**3.2.264** A flying start shall be taken after one neutralised lap during which the riders shall ride in a compact group at a moderate speed.

## Chapter III UCI TRACK CLASSIFICATION

(Chapter introduced on 31.05.04; modified on 15.03.16)

- 3.3.001** The UCI has created an individual classification system for riders of elite and juniors categories participating in the races referred to in article 3.3.009.

Points won in competitions for the under 23 category will be integrated in the elite classification.

This classification shall be called the “UCI Track Ranking” and shall be the exclusive property of the UCI.

*(text modified on 25.09.07; 15.03.16)*

- 3.3.002** A classification by nation for men and women, of elite and juniors categories, is also drawn up for each competition referred to in article 3.3.009 and shall be the exclusive property of the UCI.

For team events (Madison excluded), the classification by nation is calculated by summing the points of the best placed riders from each nation in each competition up to the following maximum quota, equal to the regular number of riders composing the team.

### MEN

Team Pursuit: 4

Team Sprint: 3

### WOMEN

Team Pursuit: 4

Team Sprint: 2

Once a nation has reached its maximum quota in an event, its riders over quota will not receive any points.

For individual events and the Madison, the classification by nation is calculated by summing the points of the three best placed riders from each nation.

Tied nations shall have their relative positions determined by the place of their best rider on the UCI Individual Track Classification.

*(text modified on 30.09.10; 14.10.16; 05.03.18; 21.06.18)*

- 3.3.003** The classification shall be established according to the points obtained by riders participating in Track races on the International calendar, divided into classes according to article 3.8.003.

Track races on the International calendar having 50% and more of the riders per category, being invited, will be awarded Class 2 points.

The classification is drawn up over a period of one year by adding the points won since the preceding ranking was drawn up. At the same time, the remaining points obtained up to the same day of the previous year by each rider in international track cycling races are deducted.

If during the one-year period two national, continental or World Championships are held in the same category, only the points of the most recent one will be taken into account. Points of the continental and World championships remain on the track classification until the next edition or for a maximum period of 18 months.

The track commission may grant dispensation in case of unpredictable late change of the Elite World Championships dates.

*(text modified on 10.06.05; 25.09.08; 01.10.12; 14.10.16; 21.06.18; 04.03.19)*

**3.3.004** The number of points to be won in each race is indicated in article 3.3.010.

For the competitions in classes 1 and 2, only events matching the participation criterias will award UCI points.

*(text modified on 25.02.13; 15.03.16)*

**3.3.005** For each event UCI points will be awarded once per event in each competition.

For the competitions run as a tournament, UCI points will be awarded according to the overall standings of the speciality. In the absence of overall standings, the event which will award the UCI points shall be clearly identified on the programme of the competition, failing that, the points will not be awarded.

**3.3.006** National Federations and organisers shall be required, immediately following the end of the race, to transmit to UCI Headquarters by e-mail or telefax the list of starters and complete results. For races over several days, this information shall be transmitted within 72 hours of the end of the last day race.

All National Federations shall immediately communicate any facts or decisions that could result in an amendment to the points obtained by a rider.

Should such information not be transmitted, the Management Committee may declassify the race in question or exclude it from the Calendar, notwithstanding any other penalties provided for in the Regulations.

**3.3.007** The Individual Classification and the Classification by Nation shall be drawn up at least twice a month.

If need be, the classification of preceding months will be corrected.

**3.3.008** The UCI Management Committee may award prizes to riders, in accordance with such criteria as it may establish and with their placing within the system of Classification.

Should the Classification be rectified, prizes already awarded shall be returned and given to the entitled riders according to the revised Classification.

**3.3.009** **Classification of events**  
Olympic Games  
*World Championships*  
World Cup  
Continental Championship  
Regional Games  
International events  
Classes 1, 2  
National Championships

*(text modified au 25.02.13; 15.03.16)*

### 3.3.010 Individual Classification

Points are awarded according to the following scale, with only the best results of each rider taken into account as follows:

- the best 3 World Cup results (max. 2 results within continent of the rider or max. 2 results outside continent of the rider) \*
- the best 3 Class 1 results
- the best 3 Class 2 results

\* unless there is no event organized within the continent of the rider during the season.

	Rank	ELITE / JUNIORS					
		World Championships		World Cup*		Continental Championships	
		Olympic Games*					
Individual events		Men	Women	Men	Women	Men	Women
	1	750	750	500	500	600	600
	2	675	675	450	450	540	540
	3	600	600	400	400	480	480
	4	562.5	562.5	375	375	450	450
	5	525	525	350	350	420	420
	6	487.5	487.5	325	325	390	390
	7	450	450	300	300	360	360
	8	412.5	412.5	275	275	330	330
	9	375	375	250	250	300	300
	10	337.5	337.5	225	225	270	270
	11	307.5	307.5	205	205	245	245
	12	285	285	190	190	225	225
	13	262.5	262.5	175	175	205	205
	14	240	240	160	160	185	185
	15	217.5	217.5	145	145	165	165
	16	195	195	130	130	145	145
	17	180	180	120	120	130	130
	18	165	165	110	110	120	120
	19	150	150	100	100	110	110
	20	135	135	90	90	100	100
	21	120	120	80	80	90	90
	22	105	105	70	70	80	80
	23	90	90	60	60	70	70
	24	75	75	50	50	60	60
	25 to X	1	1	1	1	1	1

# UCI CYCLING REGULATIONS

	Rank	ELITE / JUNIORS					
		World Championships		World Cup*		Continental Championships	
		Olympic Games*					
Madison		Men	Women	Men	Women	Men	Women
	1	1500 (2 x 750)	1500 (2 x 750)	1000 (2 x 500)	1000 (2 x 500)	1200 (2 x 600)	1200 (2 x 600)
	2	1350 (2 x 675)	1350 (2 x 675)	900 (2 x 450)	900 (2 x 450)	1080 (2 x 540)	1080 (2 x 540)
	3	1200 (2 x 600)	1200 (2 x 600)	800 (2 x 400)	800 (2 x 400)	960 (2 x 480)	960 (2 x 480)
	4	1125 (2 x 562.5)	1125 (2 x 562.5)	750 (2 x 375)	750 (2 x 375)	900 (2 x 450)	900 (2 x 450)
	5	1050 (2 x 525)	1050 (2 x 525)	700 (2 x 350)	700 (2 x 350)	840 (2 x 420)	840 (2 x 420)
	6	975 (2 x 487.5)	975 (2 x 487.5)	650 (2 x 325)	650 (2 x 325)	780 (2 x 390)	780 (2 x 390)
	7	900 (2 x 450)	900 (2 x 450)	600 (2 x 300)	600 (2 x 300)	720 (2 x 360)	720 (2 x 360)
	8	825 (2 x 412.5)	825 (2 x 412.5)	550 (2 x 275)	550 (2 x 275)	660 (2 x 330)	660 (2 x 330)
	9	750 (2 x 375)	750 (2 x 375)	500 (2 x 250)	500 (2 x 250)	600 (2 x 300)	600 (2 x 300)
	10	675 (2 x 337.5)	675 (2 x 337.5)	450 (2 x 225)	450 (2 x 225)	540 (2 x 270)	540 (2 x 270)
	11	615 (2 x 307.5)	615 (2 x 307.5)	410 (2 x 205)	410 (2 x 205)	490 (2 x 245)	490 (2 x 245)
	12	570 (2 x 285)	570 (2 x 285)	380 (2 x 190)	380 (2 x 190)	450 (2 x 225)	450 (2 x 225)
	13	525 (2 x 262.5)	525 (2 x 262.5)	350 (2 x 175)	350 (2 x 175)	410 (2 x 205)	410 (2 x 205)
	14	480 (2 x 240)	480 (2 x 240)	320 (2 x 160)	320 (2 x 160)	370 (2 x 185)	370 (2 x 185)
	15	435 (2 x 217.5)	435 (2 x 217.5)	290 (2 x 145)	290 (2 x 145)	330 (2 x 165)	330 (2 x 165)
	16	390 (2 x 195)	390 (2 x 195)	260 (2 x 130)	260 (2 x 130)	290 (2 x 145)	290 (2 x 145)
	17	360 (2 x 180)	360 (2 x 180)	240 (2 x 120)	240 (2 x 120)	260 (2 x 130)	260 (2 x 130)
	18	330 (2 x 165)	330 (2 x 165)	220 (2 x 110)	220 (2 x 110)	240 (2 x 120)	240 (2 x 120)
	19	300 (2 x 150)	300 (2 x 150)	200 (2 x 100)	200 (2 x 100)	220 (2 x 110)	220 (2 x 110)
	20	270 (2 x 135)	270 (2 x 135)	180 (2 x 90)	180 (2 x 90)	200 (2 x 100)	200 (2 x 100)
	21	240 (2 x 120)	240 (2 x 120)	160 (2 x 80)	160 (2 x 80)	180 (2 x 90)	180 (2 x 90)
	22	210 (2 x 105)	210 (2 x 105)	140 (2 x 70)	140 (2 x 70)	160 (2 x 80)	160 (2 x 80)
	23	180 (2 x 90)	180 (2 x 90)	120 (2 x 60)	120 (2 x 60)	140 (2 x 70)	140 (2 x 70)
	24	150 (2 x 75)	150 (2 x 75)	100 (2 x 50)	100 (2 x 50)	120 (2 x 60)	120 (2 x 60)
	25 to X	2 (2 x 1)	2 (2 x 1)	2 (2 x 1)	2 (2 x 1)	2 (2 x 1)	2 (2 x 1)

# UCI CYCLING REGULATIONS

	Rank	ELITE / JUNIORS					
		World Championships		World Cup*		Continental Championships	
		Olympic Games*					
Team Pursuit		Men	Women	Men	Women	Men	Women
	1	1500 (4 x 375)	1500 (4 x 375)	1000 (4 x 250)	1000 (4 x 250)	1200 (4 x 300)	1200 (4 x 300)
	2	1350 (4 x 337.5)	1350 (4 x 337.5)	900 (4 x 225)	900 (4 x 225)	1080 (4 x 270)	1080 (4 x 270)
	3	1200 (4 x 300)	1200 (4 x 300)	800 (4 x 200)	800 (4 x 200)	960 (4 x 240)	960 (4 x 240)
	4	1125 (4 x 281.25)	1125 (4 x 281.25)	750 (4 x 187.5)	750 (4 x 187.5)	900 (4 x 225)	900 (4 x 225)
	5	1050 (4 x 262.5)	1050 (4 x 262.5)	700 (4 x 175)	700 (4 x 175)	840 (4 x 210)	840 (4 x 210)
	6	975 (4 x 243.75)	975 (4 x 243.75)	650 (4 x 162.5)	650 (4 x 162.5)	780 (4 x 195)	780 (4 x 195)
	7	900 (4 x 225)	900 (4 x 225)	600 (4 x 150)	600 (4 x 150)	720 (4 x 180)	720 (4 x 180)
	8	825 (4 x 206.25)	825 (4 x 206.25)	550 (4 x 137.5)	550 (4 x 137.5)	660 (4 x 165)	660 (4 x 165)
	9	750 (4 x 187.5)	750 (4 x 187.5)	500 (4 x 125)	500 (4 x 125)	600 (4 x 150)	600 (4 x 150)
	10	675 (4 x 168.75)	675 (4 x 168.75)	450 (4 x 112.5)	450 (4 x 112.5)	540 (4 x 135)	540 (4 x 135)
	11	615 (4 x 153.75)	615 (4 x 153.75)	410 (4 x 102.5)	410 (4 x 102.5)	490 (4 x 122.5)	490 (4 x 122.5)
	12	570 (4 x 142.5)	570 (4 x 142.5)	380 (4 x 95)	380 (4 x 95)	450 (4 x 112.5)	450 (4 x 112.5)
	13	525 (4 x 131.25)	525 (4 x 131.25)	350 (4 x 87.5)	350 (4 x 87.5)	410 (4 x 102.5)	410 (4 x 102.5)
	14	480 (4 x 120)	480 (4 x 120)	320 (4 x 80)	320 (4 x 80)	370 (4 x 92.5)	370 (4 x 92.5)
	15	435 (4 x 108.75)	435 (4 x 108.75)	290 (4 x 72.5)	290 (4 x 72.5)	330 (4 x 82.5)	330 (4 x 82.5)
	16	390 (4 x 97.5)	390 (4 x 97.5)	260 (4 x 65)	260 (4 x 65)	290 (4 x 72.5)	290 (4 x 72.5)
	17	360 (4 x 90)	360 (4 x 90)	240 (4 x 60)	240 (4 x 60)	260 (4 x 65)	260 (4 x 65)
	18	330 (4 x 82.5)	330 (4 x 82.5)	220 (4 x 55)	220 (4 x 55)	240 (4 x 60)	240 (4 x 60)
	19	300 (4 x 75)	300 (4 x 75)	200 (4 x 50)	200 (4 x 50)	220 (4 x 55)	220 (4 x 55)
	20	270 (4 x 67.5)	270 (4 x 67.5)	180 (4 x 45)	180 (4 x 45)	200 (4 x 50)	200 (4 x 50)
	21	240 (4 x 60)	240 (4 x 60)	160 (4 x 40)	160 (4 x 40)	180 (4 x 45)	180 (4 x 45)
	22	210 (4 x 52.5)	210 (4 x 52.5)	140 (4 x 35)	140 (4 x 35)	160 (4 x 40)	160 (4 x 40)
	23	180 (4 x 45)	180 (4 x 45)	120 (4 x 30)	120 (4 x 30)	140 (4 x 35)	140 (4 x 35)
	24	150 (4 x 37.5)	150 (4 x 37.5)	100 (4 x 25)	100 (4 x 25)	120 (4 x 30)	120 (4 x 30)
	25 to X	2 (4 x 0,5)	2 (4 x 0,5)	2 (4 x 0,5)	2 (4 x 0,5)	2 (4 x 0,5)	2 (4 x 0,5)



# UCI CYCLING REGULATIONS

	Rank	ELITE / JUNIORS					
		World Championships		World Cup*		Continental Championships	
		Olympic Games*					
Team Sprint		Men	Women	Men	Women	Men	Women
	1	1125 (3 x 375)	750 (2 x 375)	750 (3 x 250)	500 (2 x 250)	900 (3 x 300)	600 (2 x 300)
	2	1012.5 (3 x 337.5)	675 (2 x 337.5)	675 (3 x 225)	450 (2 x 225)	810 (3 x 270)	540 (2 x 270)
	3	900 (3 x 300)	600 (2 x 300)	600 (3 x 200)	400 (2 x 200)	720 (3 x 240)	480 (2 x 240)
	4	843.75 (3 x 281.25)	562.5 (2 x 281.25)	562.5 (3 x 187.5)	375 (2 x 187.5)	675 (3 x 225)	450 (2 x 225)
	5	787.5 (3 x 262.5)	525 (2 x 262.5)	525 (3 x 175)	350 (2 x 175)	630 (3 x 210)	420 (2 x 210)
	6	731.25 (3 x 243.75)	487.5 (2 x 243.75)	487.5 (3 x 162.5)	325 (2 x 162.5)	585 (3 x 195)	390 (2 x 195)
	7	675 (3 x 225)	450 (2 x 225)	450 (3 x 150)	300 (2 x 150)	540 (3 x 180)	360 (2 x 180)
	8	618.75 (3 x 206.25)	412.5 (2 x 206.25)	412.5 (3 x 137.5)	275 (2 x 137.5)	495 (3 x 165)	330 (2 x 165)
	9	562.5 (3 x 187.5)	375 (2 x 187.5)	375 (3 x 125)	250 (2 x 125)	450 (3 x 150)	300 (2 x 150)
	10	506.25 (3 x 168.75)	337.5 (2 x 168.75)	337.5 (3 x 112.5)	225 (2 x 112.5)	405 (3 x 135)	270 (2 x 135)
	11	461.25 (3 x 153.75)	307.5 (2 x 153.75)	307.5 (3 x 102.5)	205 (2 x 102.5)	367.5 (3 x 122.5)	245 (2 x 122.5)
	12	427.5 (3 x 142.5)	285 (2 x 142.5)	285 (3 x 95)	190 (2 x 95)	337.5 (3 x 112.5)	225 (2 x 112.5)
	13	393.75 (3 x 131.25)	262.5 (2 x 131.25)	262.5 (3 x 87.5)	175 (2 x 87.5)	307.5 (3 x 102.5)	205 (2 x 102.5)
	14	360 (3 x 120)	240 (2 x 120)	240 (3 x 80)	160 (2 x 80)	277.5 (3 x 92.5)	185 (2 x 92.5)
	15	326.25 (3 x 108.75)	217.5 (2 x 108.75)	217.5 (3 x 72.5)	145 (2 x 72.5)	247.5 (3 x 82.5)	165 (2 x 82.5)
	16	292.5 (3 x 97.5)	195 (2 x 97.5)	195 (3 x 65)	130 (2 x 65)	217.5 (3 x 72.5)	145 (2 x 72.5)
	17	270 (3 x 90)	180 (2 x 90)	180 (3 x 60)	120 (2 x 60)	195 (3 x 65)	130 (2 x 65)
	18	247.5 (3 x 82.5)	165 (2 x 82.5)	165 (3 x 55)	110 (2 x 55)	180 (3 x 60)	120 (2 x 60)
	19	225 (3 x 75)	150 (2 x 75)	150 (3 x 50)	100 (2 x 50)	165 (3 x 55)	110 (2 x 55)
	20	202.5 (3 x 67.5)	135 (2 x 67.5)	135 (3 x 45)	90 (2 x 45)	150 (3 x 50)	100 (2 x 50)
	21	180 (3 x 60)	120 (2 x 60)	120 (3 x 40)	80 (2 x 40)	135 (3 x 45)	90 (2 x 45)
	22	157.5 (3 x 52.5)	105 (2 x 52.5)	105 (3 x 35)	70 (2 x 35)	120 (3 x 40)	80 (2 x 40)
	23	135 (3 x 45)	90 (2 x 45)	90 (3 x 30)	60 (2 x 30)	105 (3 x 35)	70 (2 x 35)
	24	112.5 (3 x 37.5)	75 (2 x 37.5)	75 (3 x 25)	50 (2 x 25)	90 (3 x 30)	60 (2 x 30)
	25 to X	1.5 (3 x 0.5)	1 (2 x 0.5)	1.5 (3 x 0.5)	1 (2 x 0.5)	1.5 (3 x 0.5)	1 (2 x 0.5)

	Rank	ELITE / JUNIORS			
		Class 1		Class 2	
				National Championships	
Individual events		Men	Women	Men	Women
	1	200	200	100	100
	2	180	180	90	90
	3	160	160	80	80
	4	150	150	75	75
	5	140	140	70	70
	6	130	130	65	65
	7	120	120	60	60
	8	110	110	55	55
	9	100	100	50	50
	10	90	90	45	45
	11	82	82	41	41
	12	76	76	38	38
	13	70	70	35	35
	14	64	64	32	32
	15	58	58	29	29
	16	52	52	26	26
	17	48	48	24	24
	18	44	44	22	22
	19	40	40	20	20
	20	36	36	18	18
	21	32	32	16	16
	22	28	28	14	14
	23	24	24	12	12
	24	20	20	10	10
	25 to X	1	1	1	1

	Rank	ELITE / JUNIORS			
		Class 1		Class 2	
				National Championships	
Madison		Men	Women	Men	Women
	1	400 (2 x 200)	400 (2 x 200)	200 (2 x 100)	200 (2 x 100)
	2	360 (2 x 180)	360 (2 x 180)	180 (2 x 90)	180 (2 x 90)
	3	320 (2 x 160)	320 (2 x 160)	160 (2 x 80)	160 (2 x 80)
	4	300 (2 x 150)	300 (2 x 150)	150 (2 x 75)	150 (2 x 75)
	5	280 (2 x 140)	280 (2 x 140)	140 (2 x 70)	140 (2 x 70)
	6	260 (2 x 130)	260 (2 x 130)	130 (2 x 65)	130 (2 x 65)
	7	240 (2 x 120)	240 (2 x 120)	120 (2 x 60)	120 (2 x 60)
	8	220 (2 x 110)	220 (2 x 110)	110 (2 x 55)	110 (2 x 55)
	9	200 (2 x 100)	200 (2 x 100)	100 (2 x 50)	100 (2 x 50)
	10	180 (2 x 90)	180 (2 x 90)	90 (2 x 45)	90 (2 x 45)
	11	164 (2 x 82)	164 (2 x 82)	82 (2 x 41)	82 (2 x 41)
	12	152 (2 x 76)	152 (2 x 76)	76 (2 x 38)	76 (2 x 38)
	13	140 (2 x 70)	140 (2 x 70)	70 (2 x 35)	70 (2 x 35)
	14	128 (2 x 64)	128 (2 x 64)	64 (2 x 32)	64 (2 x 32)
	15	116 (2 x 58)	116 (2 x 58)	58 (2 x 29)	58 (2 x 29)
	16	104 (2 x 52)	104 (2 x 52)	52 (2 x 26)	52 (2 x 26)
	17	96 (2 x 48)	96 (2 x 48)	48 (2 x 24)	48 (2 x 24)
	18	88 (2 x 44)	88 (2 x 44)	44 (2 x 22)	44 (2 x 22)
	19	80 (2 x 40)	80 (2 x 40)	40 (2 x 20)	40 (2 x 20)
	20	72 (2 x 36)	72 (2 x 36)	36 (2 x 18)	36 (2 x 18)
	21	64 (2 x 32)	64 (2 x 32)	32 (2 x 16)	32 (2 x 16)
	22	56 (2 x 28)	56 (2 x 28)	28 (2 x 14)	28 (2 x 14)
	23	48 (2 x 24)	48 (2 x 24)	24 (2 x 12)	24 (2 x 12)
	24	40 (2 x 20)	40 (2 x 20)	20 (2 x 10)	20 (2 x 10)
	25 to X	2 (2 x 1)	2 (2 x 1)	2 (2 x 1)	2 (2 x 1)

# UCI CYCLING REGULATIONS

	Rank	ELITE / JUNIORS			
		Class 1		Class 2	
				National Championships	
Team Pursuit		Men	Women	Men	Women
	1	400 (4 x 100)	400 (4 x 100)	200 (4 x 50)	200 (4 x 50)
	2	360 (4 x 90)	360 (4 x 90)	180 (4 x 45)	180 (4 x 45)
	3	320 (4 x 80)	320 (4 x 80)	160 (4 x 40)	160 (4 x 40)
	4	300 (4 x 75)	300 (4 x 75)	150 (4 x 37,5)	150 (4 x 37,5)
	5	280 (4 x 70)	280 (4 x 70)	140 (4 x 35)	140 (4 x 35)
	6	260 (4 x 65)	260 (4 x 65)	130 (4 x 32,5)	130 (4 x 32,5)
	7	240 (4 x 60)	240 (4 x 60)	120 (4 x 30)	120 (4 x 30)
	8	220 (4 x 55)	220 (4 x 55)	110 (4 x 27,5)	110 (4 x 27,5)
	9	200 (4 x 50)	200 (4 x 50)	100 (4 x 25)	100 (4 x 25)
	10	180 (4 x 45)	180 (4 x 45)	90 (4 x 22,5)	90 (4 x 22,5)
	11	164 (4 x 41)	164 (4 x 41)	82 (4 x 20,5)	82 (4 x 20,5)
	12	152 (4 x 38)	152 (4 x 38)	76 (4 x 19)	76 (4 x 19)
	13	140 (4 x 35)	140 (4 x 35)	70 (4 x 17,5)	70 (4 x 17,5)
	14	128 (4 x 32)	128 (4 x 32)	64 (4 x 16)	64 (4 x 16)
	15	116 (4 x 29)	116 (4 x 29)	58 (4 x 14,5)	58 (4 x 14,5)
	16	104 (4 x 26)	104 (4 x 26)	52 (4 x 13)	52 (4 x 13)
	17	96 (4 x 24)	96 (4 x 24)	48 (4 x 12)	48 (4 x 12)
	18	88 (4 x 22)	88 (4 x 22)	44 (4 x 11)	44 (4 x 11)
	19	80 (4 x 20)	80 (4 x 20)	40 (4 x 10)	40 (4 x 10)
	20	72 (4 x 18)	72 (4 x 18)	36 (4 x 9)	36 (4 x 9)
	21	64 (4 x 16)	64 (4 x 16)	32 (4 x 8)	32 (4 x 8)
	22	56 (4 x 14)	56 (4 x 14)	28 (4 x 7)	28 (4 x 7)
	23	48 (4 x 12)	48 (4 x 12)	24 (4 x 6)	24 (4 x 6)
	24	40 (4 x 10)	40 (4 x 10)	20 (4 x 5)	20 (4 x 5)
	25 to X	2 (4 x 0,5)	2 (4 x 0,5)	2 (4 x 0,5)	2 (4 x 0,5)

# UCI CYCLING REGULATIONS

	Rank	ELITE / JUNIORS			
		Class 1		Class 2	
				National Championships	
Team Sprint		Men	Women	Men	Women
	1	300 (3 x 100)	200 (2 x 100)	150 (3 x 50)	100 (2 x 50)
	2	270 (3 x 90)	180 (2 x 90)	135 (3 x 45)	90 (2 x 45)
	3	240 (3 x 80)	160 (2 x 80)	120 (3 x 40)	80 (2 x 40)
	4	225 (3 x 75)	150 (2 x 75)	112,5 (3 x 37,5)	75(2 x 37,5)
	5	210 (3 x 70)	140 (2 x 70)	105 (3 x 35)	70 (2 x 35)
	6	195 (3 x 65)	130 (2 x 65)	97,5 (3 x 32,5)	65 (2 x 32,5)
	7	180 (3 x 60)	120 (2 x 60)	90 (3 x 30)	60 (2 x 30)
	8	165 (3 x 55)	110 (2 x 55)	82,5 (3 x 27,5)	55 (2 x 27,5)
	9	150 (3 x 50)	100 (2 x 50)	75 (3 x 25)	50 (2 x 25)
	10	135 (3 x 45)	90 (2 x 45)	67,5 (3 x 22,5)	45 (2 x 22,5)
	11	123 (3 x 41)	82 (2 x 41)	61,5 (3 x 20,5)	41 (2 x 20,5)
	12	114 (3 x 38)	76 (2 x 38)	57 (3 x 19)	38 (2 x 19)
	13	105 (3 x 35)	70 (2 x 35)	52,5 (3 x 17,5)	35 (2 x 17,5)
	14	96 (3 x 32)	64 (2 x 32)	48 (3 x 16)	32 (2 x 16)
	15	87 (3 x 29)	58 (2 x 29)	43,5 (3 x 14,5)	29 (2 x 14,5)
	16	78 (3 x 26)	52(2 x 26)	39 (3 x 13)	26 (2 x 13)
	17	72 (3 x 24)	48 (2 x 24)	36 (3 x 12)	24 (2 x 12)
	18	66 (3 x 22)	44 (2 x 22)	33 (3 x 11)	22 (2 x 11)
	19	60 (3 x 20)	40 (2 x 20)	30 (3 x 10)	20 (2 x 10)
	20	54 (3 x 18)	36 (2 x 18)	27 (3 x 9)	18 (2 x 9)
	21	48 (3 x 16)	32 (2 x 16)	24 (3 x 8)	16 (2 x 8)
	22	42 (3 x 14)	28 (2 x 14)	21 (3 x 7)	14 (2 x 7)
	23	36 (3 x 12)	24 (2 x 12)	18 (3 x 6)	12 (2 x 6)
	24	30 (3 x 10)	20 (2 x 10)	15 (3 x 5)	10 (2 x 5)
	25 to X	1.5 (3 x 0,5)	1 (2 x 0,5)	1,5 (3 x 0,5)	1 (2 x 0,5)

(text modified on 10.06.05; 19.09.06; 25.09.07; 13.06.08, 29.03.10; 1.07.12; 1.02.13; 10.04.13; 15.03.16; 14.10.16; 01.07.17; 05.03.18; 21.06.18)

**3.3.010 bis** **Regional games**

Regional games will be considered in accordance with the number of national federations participating, and likewise the points awarded shall be as following:

5 nations and more: the points are those awarded to an international event of class 1;

3 to 4 nations: the points are those awarded to an international event of class 2;

1 to 2 nations: no point.

Points will only be awarded to the regional championships registered on the UCI International Track Calendar.

When a nation is represented by several regional teams, the points will be awarded to the best rider(s) of this nation up to the maximum number of participants permitted for teams by the specific regulation of each event.

*(text modified on 04.03.19)*

**3.3.010 ter** **National championships**

The points for the national championships are those awarded to an international event of class 2.

Points will only be awarded to the national championships registered beforehand and appearing on the UCI Track Calendar. The results must reach the UCI electronically after the competition is finished **on the specified deadline for calculating quota for the various competitions, or the deadline for submission of results to DataRide, whichever is sooner. Results submitted after this deadline will not be considered.**

**When two or three nations are organising joint national championships, each nation must register their championships on the UCI Track Calendar in order to consider results distinctively for the purposes of awarding points.**

Where elite and under 23 men compete in the national championships at the same event, points are awarded according to their position in the classification of the event.

For national federations organizing a separate event for the under-23 category, the points are awarded as for the corresponding elite event.

Any rider can claim the award of points in only one category by specialization, where applicable, his own.

Where the title of national champion is awarded at an international event, the riders, regardless of their nationality, shall be awarded the points relative to their position in the classification of that event.

*(text modified on 04.03.19; 01.10.19)*

**3.3.011** The order of precedence between riders on equal points shall be determined according to their classification of events in the following order:

1. *World Championships;*
2. *World Cup;*
3. *Continental Championships;*
4. *International event of class 1;*
5. *International event of class 2;*
6. *National Championships*

If they still stand equal, precedence shall be awarded to the rider with the best classification in the most recent event of the same class.

*(article introduced on 13.06.08; 25.02.13; 15.03.16)*

**3.3.012 Ranking for classification**

Riders who are classified as finishers according to the specific UCI Regulations, will be ranked, and will score UCI points, according to those specific regulations.

Unless otherwise provided for in a specific provision of the UCI Regulations, riders who do not start, or who do not finish any of the events will have this indicated in their results, and will score UCI points, according to the following, based on the event type:

**A. Bunch Races**

Riders who do not finish qualifying heats will be designated with one of the following depending on the reason for them not finishing: Did Not Finish (DNF); Did Not Start (DNS); Disqualified (DSQ). These riders shall not progress to the next round of the event.

The final classification of the event shall be drawn up in groups in the following order:

1. All riders competing in the final and finishing (based on the UCI Regulations) will be ranked and will score UCI points according to the UCI Regulations.
2. All riders competing in the final and not finishing due to having been withdrawn by the Commissaires or suffering a mishap (indicated as DNF) will be given a tied ranking for the next available position after the riders in group 1 and will score the UCI points for that position.
3. In the case where qualifying heats were held, all riders competing in the final and not finishing due to abandoning the race (indicated as DNF) will be given a tied ranking of the last available position in the race, and will score the UCI points for that position. In all other cases (when qualifying heats are not organised), all riders competing in the final and not finishing due to abandoning the race (indicated as DNF) will not be assigned a rank, and score no UCI points.
4. All riders qualified for the final through qualifying heats, but not starting (indicated as DNS) will be given a tied ranking for the next available rank after group 3, and will score the UCI points for that position.
5. All riders qualified for the final but disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points.
6. All riders competing in the qualifying heats, and finishing, but not qualifying for the final will be given a tied ranking for the next available rank after group 4, and will score the UCI points for that position.
7. All riders not finishing the qualifying heats, for whatever reason (grouped first as DNF, then DNS, then DSQ) will not be assigned a rank, and will score no UCI points.

**B. Keirin**

Other than for riders who do not start, or who are disqualified, any riders who do not finish any of the rounds are ranked in the last place for the heat in which they were competing. They may proceed to the next round of the event, according to the UCI Regulations.

When creating the final classification of the event, no rider can be moved up into a position for which he was not competing. Some positions may therefore be left vacant.

The final classification of the event shall be drawn up in groups in the following order:

1. Riders competing in the major final and finishing (based on the UCI Regulations) will be ranked and will score UCI points according to the UCI Regulations.
2. All riders competing in the major final and not finishing due to suffering a mishap (indicated as DNF) will be given a tied ranking for the next available position after the riders in group 1 and will score the UCI points for that position.
3. All riders qualifying for the major final but not starting (indicated as DNS) will be given a tied ranking for the last available position in their race and will score the UCI points for that position.
4. All riders competing in the major final and having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these riders will remain vacant.
5. Riders competing in the minor final will be classified and ranked next, according to the same principles applicable to groups 1 to 4 above.

For each round of the event, other than those in groups 1 to 5, riders who do not qualify for the following round will be ranked as follows, with the riders taking part in the later rounds ranking higher than the riders taking part in the earlier rounds:

6. All riders finishing will be ranked according to the finish order in each of the heats and will score the equivalent UCI points.
7. All riders not finishing (indicated as DNF) will be ranked tied in the next available rank for that round of the event, taking into account riders who may have finished ahead of them in other heats, and will score the equivalent UCI points.
8. All riders not starting (indicated as DNS) will be ranked tied in the last available rank for that round of the event and will score the equivalent UCI points, other than for the first round where riders not starting will not be assigned a rank, and will score no UCI points.
9. All riders competing and having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these riders will remain empty, taking into account riders who may have received a ranking in equivalent heats.

### **C. Sprint**

Riders who do not finish the qualifying 200m time trial will be designated with one of the following according to the reason for them not finishing: Did Not Finish (DNF); Did Not Start (DNS); Disqualified (DSQ). These riders shall be grouped first as DNF, then DNS, then DSQ. They shall not progress to the Sprint event.

Other than where there is a specific provision in the UCI Regulations, riders having started but not finished their heat (indicated as DNF), except for the case of DSQ, shall be considered to have lost their heat. Any such rider will be ranked according to the UCI Regulations as if they had lost their heat in a regular manner and will score the equivalent UCI points.

Any riders not starting a heat (indicated as DNS), other than for disqualification, will be considered to have lost their heat. In any round of the competition run over the best of 3 heats, any riders not starting will be considered to have lost that round of the competition.



Any such riders will be ranked according to the UCI Regulations as if they had lost their heat in a regular manner and will score the equivalent UCI points.

All riders being disqualified (indicated as DSQ), will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these riders will remain empty.

#### **D. 1km/500m Time Trial**

Riders who do not finish the qualifying round will be designated with one of the following according to the reason for them not finishing: Did Not Finish (DNF); Did Not Start (DNS); Disqualified (DSQ). These riders shall not progress to the next round of the event.

The final classification of the event shall be drawn up in groups in the following order:

1. All riders competing in the final and finishing (based on the UCI Regulations) will be ranked and will score UCI points according to the UCI Regulations.
2. All riders competing in the final and not finishing for whatever reason (indicated as DNF), other than for disqualification, will be given a tied ranking for the next available position after the riders in group 1 and will score the UCI points for that position.
3. All riders qualifying for the final but not starting (indicated as DNS) will be given a tied ranking for the last available position in the final round and will score the UCI points for that position.
4. All riders qualifying for the final but having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these riders will remain vacant.
5. All riders competing in the qualifying round, and finishing, but not qualifying, will be ranked with the next available rankings after group 3 and will score the equivalent UCI points.
6. All riders not finishing the qualifying heats, for whatever reason (grouped first as DNF, then DNS, then DSQ) will not be assigned a rank, and will score no UCI points.

#### **E. Team Pursuit**

Teams that do not finish the qualifying round will be designated with one of the following according to the reason for them not finishing: Did Not Finish (DNF); Did Not Start (DNS); Disqualified (DSQ). These teams shall not progress to the next round of the event.

In the final classification, teams shall be ranked according to the regulations of the event.

The final classification of the event shall be drawn up in groups as follows:

1. For all teams competing in the final round, any teams not starting (indicated as DNS), or not finishing (indicated as DNF) for any reason, will be considered to have lost their heat. These teams shall be ranked according to the UCI Regulations as if they had lost their heat and will score the equivalent UCI points. Any disqualified team (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these teams will remain vacant.
2. In the case of a first round of the competition, all teams competing and finishing in this round, but not advancing to the final, other than in the case of disqualification, will be classified according to their times from this round.
3. In the case of a first round of the competition, all teams competing and not starting (indicated as DNS) or not finishing (indicated as DNF) in this round, shall be ranked after group 2 according to the UCI Regulations, and will score the equivalent UCI points.
4. In the case of a first round, any teams having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these teams will remain empty.

5. All teams competing in the qualifying round, and finishing, but not qualifying, will be ranked with the next available rankings after group 4, or 1 as applicable, and will score the equivalent UCI points.
6. All teams not finishing the qualifying round, either because of a mishap, or because of not being allowed to restart (indicated as DNF), will not be assigned a rank, and will score no UCI points.
7. All teams not starting the qualifying round (indicated as DNS) will not be assigned a rank, and will score no UCI points.
8. All teams competing in the qualifying round and having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points.

#### **F. Individual Pursuit**

Riders who do not finish the qualifying round will be designated with one of the following according to the reason for them not finishing: Did Not Finish (DNF); Did Not Start (DNS); Disqualified (DSQ). These riders shall not progress to the next round of the event.

The final classification of the event shall be drawn up in groups as follows:

1. For all riders competing in the final round, any riders not starting (indicated as DNS), or not finishing (indicated as DNF) for any reason, will be considered to have lost their heat. These riders shall be ranked according to the UCI Regulations as if they had lost their heat, and will score the equivalent UCI points. Any riders having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these riders will remain empty.
2. All riders competing in the qualifying round, and finishing, but not qualifying, will be ranked with the next available rankings after group 1 and will score the equivalent UCI points.
3. All riders not finishing the qualifying round, either because of a mishap, or because of not being allowed to restart (indicated as DNF) will not be assigned a rank, and will score no UCI points.
4. All riders not starting the qualifying round (indicated as DNS) will not be assigned a rank, and will score no UCI points.
5. All riders competing in the qualifying round and having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points.

#### **G. Team Sprint**

Teams who do not finish the qualifying round will be designated with one of the following according to the reason for them not finishing: Did Not Finish (DNF); Did Not Start (DNS); Disqualified (DSQ). These teams shall not progress to the next round of the event.

The final classification of the event shall be drawn up in groups as follows:

1. For all teams competing in the final round, not starting (indicated as DNS), or not finishing (indicated as DNF) for any reason, will be considered to have lost their heat. These teams shall be ranked according to the UCI Regulations as if they had lost their heat, and will score the equivalent UCI points. Any teams having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these teams will remain empty.
2. In the case of a first round of the competition, all teams competing and finishing in this round, but not advancing to the final, other than in the case of disqualification, will be classified according to their times from this round.
3. In the case of a first round of the competition, all teams competing and not starting (indicated as DNS) or not finishing (indicated as DNF) in this round, shall be ranked after group 2 according to their times from the Qualification Round, and will score the equivalent UCI points.

4. In the case of a first round, any teams having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points. Any ranking positions that would have been occupied by these teams will remain empty.
5. All teams competing in the qualifying round, and finishing, but not qualifying for the first round will be ranked according to their times with the next available rankings after group 4, or 1 as applicable, and will score the equivalent UCI points.
6. All teams not finishing the qualifying round, either because of a mishap, or because of not being allowed to restart (indicated as DNF) will not be assigned a rank, and will score no points.
7. All teams not starting the qualifying round (indicated as DNS) will not be assigned a rank, and will score no UCI points.
8. All teams competing in the qualifying round and having been disqualified (indicated as DSQ) will not be assigned a rank, and will score no UCI points.

*(article introduced on 01.10.19)*

## Chapter IV UCI TRACK CYCLING WORLD CUP

**3.4.001** The International Cycling Union has created a “Track Cycling World Cup”, comprising a general classification by nation based on a number of competitions designated each year by the UCI Management Committee.

**3.4.002** The Track Cycling World Cup shall be the exclusive property of the UCI.

**3.4.003** World Cup events shall be selected from those of the World Championships hereunder:

### MEN

- 1) 1 km TT, standing start
- 2) Sprint
- 3) Individual pursuit, 4 km
- 4) Team pursuit, 4 km
- 5) Keirin
- 6) Team sprint
- 7) Points race, 40 km
- 8) Madison, 50 km
- 9) Scratch race, 15 km
- 10) Omnium

### WOMEN

- 1) 500m TT, standing start
- 2) Sprint
- 3) Individual pursuit, 3 km
- 4) Team Pursuit, 4 km
- 5) Keirin
- 6) Team sprint
- 7) Points race, 25 km
- 8) Madison, 30 km
- 9) Scratch race, 10 km
- 10) Omnium

*(text modified on 01.01.02; 01.01.03; 19.09.06; 25.09.07; 29.03.10; 18.06.10; 25.02.13; 14.10.16; 01.10.19)*

### Participation

**3.4.004** The competitions shall be for national selections and registered track teams comprising riders aged 18 and over. In a specific event, Top 4 Junior riders at the latest Junior World Championships can participate in the World Cup of the same season.

The participation in the individual events and in Madison shall be restricted to riders with at least 250 points in the respective UCI Track Ranking. To be eligible, each rider must have the minimum amount of points required either on the opening date of the online registration of the first leg of the World Cup (art. 3.4.005), or in the latest update of the respective UCI Track Ranking. This does not apply to riders entering Individual Pursuit and Kilometre/500m Time Trial.

For the development of track cycling, the track commission may grant dispensation of this requirement.

The participation in each competition of the World Cup determines the eligibility of the national federations to the corresponding event of the World Championships according to article 9.2.027bis.

*(text modified on 01.01.03; 21.01.06; 25.02.13; 10.04.13; 20.06.14; 15.03.16; 01.07.17; 05.03.18)*

**3.4.005** Enrolment shall be open to UCI-affiliated National Federations and UCI Track Teams.

The maximum number of riders qualified is determined by the UCI Track Ranking on the opening date of the online registration of the first leg of the World Cup in accordance with the following table:

Speciality	Men	Women
Sprint	45 <sup>3)</sup>	45 <sup>3)</sup>
Keirin	36 <sup>3)</sup>	36 <sup>3)</sup>
Omnium	24 <sup>2) 4)</sup>	24 <sup>2) 4)</sup>
Madison	18 <sup>1) 4)</sup>	18 <sup>1) 4)</sup>

<sup>1)</sup> Allocated through the UCI Track Nation Ranking.

<sup>2)</sup> First 2/3 quota are allocated through the UCI Track Nation Ranking. Last 1/3 quota is allocated through the UCI Track Individual Ranking to nations which have not qualified any quota places through the UCI Track Nation Ranking.

<sup>3)</sup> Allocated through the UCI Track Individual Ranking.

<sup>4)</sup> In the presence of the World Champion, the number of teams/riders qualified through the UCI Track Ranking shall be reduced in order not to exceed the applicable maximum number.

There is no maximum number for the other specializations.

*(text modified on 25.09.07; 1.10.12; 1.02.13; 10.04.13; 15.03.16; 14.10.16; 21.06.18)*

**3.4.006** [abrogated on 15.03.16].

**3.4.007** The maximum number of participants by team (track team or national team) for each race shall be the following:

MEN		WOMEN	
1 km Time Trial	1	500 m Time Trial	1
Sprint	2	Sprint	2
Keirin	1	Keirin	1
Team Sprint	3	Team Sprint	2
Individual pursuit	1	Individual Pursuit	1
Team pursuit	4	Team pursuit	4
Points race	1	Points race	1
Scratch race	1	Scratch race	1
Omnium	1	Omnium	1
Madison	2	Madison	2

*(text modified on 01.01.02; 01.01.03; 26.08.04; 19.09.06; 25.09.07; 29.03.10; 18.06.10; 25.02.13; 10.04.13; 14.10.16)*

**3.4.007 bis** The maximum number of riders of the same nationality, irrespective of their team, qualified through the UCI Track Ranking shall be restricted for some specializations as follow:

Sprint	3
Keirin	2
Omnium	1
Madison	1 (team)

In the event where there are more riders/teams of the same nationality entered for the specializations listed above, the selection of the eligible rider/team shall be made by the respective national federation, even if the rider/team is competing with a UCI track team.

*(article introduced on 10.04.13; text modified on 15.03.16; 05.03.18)*

**3.4.007 ter** Except in Omnium and in Madison if the maximum quotas defined in art. 3.4.005 have been all taken up, the National Federation of the organizer shall be entitled to enter a team for each team race and a rider for each individual race. **In this sense, the National Federation of the organiser is entitled to the first reserve quota.** For the sake of clarity, all participation criteria remain applicable.

*(article introduced on 01.07.17; 01.10.19)*

**3.4.008** [abrogated on 15.03.16].

**3.4.009** The names of riders, substitutes and attendants shall reach the organiser by 3 weeks before the date of the race at the latest. **In case of late entry after the prescribed deadline, a late registration fee of CHF 200 per team will be perceived.**

**In case of non-attendance of entered teams at the competition, a penalty of CHF 300.- per team may be imposed.**

The names of the riders taking part must be announced to the Commissaires' Panel by noon at the latest on the eve of the first race of the competition as per the published times and instructions. Any announcement made out of the time limit shall be liable to a fine of CHF 300.-.

Attendance to the Team Manager's meeting is compulsory. Any unattendance shall be liable for a fine of CHF 300.-. **Attendance is defined as presence from the roll call at the start of the meeting until the meeting concludes.**

*(text modified on 26.08.04; 30.09.10; 04.03.19; 01.10.19)*

**3.4.009 bis** [abrogated on 01.07.17]

#### **Organisation**

**3.4.010** Organisers of World Cup races shall sign a contract with the UCI governing, notably, the radio and TV broadcasting rights, marketing rights and the material organisation of the races.

**3.4.011** [abrogated on 15.03.16].

**3.4.012** [abrogated on 15.03.16].

**3.4.013** The Commissaires' Panel shall comprise UCI international commissaires appointed by the UCI as per art. 1.2.116.

The organising National Federation shall designate all other commissaires that may be necessary for the efficient control of the races, as well as timekeepers as per art. 1.2.116.

*(text modified on 01.01.02; 15.03.16)*

**3.4.014** The UCI shall appoint a Technical Delegate.

*(text modified on 01.01.02)*

**3.4.015** The organiser shall meet the expenses of all persons designated by the UCI, but they will be paid by UCI according to usual conditions.

**3.4.016** A meeting shall be convened before the first competition. It shall be attended by all the officials and the Team Leaders. It shall be chaired by the Chief Commissaire in the presence of the UCI Technical Delegate and the persons responsible for organisation.

*(text modified on 21.06.18)*

#### **Prizes**

**3.4.017** The scale of prizes for the individual classification by race will be established annually by the UCI Management Committee in the financial obligations.

*(text modified on 01.01.02)*

**3.4.018** [abrogated on 01.01.02]

**3.4.019** [abrogated on 15.03.16].

**3.4.020** The three first in each race shall receive from the organiser, respectively, a gold medal (1st place), a silver medal (2nd place) and a bronze medal (3rd place).

The nation obtaining the top classification in the competition shall also receive some work of art from the organiser.

#### **Classification**

**3.4.021** On completion of each race in each competition, riders shall be awarded the number of points as per the corresponding scale of article 3.3.010.

*(text modified on 01.01.02; 25.02.13)*

**3.4.021 bis** At the end of each competition, the order of precedence between riders drawing in the general classifications shall be determined according to the greatest number of 1st places, then 2nd places, etc. considering only the placings for which points are awarded.

If they still stand equal, precedence shall be awarded to the rider with the best classification in the most recent event.

*(article introduced on 01.10.04)*

**3.4.022** The general classification of the competition by nation shall be determined by adding the points obtained by the riders of each team in each race.

In case of a tie on points, the number of first places shall be taken into account, then the number of second places, and so on.

*(text modified on 01.01.02; 15.03.16)*

**3.4.023** The total points obtained by each nation in each competition shall serve, after the last competition of the season, to establish the final general classification by nation.

**3.4.024** The UCI shall award the UCI TRACK CYCLING WORLD CUP trophy for the first nation in the final general classification.

*(text modified on 01.01.02; 15.03.16)*

**3.4.025** [abrogated on 15.03.16].



## Chapter V WORLD RECORDS

### General comments

**3.5.001** The UCI shall recognise solely World Track Records in the following categories and specialities:

Flying start:

All categories: 200 m and 500 m.

Standing start:

Men: Team Sprint (on 250m track only), 1 km, 4 km, 4 km team, hour record

Women: Team Sprint (on 250m track only), 500 m, 3 km, 4 km team, hour record

Junior Men: Team Sprint (on 250m track only), 1 km, 3 km, 4 km team

Junior Women: Team Sprint (on 250m track only), 500 m, 2 km, 4 km team

*(text modified on 01.01.02; 10.06.05, 24.09.09; 30.09.10)*

**3.5.002** The World Record is the exclusive property of the UCI.

The UCI is the exclusive holder of all audio-visual, marketing and other rights relating to any attempt to set a world or any other record. The UCI may surrender those rights on any conditions that it may determine.

*(text modified on 01.01.02)*

**3.5.003** Only the UCI may recognise and confirm a world record.

*(text modified on 01.01.02)*

**3.5.004** The UCI shall keep an up-to-date list of the Olympic records which it shall publish regularly.

*(text modified on 05.03.18)*

**3.5.005** Records may be set during a competition or during a special attempt that shall also be ridden in accordance with the relevant UCI regulations.

Any special attempt requires the prior written authorization of the UCI. In this regard such authorization is subject to the requirements determined by the UCI including, but not limited to, requirements related to the UCI Anti-Doping Rules. Riders making a special attempt must be included in the UCI Registered Testing Pool and provide accurate and up-to-date whereabouts information and must be subjected to anti-doping controls collected and analysed in accordance with Athlete Biological Passport programme as implemented by the UCI. If the rider is not in the Registered Testing Pool or does not have any Athlete Biological Passport, all the associated costs for testing the rider or any extra controls shall be borne by the rider.

Moreover a special attempt must be authorized in writing in advance by the national federation of the rider(s). This authorization must reach the UCI no later than **four** months prior to the attempt.

Specific World Record attempts shall not take place during the World Championships competitions other than for the hour record.

Each application for a World Record attempt must state a specific time and a single date for that attempt. In the event of a mishap, the attempt may be rescheduled for the day after the fixed date

*(text modified on 01.01.02; 15.05.14; 1.02.15; 01.10.19)*

**3.5.006** The public and the Press shall be able to attend World Record attempts for their full duration.

The number of spectators and Press personnel may be limited in the interest of sporting performance, subject to prior UCI agreement.

**3.5.007** For record attempts outside competition the rider or the team shall take the track alone.

*(text modified on 01.01.02)*

**3.5.008** Records must be set on a UCI-approved track.

Only bicycles admitted by the Track Race Regulations may be used.

A starting block shall be used in all specialities with a standing start, including the hour record.

**3.5.009** If the record attempt takes place in a country other than that of the National Federation of the rider, both Federations shall reach a written agreement which shall ensure that the attempt may be made under the best possible circumstances, especially with regard to policing services, timekeeping, commissaires and the drug test. A copy of this agreement must be provided to the UCI no later than four months prior to the attempt.

*(text modified on 01.01.02; 01.10.19)*

**3.5.010** Any costs incurred by the attempt shall be met by the rider (including the travel and accommodation costs of the international commissaire and the Doping Control Officer the laboratory costs and other UCI expenses).

If the attempt takes place in some other country, the National Federation of that country shall be entitled to be reimbursed any expenses it may have had to incur.

The rider's National Federation shall be held jointly liable for paying costs incurred by the attempt.

#### **Time-keeping**

**3.5.011** Record attempts shall be electronically timed lap by lap to the nearest thousandth of a second.

**3.5.012** Electronic time-keeping of hour record attempts must be accompanied by a system of manual time-keeping. That time-keeping shall be conducted by two timekeepers approved by the National Federation of the country where the attempt takes place.

**3.5.013** Recorded times shall be entered on the time-keeping sheets that then have to be signed by the timekeeper that fills them in.

#### **Verification**

**3.5.014** A record set during a competition shall be confirmed only if a UCI international commissaire has been monitoring the race as member of the Commissaires' Panel and signs the report referred to in article 3.5.016.

**3.5.015** Any record attempt shall be authorised in writing beforehand by the National Federation of the country where the attempt takes place. The National Federation shall appoint a UCI international commissaire to supervise the attempt. For an hour record attempt, the commissaire shall be appointed by the UCI.  
*(text modified on 15.05.14)*

**Report**

**3.5.016** A succinct report specifying the circumstances in which the record has been set shall in all cases be drawn up on the models provide by the UCI. The report shall be immediately written and signed by the UCI international commissaire and by at least one other official present and by the rider(s) who set the record.

See appendix 1

*(text modified on 01.01.02)*

**3.5.017** The UCI international commissaire shall then send the report, with the original time-keeping sheets, to the UCI.

**Anti-Doping Control**

**3.5.018** A World shall only be validated upon the requirement that the rider in question submits to an anti-doping control immediately after the end of the race. For team events, all team members who have set the new record shall undergo an anti-doping control.

The anti-doping control shall be carried out in accordance with the UCI Anti-Doping Rules.

The record shall only be confirmed on the basis of a certificate issued by the WADA-accredited laboratory indicating that the analysis of the sample did not turn out positive (i.e. no adverse analytical finding was declared).

*(text modified on 01.01.02, 18.06.10; 05.03.18)*

**Confirmation**

**3.5.019** No record shall be confirmed if it does not comply with all applicable provisions.

**3.5.020** A record beaten the same day shall not be confirmed.

**3.5.021** Records established during World Cup rounds, World Championships and Olympic Games may be confirmed by a certified copy of the official result communiqué, signed by the Chief Commissaire and by the UCI Technical Delegate. In case of disagreement, a request for conformation may be lodged with the Management Committee pursuant to the following articles.

*(text modified on 01.01.02; 10.06.05)*

**3.5.022** Notwithstanding the application of article 3.5.021, a World Record shall be recognised only if confirmed by the UCI.

**3.5.023** A request for confirmation shall be lodged by the rider that set the record or by his National Federation. To be considered, the request shall have reached UCI headquarters at the latest one month after the date the record was set.

**3.5.024** If the UCI considers that there exist circumstances opposing confirmation, it shall invite the rider or his representative to elucidate those circumstances before taking a decision. If that is not done and if the record is not confirmed, the rider may lodge an appeal with CAS.

*(text modified on 01.01.10)*

**3.5.025** The UCI shall keep an up-to-date list of confirmed World Records which it shall publish regularly.

**Hour Record**

**3.5.026** The Hour Record is the greatest distance achieved in one hour on a traditional bicycle, as defined in articles 1.3.006 to 1.3.010 and 1.3.019 of the rules.

*(text modified on 15.05.14)*

**3.5.026  
bis** [abrogated on 15.05.14]

**3.5.027** The bicycle shall be submitted to the Equipment Commission for approval 15 days before the date of the attempt.

*(text modified on 15.05.14)*

**3.5.028** The rider starts from the pursuit line as defined in article 3.6.084.

**3.5.029** The timekeeper shall, by ringing a bell, indicate the last lap (or the lap during which the hour expires) when the time remaining to ride is less than the average time realised over one lap of the track.

**3.5.030** The attempt shall terminate when the rider crosses the pursuit line from which he started. The end shall be indicated by a single pistol shot.

*(text modified on 04.03.19)*

**3.5.031** The distance covered in the hour shall be calculated as follows:

$$D = (L \text{ Pi} \times TC) + Di \text{ C}$$

$$Di \text{ C} = \frac{L \text{ Pi} \times TRC}{TTC}$$

Where: D = distance covered in the hour

L Pi = length of track

TC = number of complete laps before the last lap

Di C = additional distance

TTC = time of the last complete lap

TRC = time remaining to ride at the beginning of the last lap

**3.5.032** The distance covered shall be rounded down to the nearest metre. The Hour Record may not be beaten by less than one metre.

*(text modified on 15.05.14)*

**3.5.033** If, between the expiry of the hour and the end of the last lap, an incident occurs to prevent completion of the lap, the additional distance shall be calculated on the basis of the time of the lap before last.

**Best hour performance behind derny**

**3.5.034** The best hour performance behind derny is the greatest distance achieved in one hour on a bicycle in compliance with articles 1.3.006 to 1.3.010.

The moped (derny) must comply with articles 3.6.029 to 3.6.051 and the attire of the moped pacers must comply with article 3.6.063. In no case the machine may be fitted with a roll behind the rear wheel.

The bicycle and the moped (derny) shall be submitted to the Equipment Unit for approval at least 15 days before the date of the attempt.

*(article introduced on 10.06.05)*

**3.5.035** The articles 3.5.028 to 3.5.033 of the hour record regulation shall apply.

*(text modified on 15.05.14)*

## Chapter VI EQUIPMENT AND INFRASTRUCTURE

### § 1 Starting Blocks

- 3.6.001** The starting blocks shall be constructed in order that they are easy to handle and removable from the track surface in 5 seconds maximum. They must be tested and approved by the UCI Technical Delegate or the competition Chief Commissaire.

*(text modified on 01.01.02)*

- 3.6.002** The bicycle shall be held in a vertical position, whatever the banking of the track. For that purpose, the starting block shall be fitted with adjustable feet.

- 3.6.003** The bicycle shall be held firmly by means of a brake that grips the edge of the rear wheel rim.

*(text modified on 01.01.02)*

- 3.6.004** The brake shall be adjustable in height so that it can block wheels of different diameters and in width to grip rims of different thickness.

- 3.6.005** The brake shall release the rear wheel at the moment of the start, so that all competitors start at exactly the same moment.

- 3.6.006** (N) The brake of the starting block shall be released by the electronic system which simultaneously triggers the chronometer.

### § 2 Motorbikes for motor-pacing

- 3.6.007** Machines used for training shall comply with the drawing in article 3.6.028.

All the measurements in the drawing are taken from the centre of the rear wheel spindle or from a fixed point on the framework as near as possible to the rear wheel spindle (this point being clearly defined) and from the ground.

- 3.6.008** The machines shall be single track, of unspecified make and model and shall be driven by a single driver.

- 3.6.009** The engine and the frame shall correspond exactly to standards of the original model as defined by the constructor.

#### **Engine**

- 3.6.010** The engine capacity shall be 500 cc. minimum and 1000 cc. maximum.

- 3.6.011** These engines shall be of the single or double cylinder, vertical type. Flat Tween engines are forbidden.

#### **Frame**

- 3.6.012** The machine shall be of a commercially available type. The width of the framework shall be 350 mm. maximum. The rear shock absorber shall be removed and replaced by a round tube of the same diameter as the tubes of the frame, that is to say 30 mm.

**Saddle**

- 3.6.013** The saddle, of a commercially available type, shall be 300 mm wide and 350 mm long. The position of the pacer being what is referred to as “standing”, the saddle shall be set tipped forward. The saddle may in no case be modified; the addition of cushions, leather, cloth, etc., which might afford additional shelter, shall be absolutely forbidden. The front outer edge of the saddle shall be set at 800 mm from the ground and 250 mm forwards of a perpendicular passing through the rear wheel spindle. The rearmost point of the saddle shall be set at 1030 mm from the ground and touching that same perpendicular passing through the rear wheel spindle.

**Wheels**

- 3.6.014** The wheels shall comprise metal rims and commercial spokes. They shall be of a maximum diameter of 650 mm. Tyres: front wheel 350 x 19, rear wheel 350 or 400 x 19.
- 3.6.015** A reliable brake shall act on the front wheel. The brake acting on the rear wheel shall serve merely to slow down the bicycle.

**Handlebar**

- 3.6.016** The handlebar shall be made in one piece. Its width to the rear shall be 700 mm maximum (width taken at the exterior of the grips).
- 3.6.017** The two grips shall be of the same height. The height above the ground shall be 1000 mm minimum and 1050 mm maximum. The height may be adjustable within those limits.
- 3.6.018** The rear extremity of the grips of the handlebar shall pass through the same perpendicular to the ground as that passing through the foremost point of the saddle, that is to say 250 mm forwards of the rear wheel spindle.
- 3.6.019** No lever or any other controlling device may, in its operating position, project beyond the rearmost extremity of the grips. Leather devices, levers or hooks and other accessories fixed to the grips shall be absolutely forbidden.
- 3.6.020** Each pacer shall hold his handlebar with both hands. Driving with one hand alone shall be authorised only when adjusting the engine or in cases of danger.

**Footrests**

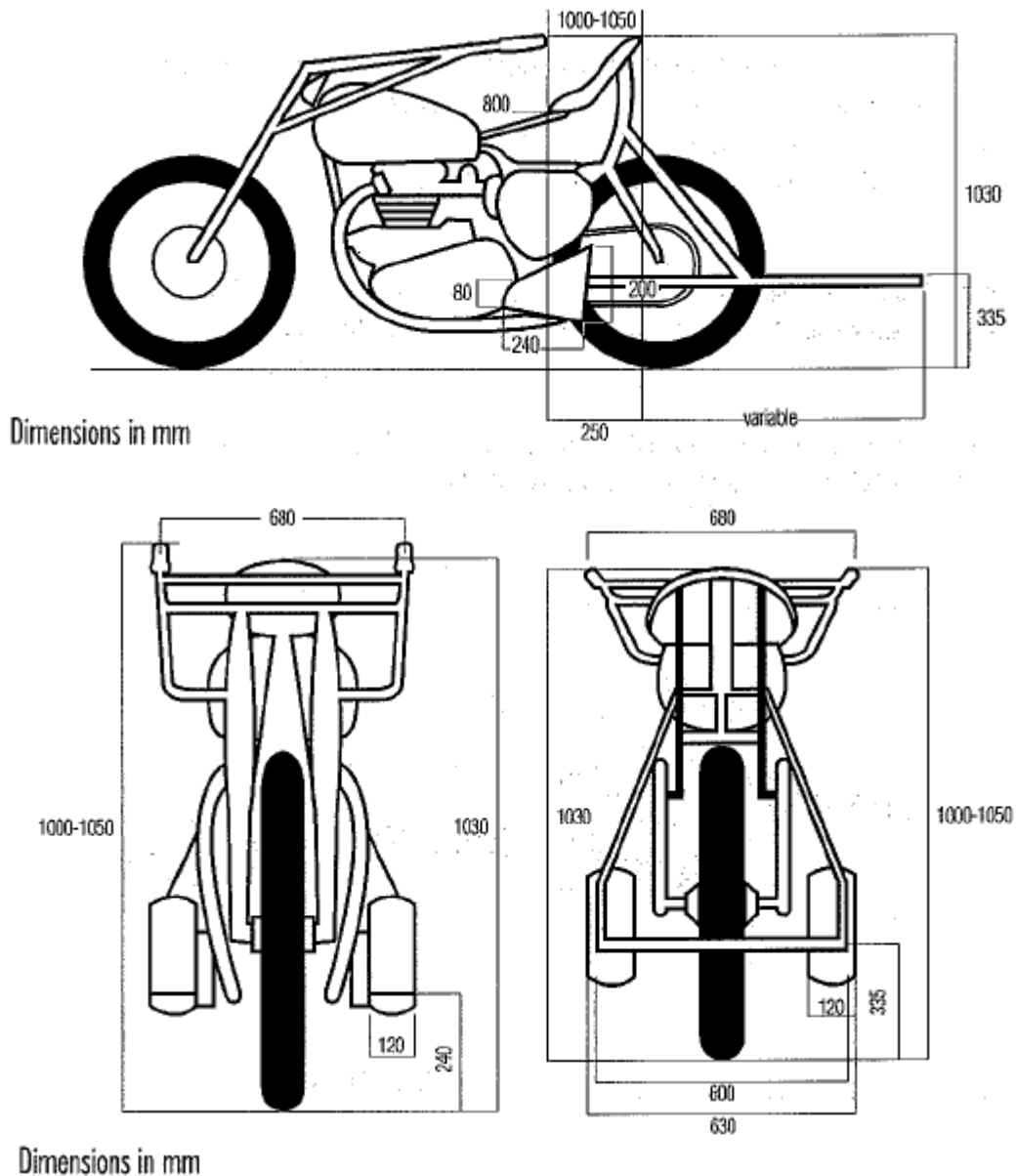
- 3.6.021** Footrests shall be fixed to the frame tubes to the left and right. Each footrest shall comprise a “sole” and a sheet metal toe-cap.
- 3.6.022** The sole of the footrest shall comprise a flat plate, whose dimensions shall be 120 mm wide by 240 mm long overall. It shall be rounded into a semicircle to the rear. The toe-cap shall measure 80 mm to the fore and 200 mm to the rear; it shall be welded around the sole.
- 3.6.023** The centre of the footrest shall align on the same perpendicular to the ground as that of the foremost point of the saddle and rearmost points of the handlebar. The front of the footrests shall be permanently fixed at 240 mm from the ground.
- 3.6.024** The rear shall be adjustable. However, the both footrests shall always be set to the same height for all motorbikes used in any given competition.
- 3.6.025** The overall width between the outer edges of the two footrests shall be 650 mm maximum.

### Roll

**3.6.026** Each machine shall, behind the rear wheel, be fitted with a roll the tube of which shall be of a maximum diameter of 35 mm. The width of the roll shall be 600 mm. The centre of the roll spindle shall be set 335 mm from the ground.

**3.6.027** The roll shall be fixed to the rear of the frame using cranked flat irons; the irons shall be 35 mm wide by 6 mm thick. Two distance pieces hold the roll in the correct position; these distance pieces shall also be made of flat iron strip, 35 mm wide by 6 mm thick. The distance between the rear-wheel spindle and the roll shall be adjustable in 50 mm steps from a minimum of 600 mm to a maximum of 800 mm.

**3.6.028**





**§ 3 Mopeds**

**3.6.029** As the moped is meant to replace human pacing, the shelter that it affords shall be fundamentally the same as that afforded by a bicycle.

**3.6.030** No part of the moped may be surrounded by leather, rubber, felt or other materials that could act as an artificial wind-break.

**3.6.031** The moped shall comply strictly with the following provisions.

**Engine**

**3.6.032** The machine shall be fitted with an engine of 100 cc maximum which will serve merely to help the pacer pedal.

**3.6.033** The use of a free wheel shall be absolutely forbidden; a fixed front chain-wheel shall be mandatory.

**Frame**

**3.6.034** The machine shall be a single-track one-seater.

**3.6.035** The machine, including the front fork, shall be made of tubing, similar in every respect to that used for the construction of an ordinary bicycle.

**3.6.036** The height of the frame with a rake similar to that of a bicycle shall be between 560 mm minimum and 580 mm maximum (distance taken from the chainset spindle to the axis of the upper tube).

**3.6.037** The height of the chainset spindle above the ground shall be from 230 mm minimum to 290 mm maximum.

**3.6.038** The width of the chainset (including pedals) shall be 380 mm maximum.

**Saddle**

**3.6.039** The saddle shall be of a commercially available racing model in leather; it shall measure 300 mm maximum in length by 150 to 180 mm in width. The saddle shall overhang the frame by an equal distance on each side.

**3.6.040** The saddle may not be in any way modified. The addition of cushions, leather, cloth, etc. to provide additional shelter shall be absolutely forbidden.

**3.6.041** The foremost tip of the saddle peak shall be placed:  
a) 450 mm from the axis of the steering expander tightening bolt on tracks of 200 metres and more;  
b) 400 mm from the axis of the steering expander tightening bolt on tracks of less than 200 metres.

**3.6.042** The height of the rear of the saddle above the ground shall be 870 mm minimum.

**Handlebar**

**3.6.043** The handlebar shall be made in one piece and be a maximum 500 mm across (distance measured at the extremities of the grips).

**3.6.044** The handlebar shall be 30 mm below the level of the steering expander tightening bolt which bolt shall itself be 900 mm above the ground. The handlebar grips shall therefore be 870 mm from the ground (distance measured from the top of the grips).

For tracks of less than 200 m, the handlebar grips shall be 920 mm from the ground (distance measured from the top of the grips).

- 3.6.045** The rearmost points of the handlebar shall be 200 mm maximum to the rear of the steering expander tightening bolt. The tube ends shall be filled and the grips may be clad in insulating tape. Rubber grips shall be absolutely forbidden.

**Wheels**

- 3.6.046** The wheels shall comprise metal rims. They shall be of 650 mm diameter and fitted with a 55 mm section tyre.

- 3.6.047** The rear wheel shall be of 700 mm diameter and shall be fitted with a 42 mm section tyre.

**Tank**

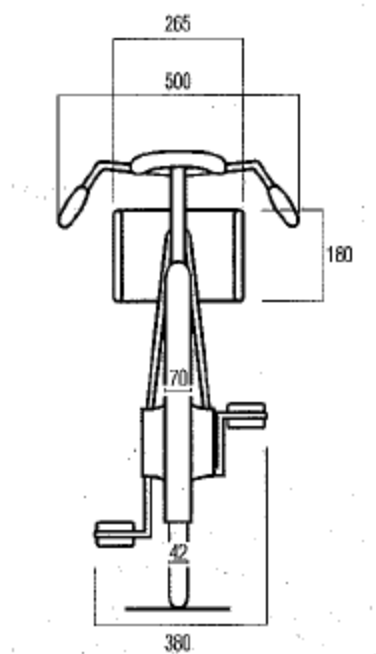
- 3.6.048** The tank, being cylindrical, measuring 180 mm in diameter by 265 mm in length and taking a petrol (gasoline) and oil mixture, shall be fixed to the steering pin.

**Mudguard**

- 3.6.049** The mudguard shall be made of steel.

- 3.6.050** The width of the rear mudguard shall be 70 mm maximum. It shall be made as a single piece and form a protective shield on both sides. Its foremost point shall be fixed to the frame tubes and its rearmost point to the rear wheel spindle. It shall be 140 mm high. The distance between the steering expander button and the perpendicular with the ground passing through the rear end of the mudguard shall be 1250 mm. The distance between the rear of the saddle and the perpendicular with the ground, passing through the rear end of the mudguard, shall therefore be 500 mm minimum.

- 3.6.051**



**§ 4 Attire of motor-pacers**

- 3.6.052** Motor-pacers shall wear a leather jacket of the following dimensions:
- length of the back without collar 67 cm
  - width of the back at sleeve level 45 cm
  - width of chest at sleeve level 35 cm
  - circumference of chest taken under the arms 120 cm
  - circumference of the bottom of the jacket 120 cm
  - length of sleeve from shoulder seam to elbow 60 cm
  - circumference of sleeve around biceps 40 cm
  - circumference of sleeve around wrist 28 cm
  - circumference of collar 44 cm
  - height of collar 3.5 cm
- 3.6.053** The collar shall be closed by two hooks. The jacket shall zip up the back (from the bottom up).
- 3.6.054** The jacket may not be opened during the race or in any way modified for the purpose of favouring a rider.
- 3.6.055** Pacers shall wear leather trousers, without gaiters, and of the following dimensions:
- length of outer leg 94 cm
  - length of inner leg 68 cm
  - circumference of waist 102 cm
  - circumference of hip across the buttocks 114 cm
  - circumference of thigh 72 cm
  - circumference above the knee 48 cm
  - circumference below the knee 36 cm
  - circumference of calf 40 cm
  - circumference of ankle 30 cm
- 3.6.056** The leather trousers shall also have a 22 cm wide cloth belt with, to the rear and pointing downward, a rubber tail 48 cm long by 9 cm wide.
- 3.6.057** The trousers shall have no openings other than on the outside of each leg, running 40 cm up from the ankle. These openings shall be secured by zip fasteners closing from the top down.
- 3.6.058** The trousers shall be held up by straps crossing and secured behind with rubberised loops.
- 3.6.059** Under their leather suits, pacers shall wear only a light, tight-fitting jersey and cyclist's racing shorts. The jacket must close without straining the seams or the zipper. The jerseys shall be of equal thickness throughout and may in no way be padded. There may be no openings in underclothes and jerseys.
- 3.6.060** Pacers may wear only one pair of socks. They must be held up by suspenders.
- 3.6.061** Only normal-size, fully enclosed leather boots shall be permitted.
- 3.6.062** A rigid helmet shall be worn at all times during racing and training. It may not be unstrapped or removed during the race. Ear-flaps, which may be fixed to the helmet, may not protrude by more than 1 cm by 3 cm.

## § 5 Attire of moped pacers

**3.6.063** All pacers shall wear the same attire:

- a) a light, short-sleeved pullover
- b) a clinging rider's jersey with patch pockets; long sleeves shall be allowed; the commissaires may permit the wearing of a supplementary racing jersey
- c) shorts (tight black descending to mid-thigh)
- d) special black shoes known as "cyclists' shoes" and all-white or all-black socks
- e) a pair of racing gloves or a pair of normal unlined gloves but not gauntlet gloves
- f) a moulded shell hat of the type worn by stayers; it may have neither ear-flaps nor leather, felt or cloth strips that could act as artificial wind-breakers.

## TECHNICAL SPECIFICATIONS AND VELODROMES HOMOLOGATION

## § 6 Velodromes

**3.6.064** Track events included on the UCI International calendar must be held at a UCI-homologated velodrome. As an exception to the above, the UCI may accept inclusion of non-homologated velodromes on the International Calendar, provided that they fulfil all required guarantees in terms of safety.

Track events included on national calendar may be held at a nationally homologated or a UCI-homologated velodrome.

*(text modified on 14.10.16)*

**3.6.065** A velodrome will not normally be homologated by the UCI unless it meets the following conditions.

*(text modified on 14.10.16)*

**3.6.066** The stability and resistance of the materials and fixings which make up the structure of the velodrome shall meet the legislation regarding construction and safety of the country in which it is built and shall take account of specific geological and climatic conditions.

These elements, along with general compliance of the construction and construction materials with technical standards and good practice, remain the exclusive responsibility of the owner, contractor, architect, consulting engineer, proprietor, operator, user, organiser or others, in accordance with local legislation or regulations. The UCI is exempt from any responsibility in this regard.

Homologation of the velodrome by the UCI rests not on the technical and structural characteristics of the velodrome, but solely on the compliance of its external features with the provisions of the present paragraph at the time of the inspection. The UCI is not liable for any faults or defects which lie out-side the scope of such homologation, or which appear or come to light subsequent to the inspections on which such homologation is based.

*(text modified on 01.01.02)*

**Track geometry**  
**Form**

- 3.6.067** The inner edge of the track shall consist of two curves connected by two parallel straight lines. The entrance and exit of the bends shall be designed so that the transition is gradual.

The banking of the track shall be determined by taking into account the radius of the curves and the maximum speeds achieved in the various disciplines.

**Length**

- 3.6.068** The length of the track must lie between 133 metres and 500 metres inclusive.

The length of a track shall be such that a whole number of laps or half laps shall give a distance of precisely 1 kilometre, with a tolerance of + 5 centimetres.

For the *World Championships* and the Olympic Games the length must be 250 metres. In the interest of the development of track cycling, the UCI may grant a special dispensation for Velodromes already in use.

*(text modified on 01.01.02, 24.09.09)*

- 3.6.069** The length of the track shall be measured 20 cm above the inner edge of the track (the upper edge of the blue band).

**Width**

- 3.6.070** The width of the track must be constant throughout its length. Tracks approved in categories 1 and 2 must have a minimum width of 7 metres. Others tracks must have a width proportional to its length of 5 metres minimum.

*(text modified on 01.01.02)*

**Blue band**

- 3.6.071** A rideable area sky-blue in colour known as the “blue band” must be provided along the inside edge of the track. The width of this band must be at least 10% of the width of the track and its surface must have the same properties as of the track. No advertising inscription is permissible in this area.

With the exception of mounted riders, no person or object may be on the blue band while one or more riders are on the track.

*(text modified on 01.01.02)*

**Safety zone**

- 3.6.072** Immediately inside the blue band there shall be a prepared and marked safety zone. The combined width of the blue band and the safety zone shall be at least 4 metres for tracks of 250 metres and over, and 2.5 metres for tracks shorter than 250 metres.

With the exception of the commissaires, mounted riders or other persons authorised by the Chief Commissaire, no person or object (including starting blocks) may be inside the safety zone when a rider is on the track.

*(text modified on 01.01.02; 26.08.04)*

**3.6.072 bis** A fence, of a construction ensuring the adequate safety for riders at a height of at least 120 cm, must be erected on the inner edge of the safety zone 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 fence must be transparent and in no circumstances may any advertising boards be attached to it.

In places where the level of the track proper is more than 1.5 m. higher than the actual track centre, additional protective measures such as nets, panels, or the like, shall be erected in order to prevent athletes being subjected to injury.

Any gates provided in the fencing must 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; 26.08.04)*

#### **Profile**

**3.6.073** At any point on the track, a cross section of the track surface must present a straight line. In the bankings, the inner edge should have a curved transition onto the blue band.

**3.6.073 bis** At any point of the track or safety zone surface, a perpendicular distance from the surface of at least 3 metres must be guaranteed free of any obstacle.

*(text modified on 01.01.02)*

#### **Surface**

**3.6.074** 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 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)*

**3.6.075** The surface colour of the track must leave the track marking lines clearly visible.

#### **Marking Painting**

**3.6.076** Any demarcation, line, advertisement or other marking on the track must be applied with a paint or product which is non-slip and which does not alter the adhesion properties, consistency or homogeneity of the surface.

*(text modified on 01.01.02)*

**3.6.077** Advertisements on the track surface must be placed above the stayers' line within a longitudinal band between 50 cm of the stayers' line and 50 cm from the fence (the outside edge of the track). No advertisement may be placed within 1m either side of the pursuit and the 200 m lines, or within 3 m either side of the finish line, measured from the outside edge of the white band.

*(text modified on 01.01.02)*

**3.6.078** The longitudinal lines covered by articles 3.6.079 to 3.6.081 shall have a constant width of 5 cm. The perpendicular lines covered by articles 3.6.082 to 3.6.084 shall have a constant width of 4 cm.

**Longitudinal markings:  
Measuring line**

**3.6.079** A line, in black on a light background or in white on a dark background, known as the “measuring line” shall be drawn at 20 cm from the inside edge of the track, numbered every 10 metres and marked every 5 metres. The measurement of the measuring line shall be taken on its inside edge.

**Sprinters’ line**

**3.6.080** A red line, known as the “sprinters’ line” shall be marked out 85 cm from the inner edge of the track.

The distance is to be measured to the inner edge of the red line.

*(text modified on 21.01.06)*

**Stayers’ line**

**3.6.081** A blue line, known as the “stayers’ line” shall be drawn at one third of the total width of the track or 2.45 m (whichever is the greater) from the inner edge of the track.

The distance is to be measured to the inner edge of the blue line.

*(text modified on 21.01.06)*

**Perpendicular markings:  
Finish line**

**3.6.082** The finish line shall be situated towards the end of one of the straights but at least a few metres before the entrance of the banking, and in principle in front of the main grandstand.

It shall be marked by a perpendicular black line 4 cm in width at the centre of a white band 72 cm in width.

The finish line marking on the track shall continue up to the top of the flat surface of the fencing.

**200 metre line**

**3.6.083** A white line shall be drawn across the track 200 metres before the finish line, from which point the times will be taken for sprint events.

**Pursuit lines**

**3.6.084** Two red lines half the width of the track 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.

## **EQUIPMENT**

### **Access tunnel**

- 3.6.085** The track centre, which is located inside the safety zone, must be obligatorily accessible via one or more tunnels.

### **Riders' area**

- 3.6.086** Within the track centre areas must be provided for riders to change and warm up, as well as waiting areas near the pursuit and finish lines.

### **Fencing**

- 3.6.087** The outside edge of the track must be surrounded by a safety fence to protect riders and spectators. It must be stable and solidly mounted, with an overall height of at least 90 cm. The inside part must be completely smooth and unbroken to a height of at least 65 cm above the track. It must present no protrusions or projecting parts.

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.

The colour of the outside fencing must contrast clearly with that of the track.

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)*

### **Miscellaneous**

- 3.6.088** A lap counter clearly visible to riders and spectators and a bell audible through-out the track area shall be placed near the finish line.

For pursuit events, bells and lap counters shall be placed on both side of the track, near the pursuit lines, in accordance with article 3.2.066.

*(text modified on 01.01.02)*

- 3.6.089** A timing system including starting blocks, contact bands and an electronic display (times to the thousandth of second, laps, points, etc.), a photofinish or video-finish system to assist in judging finishes, and a general public address system clearly audible throughout the entire velodrome area must be provided.

Contact strips must be laid over the width of the track or an acceptable timing detector such as light beams installed.

*(text modified on 01.01.02)*

### **Lighting**

- 3.6.090** Suitable lighting must be provided which meets the safety conditions into force in that country.

The lighting system must be supplemented by an emergency lighting system operating independently of mains electricity, capable of providing an intensity of at least 100 Lux for 5 minutes which must be effective instantaneously.



During training sessions without spectators, vertical lighting must be at least 300 lux. During competitions, at least 1400 Lux is required for the Elite World Championships and the Olympic Games (category 1 velodromes), at least 1000 Lux for category 2 velodromes and at least 500 Lux for category 3 and 4 velodromes.

*(text modified on 01.01.02)*

## ACCOMMODATION FOR OFFICIALS

### Finish judge's podium

- 3.6.091** A podium must be provided for the judge at the finish, located in the track centre in line with the finish line.

### Box for the Commissaires' Panel

- 3.6.092** Adequate accommodation must be provided for the commissaires on the track centre adjacent to the finish line.

*(text modified on 01.01.02)*

### Box for the referee:

- 3.6.093** Provision must be provided for the judge-referee on the outside of the track. It must be in a quiet, isolated location overlooking the track with an unimpeded view, e.g. at the top of the stand above the finish line. **Cable ducting must be provided from that location to the infield.** During competitions, there must be a radio link between the referee and the other commissaires, including the starter and the President of the Commissaires' Panel.

*(text modified on 01.10.19)*

### Centre podium for the starter:

- 3.6.093 bis** In the middle of the track center in line with the pursuit lines, a podium must be provided for the starter. It must have an area of between 3 and 4 m<sup>2</sup> and must be raised above track level.

*(text modified on 01.01.02)*

## HOMOLOGATION OF VELODROMES

- 3.6.094** At the time of their homologation, velodromes shall be classified into four 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 EVENTS
1	UCI	Elite World Championships and Olympic Games
2	UCI	World Cup Continental Championships Junior World Championships
3	UCI	Other international events
4	NATIONAL FEDERATION	National events

- 3.6.095** Category 1 and 2 tracks must meet the following criteria (calculated for maximum safe speeds in the range 85 km/h up to 110 km/h):

Length of the track	250 m	285.714 m	333.33 m	400 m
Radius of bends	19-25 m	22-28 m	25-35 m	28-50 m
Width	7-8 m	7-8 m	7-9 m	7-10 m

Other tracks must be designed to guarantee a minimum safe speed of at least 75 km/h.

*(text modified on 01.01.02)*

- 3.6.096** Requests for homologation shall be submitted to the UCI by the national federation of the country in which the velodrome is located.

- 3.6.097** The request for homologation must be sent to the UCI at least 2 months before the planned inspection date. It must be accompanied by a technical file complying with the UCI's standard model.

The UCI may require any additional document or information.

*(text modified on 01.01.02)*

- 3.6.098** The national federation shall organise the inspection of the velodrome in the presence of a specialist responsible for carrying out the regulation measurements under the direction of a UCI delegate. On this occasion, a test of the track by a group of riders must be carried out.

All expenses incurred in connection with the inspection of the velodrome are to be covered by the applicant, the national federation being held jointly liable.

The costs of the UCI delegate are covered in accordance with the conditions specified in the UCI financial obligations in force.

*(text modified on 01.01.02)*

- 3.6.099** A detailed inspection report shall be drawn up by the UCI delegate and countersigned by the persons responsible for the measurement of the track and a representative of the national federation.

- 3.6.100** Should the UCI consider that there are aspects which might lead to homologation being withheld, it shall invite the parties requesting homologation to justify these aspects before a decision is reached. Failing this, and in the event that homologation for the velodrome is withheld, the Federation concerned may appeal to CAS.

*(text modified on 01.01.10)*

- 3.6.101** Any changes to or renovation of the facilities following the inspection of the velodrome shall nullify the homologation. New homologation is subject to the procedure described in articles 3.6.097 and following.

*(text modified on 01.01.02)*

## Chapter VII TRACK TEAMS

(Chapter introduced on 31.05.04)

### § 1 Identity

**3.7.001** A Track Team (TT) is an entity, comprising at least three riders and its employer, set up for the purpose of participating in international track events.

*(text modified on 30.03.09)*

**3.7.002** The Team shall comprise all the riders employed by the same employer, the employer itself, the sponsors and all the other persons contracted by the employer and/or the sponsors for the functioning of the team (Team Manager, Coach, Soigneur, Mechanic etc.). It shall be designated by a special name and be registered with the UCI as provided in these regulations.

**3.7.003** The track teams may take part in the following speciality events:

- Sprint
- Keirin
- 1000/500 m time trial
- Team sprint
- Individual pursuit
- Points race
- Scratch
- Madison
- Team pursuit

**3.7.004** Sponsors shall be persons, companies or bodies which contribute to the funding of the Team. Of these sponsors, no more than two may be designated as the principal partners of the Team. Should neither of the two principal partners be the employer of the Team then the employer may be only a person or body corporate, whose sole commercial income is derived from advertising.

**3.7.005** The principal partner(s) and the employer shall commit themselves to the Team for a whole number of calendar years.

**3.7.006** The name of the Team must either be that of the company or brand name of the principal partner or that of one or both of the two principal partners, or the name of its paying agent.

Upon specific request, the UCI may authorise another designation which is linked to the team project. The UCI may refuse the team's registration because of a resemblance of the name of a new team, its paying agent or its principal partners which is likely to create confusion with another team.

*(text modified on 01.10.11)*

**3.7.007** No two Teams, their principal partners or employers, may bear the same name. Should application for a new and identical name be simultaneously made by two or more Teams, priority shall be given to the Team which has used the name for the longer or longest time.

**3.7.008** The Team must be affiliated to a national federation, member of the UCI.

*(text modified on 30.09.10)*

## **§ 2 Legal and Financial Status**

- 3.7.009** The employer of riders forming a Team shall be a person(s)/corporation(s) legally entitled to engage personnel. It shall sign contracts with the riders.
- 3.7.010** The principal Partner(s) of the Team, other than the employer, shall be held jointly and knowingly severally liable for the payment of 3 months salary in case of default by the employer as well as the financial obligations chargeable to the Team, towards the UCI and the national federations, fines included.

## **§ 3 Registration with UCI**

- 3.7.011** Each year, Teams must register with the Union Cycliste Internationale.
- 3.7.012** Teams shall, at the same time, register their riders.
- 3.7.013** Teams shall communicate their list of staff and riders 15 days prior to the UCI track individual classification period start, for verification and registration.
- On the list for each Team the following must be indicated:
1. the exact name of the Team.
  2. the complete contact details (address, e-mail, telephone and fax numbers) to which all communications for the Team can be sent.
  3. the names and addresses of the principal partners, the employer, the general manager, the team manager and the assistant team manager.
  4. the surnames, first names, addresses, nationalities and dates of birth of the riders, the dates and numbers of their licenses and the authority that issued them.
  5. copies of contracts between the TTT and the respective riders.
- 3.7.014** Article 3.7.013 shall also apply to any amendment to the list. Such amendments shall immediately be submitted by the Teams to the UCI for approval.
- 3.7.015** Only Teams on the registered list of the UCI may receive benefits such as those listed in article 3.7.019.
- 3.7.016** By their annual registration with the UCI, Teams and especially the employers and sponsors shall undertake to respect the Constitution and Regulations of the UCI and their respective National Federation and to participate in cycling events in a loyal and sporting manner. The employer and principal partners shall be held jointly and severally liable for all the financial commitments of the Team to the UCI and the National Federations, including any relevant fines.
- 3.7.017** The registration of the Team with the UCI shall involve a registration fee that the Team shall pay 15 days prior to the UCI track individual classification period start. The amount shall be set annually by the UCI Management Committee.
- (text modified on 04.03.2019)*
- 3.7.018** With their registration application, each team must submit to the UCI a colour graphic design of their Team jersey, complete with sponsor logos.
- 3.7.019** Those Teams registered with the UCI will receive the following benefits:
1. Inclusion on the UCI Track Team Ranking.
  2. Information services and publications in addition to the regular distributions.

3. Direct entry services for major UCI events.
4. Preferred pricing, where negotiated, for accommodations and food at World Cup events.

#### **§ 4 Teams and Riders**

- 3.7.020** The team shall be the totality of track team riders to take part in events as specified in article 3.7.003.
- 3.7.021** The total number of riders per Team shall not be greater than 10.
- 3.7.022** A rider shall not enter into any commitment with an organiser, whomsoever that organiser may be, with a view to participating in a race, without having firstly obtained the agreement of his employer or of the employer's delegate. That agreement shall be considered to have been granted if, on being duly requested, the employer has not replied within ten days.

#### **§ 5 Contract of Employment**

- 3.7.023** A rider's membership of a Team shall be subject to a contract which must at least contains the stipulations of the standard contract presented in article 3.7.029. It does not include bonus/incentive programs, race schedules, equipment provisions and other details. These are subject to negotiations between the employer and the rider(s).
- 3.7.024** Any clause concluded between the rider and the employer that clearly impinges on the basic rights of the rider as provided for in the UCI regulations shall be considered null and void.
- 3.7.025** Any contract between a Team and a rider shall be drawn up in duplicate at least. One signed scanned copy shall be forwarded to the UCI.

*(text modified on 01.07.17)*

#### **§ 6 End of Contract**

- 3.7.026** On the expiration of the foreseen term of the contract, the rider shall be free to enter the service of some other employer. No system of transfer fees shall be permitted.

#### **§ 7 Dissolution of a Track Team**

- 3.7.027** A Track Team shall announce its dissolution or the end of its activity or its inability to respect its obligations, as soon as possible to the riders, to its other members, to the UCI and its National Federation.

Once this announcement has been made, riders shall be fully entitled to contract with third parties for the following season or for the period starting at the moment announced for the dissolution, the end of activities or the inability to perform.

#### **§ 8 Penalties**

- 3.7.028** Should a Team, as a whole, fail or cease to meet all the conditions of the relevant UCI regulations, it may no longer participate in cycling events.

**§ 9 UCI Model Contract Between a Rider and a Track Team**

**3.7.029**

Between the undersigned,

(name and address of employer)

employer of the Track Team (name of the Track Team), affiliated by the (name of the National Federation) and whose principal partners are:

1. (name and address) (if appropriate, the employer)
2. (name and address)

hereafter called «the Employer»,

ON ONE PART

And: (name and address of the rider)

born in on

nationality

holder of a licence issued by

hereafter called «the Rider»

ON THE OTHER PART

Do hereby recall that:

- The Employer employs a team of cyclists who, forming the (name of the Team) and under the direction of Mr. (name of the Team Manager), participate in track events governed by the Regulations of the Union Cycliste Internationale;
- The Rider wishes to join the (name of the Team)
- Both parties are acquainted with and declare that they will abide wholly by the UCI Constitution and Regulations, and those of its affiliated National Federation.

This having been established, it is hereby agreed as follows:

ARTICLE 1 - Engagement

The Employer shall engage the Rider, and the Rider shall agree to be engaged as a Track rider.

The participation of the Rider in events in other disciplines shall be agreed upon by the Parties case by case.

ARTICLE 2 - Duration

The present contract shall be concluded for a fixed period commencing on...and expiring on...

**a) Paid rider**

The Rider shall be entitled to an annual gross salary of.... This remuneration may not be lower than the legal minimum wage or, where there is no legal minimum, than the usual salary that is paid or should be paid to full-time workers employed in the country whose National Federation issued the Rider's licence or in the country where the Team has its head office, whichever the higher.

If the duration of that contract is to be less than one year, the Rider shall, over that period, earn at least the full annual salary provided for in the preceding paragraph, less the contractual salary that he would have been able to earn, as a rider with professional status, with some other employer in the course of the year preceding the final date of the present contract. This provision shall not apply if the present contract is extended.

**b) Unpaid rider**

The Rider receives no wages or remuneration but receives expenses as per the scale below for the activities carried out for the team and/or at its request: (Suggestions, examples →)

- (currency and amount) per kilometre travelled;
- reimbursement of air tickets for distances greater than (number) km;
- reimbursement of the cost of a 2-star hotel room for the nights before and after the event if the competition venue is more than (number) km from the rider's home;
- on presentation of receipts, reimbursement for all meals taken during travel up to a maximum price of (currency and total amount) per meal;
- on presentation of invoices, reimbursement for minor mechanical expenses to a maximum total amount of (currency and total amount) per year.

**ARTICLE 4 - Payment of remuneration****a) Paid rider**

1. The Employer shall pay the salary referred to in article 3 above in at least four instalments, at the latest on the last working day of each three-month period.
2. Should the Rider be suspended under the terms of the UCI Regulations or those of one of its affiliate Federations, he/she shall not be entitled to the said remuneration referred to in article 3 for the part of the suspension exceeding one month.
3. Should the Employer fail to pay to the net the remuneration referred to in article 3, the Rider shall, without summoning the Employer to make payment, be fully entitled to the following extra benefits:
  - (a) 5% interest for each of the five working days in arrears starting with the fourth day,
  - (b) and thereafter, an 1% interest for each weekday.The total increase may not exceed 50% the amount due.

**b) Unpaid rider**

1. The Team must pay the sums specified in article 3 no later than the last working day of each month as long as it has received the expenses claim from the rider before the 20th of that month.
2. In the event of a failure to make payment of any sum by its due date, the rider has the right, without notice, to the interest and supplements commonly applied in that country. Any sum due to the rider from the team must be paid by transfer to the rider's bank account no (number) at the (name of the bank) at (branch where the account is held). Only the proof of the execution of the bank transfer is accepted as proof of payment.

ARTICLE 5 - Insurance

The Employer shall provide the rider with an appropriate insurance to ensure a reasonable allowance in the event of an unforeseen injury or illness which affects the rider's ability to fulfil the competition aspects of his/her contractual obligations.

ARTICLE 6 - Premiums and prizes

The Rider shall be entitled to premiums and prizes won during cycling competitions in which he/she participated for the Team, in accordance with the Regulations of the UCI and its Affiliated Federations.

Premiums and prizes shall be paid as promptly as possible, but at latest on the last working day of the month following that in which said premiums and prizes were won.

ARTICLE 7 - Miscellaneous Obligations

1. The Rider may not, for the duration of the present contract, work for any other Track Team or advertise for any other sponsors than those belonging to the (name of the Team), except in such cases as are provided for in the Regulations of the UCI and of its affiliated Federation.
2. The Employer hereby undertakes to allow the Rider properly to perform his occupation by providing him with the necessary equipment and apparel and by permitting him/her to participate in a sufficient number of cycling events, either as a member of the Team or individually.
3. The Rider may not participate individually in a race without the express agreement of the Employer. The Employer shall be deemed to have given its agreement if it has not replied within a period of ten days from the date of the request. In no case may the Rider take part in a race within any other structure or a mixed team if the (name of the Team) has already entered for that race.

In case of a national selection, the Employer shall be required to permit the Rider to participate in preparatory races and programmes decided upon by the National Federation. The Employer shall authorise the National Federation to give the Rider any instructions it deems necessary in connection with and for the duration of the selection provided that it does so solely in connection with sporting matters, in its own name and on its own behalf.

In none of the aforementioned cases shall the Contract be suspended.

ARTICLE 8 - Transfers

On the expiry of the present contract, the Rider shall be entirely free to sign a new contract with another employer, subject to the provisions of the UCI Regulations.

ARTICLE 9 - End of contract

Notwithstanding the legislation governing the present contract, it may terminate before expiration, in the following cases and on the following conditions:

1. The Rider may terminate the present contract, without notice nor liability for damages:
  - (a) if the employer be declared bankrupt, insolvent or goes into liquidation.
  - (b) if the employer or a principal partner withdraw from the Team and the continuity of the Team is not guaranteed or else if the Team announces its dissolution, the winding up of its activities or its inability to meet its commitments; if the announcement be made for a given date, the Rider shall perform the contract until that date.
2. The Employer may terminate the present contract, without notice or liability for damages, in the case of serious default on the part of the Rider and of the suspension of the Rider under the terms of the UCI Regulations for the duration of the present contract remaining to run.



Serious defaulter is considered, in particular, refusal to participate in cycling races, despite being constantly summoned to do so by the Employer.

If need be, the Rider shall have to prove that he was in no state to participate in a race.

3. Either party shall be entitled to terminate the present contract, without notice or liability, should the Rider be rendered permanently unable to exercise the occupation of professional cyclist.

#### ARTICLE 10 - Unreasonable demand

Any clause agreed upon between the parties that runs counter to the terms of the UCI Model Contract between a Rider and a Team and/or to the provisions of the UCI Constitution or Regulations and which would in any way restrict the rights of the Rider shall be null and void.

#### ARTICLE 11 - Arbitration

Any dispute between the Parties arising from the present Contract shall be submitted to arbitration, to the exclusion of the courts, by the UCI arbitral board.

Made in \_\_\_\_\_ on \_\_\_\_\_

in as many copies as required by the legislation applicable to the present Contract, that is to say,..... plus one copy to be sent to the UCI.

The Rider \_\_\_\_\_

The Employer \_\_\_\_\_

Approved for joint and several liability for three (3) months salary payment

Principal Partner  
of the Track Team

Principal Partner  
of the Track Team

*(text modified on 01.01.10; 14.10.16)*

## Chapter VIII CALENDAR

### **General observations**

**3.8.001** Track events are entered on the calendars in accordance with their classification and criterias as per articles 3.8.003 and 3.8.005.

The UCI Management Committee allocate a classification in the international calendar to each event in accordance with the criteria which it shall draw up, taking into account the criterias set in article 3.8.003.

*(article introduced on 01.01.04)*

**3.8.001 bis** Every entity organising a track event shall conduct the event in strict compliance with the UCI Constitution and UCI Regulations. All events registered on the UCI Track Calendar must respect the UCI financial obligations (in particular calendar fee) approved by the UCI Management Committee and published on the UCI website.

*(article introduced on 15.03.16; 01.07.17)*

**3.8.001 ter** In case of late entry, a minimum of 3 months between the registration date and the actual date of the event is required. The track commission may apply a late registration fee for races entered after the prescribed deadline and for adding specializations last minute.

Specializations which are not added within the set deadline (meaning less than 30 days before the date of the event) will be registered in any case in Class 2 only.

*(article introduced on 15.03.16; modified on 05.03.18)*

**3.8.002** Without prejudice to the provisions of article 1.2.014, if an event registered in one of the classes 1 or 2 as specified by article 3.8.003 is not run without UCI clearance, it shall be relegated to the next lower class for the following year.

*(text modified on 01.01.04; 26.08.04; 15.03.16)*

## World Calendar

### 3.8.003

Type of event	Criteria
Olympic Games	- As per the regulations for cycling events at the Olympic Games
World Championships	- As per World Championships regulations
World Cup legs	- As per articles 3.4.004 to 3.4.007
Continental Championships	- See article 3.8.004
Regional Games	
Class 1	<ul style="list-style-type: none"> <li>- Minimum 5 participating nations<sup>1)</sup></li> <li>- Events for Men Elite</li> <li>- Events for: Juniors (M/W), U23 (M/W), Women Elite or Para-cycling (minimum 3 categories)</li> <li>- Minimum 5 competitions<sup>2)</sup></li> </ul>
Class 2	<ul style="list-style-type: none"> <li>- Minimum 3 participating nations<sup>1)</sup></li> <li>- Events for Men Elite</li> <li>- Events for: Juniors (M/W), U23 (M/W), Women Elite or Para-cycling (minimum 1 category)</li> <li>- Minimum 2 competitions<sup>2)</sup></li> </ul>

<sup>1)</sup> In Team Events, if a team is composed of riders from different nations (mixed team), the nation of the majority of riders shall prevail. In team events where no majority is possible, the nation of the participating rider shall not count.

<sup>2)</sup> Competition = event from the Elite World Championships programme, organised in a category.

*(article introduced on 01.01.04; modified on 1.10.13; 3.03.14; 15.03.16; 05.03.18)*

### 3.8.004

To be able to be registered on the International Calendar, the Continental Championships have to guarantee participation of riders of at least 6 federations of that continent, exception being where the Continental Confederation does not have 6 federations.

*(article introduced on 01.01.04)*

## National Calendars

### 3.8.005

Type of event	Participation
National Championship	Governed by National Federations
Other events	Governed by National Federations

*(article introduced on 01.01.04)*

## Chapter IX MASTERS

(chapter introduced on 10.06.05)

- 3.9.001 Participation in the track races of the UCI Masters World Championships**
- All 35 years old and older riders holding a master license shall be entitled to participate in the UCI Masters World Championships, except the following:
1. Any rider who was a member of any track team registered with the UCI either in the current year or in the current season. The season is the period referred to in the second indent of article 3.3.003.
  2. Any rider who has participated in any World Championships, Olympic Games, Continental Championships, Regional Games or World Cup in the current year, except for the races that are open to masters only.
  3. [abrogated on 04.06.16]

*(text modified on 19.09.06; 30.01.09; 04.06.16; 05.03.18)*

- 3.9.002 Licenses**
- All applicants for the UCI Masters World Championships must present a valid license to the event's race headquarters in order to be given a race number and be permitted to participate. The license must have been issued by the rider's UCI-affiliated national federation and must be valid for an entire calendar year.

- 3.9.003** In races other than the UCI Masters World Championships, riders may participate with a temporary or daily license, issued by their national federation.

The license must clearly state the starting and finishing dates of its period of validity. The national federation shall make sure that the holder of a temporary license will, for the duration of his license, benefit from the same insurance cover and other benefits as those attached to an annual license.

- 3.9.004 UCI Masters World Championships**
- Riders entered to compete in the UCI Masters World Championships represent their country but are permitted to wear the clothing of their own choice.

- 3.9.005** All the details applying specifically to each UCI Masters World Championships in each of the categories must be obtained from the organiser or on the UCI internet site. The events on the competition programme are defined by the UCI.

*(text modified on 21.06.18)*

- 3.9.006** UCI Masters World Championships are normally organized in age groups of five years: 35-39, 40-44, 45-49 etc. Depending on the number of participants in each age group, the latter may be regrouped with an adjoining age group, in which case one single classification shall be drawn up.

There shall be no separate race for an age group if there are less than 12 participants in mass start events (i.e. points race) or less than 8 participants in the other events.

For team events, a majority of the riders of a team shall have the same age group. Only one rider maximum in each team may be older than the age group.

*(text modified on 25.01.08; 30.01.09; 05.03.18; 21.06.18)*

**Best Performances**

- 3.9.007** The UCI track commission shall draw up a list of the best performances for masters set in time trial, 200 metres, individual pursuit and the hour for all men's and women's age groups.

*(text modified on 25.01.08)*

- 3.9.008** The UCI track commission must be informed of the best performances recorded in the UCI Masters World Championships, using a confirmation request form for masters. The request must be accompanied by the following documents: proof of electronic or manual time-keeping; the place; the date and the nature of the competition; the result of the race in which the performance was recorded. The form must be countersigned by a UCI commissaire appointed for the event in question.

*(article introduced on 13.06.08)*

- 3.9.009** The UCI track commission must be informed of the best performances recorded in masters events, using a confirmation request form for masters. The request must be accompanied by the following documents: doping control form, proof of electronic or manual time-keeping; the place; the date and the nature of the competition; the result of the race in which the performance was recorded. The form must be countersigned by a UCI commissaire appointed for the event in question.

*(text modified on 19.09.06)*

- 3.9.010** The UCI track commission must also be informed of best performances recorded out of competition (ex.: best hour performance) using a confirmation request form. The following documents must accompany the request: doping control form, proof of electronic or manual time-keeping; the place; the date and nature of the performance. The form must be countersigned by a UCI commissaire who attended the performance.

- 3.9.011** The best performances shall be confirmed by the UCI track commission.

- 3.9.012** For anti-doping matters, see Part 14, and in all other respects, the rules for world records apply (chapter V).

*(text modified on 13.06.08)*

Appendix 1

**UCI REQUEST FOR WORLD RECORD / BEST PERFORMANCE HOMOLOGATION**

Category	<input type="checkbox"/> MEN	<input type="checkbox"/> ELITE	<input type="checkbox"/> JUNIOR	<input type="checkbox"/> MASTERS
	<input type="checkbox"/> WOMEN	<input type="checkbox"/> ELITE	<input type="checkbox"/> JUNIOR	<input type="checkbox"/> MASTERS
Age group	.....			
Specialization/Distance	.....			
Start (standing or flying)	.....			
Performance	.....			
Date of performance	.....			

**COMPLETE NAME OF THE RIDER:**

Nationality	.....
UCI ID	.....
Date of birth	.....

**VELODROME:**

Location of Track	.....
(City and Country)	.....
Track Measurement (m)	.....
Material	.....
Covered or Open	.....
UCI Homologation Date	.....

**Laboratory in charge of Doping Control analysis**

Time of the attempt or event	.....
During an event or Special Attempt	.....
Resume of record	.....
	.....
	.....

**Attestation of the result by Officials:** We, the undersigned officials confirm that the record information as set out within this document was achieved according to the UCI Regulation.

Position	Family Name	Given Name	Signature
UCI International Commissaires			
Official Timekeepers			
(manual)			
(electronic)			
UCI Doping Control Agent			

**To be enclosed**

- Print out electronic timing slips
- Doping control form (if available)
- Material approval (confirmation sent from UCI Material Department 15 days before at the latest)

Place and date:

UCI International Commissaire Signature:

Date of the request sent to UCI:

(The request SHALL REACH the UCI no later than 1 month after the performance - Immediate notification by email to UCI)

NB: This document is established in accordance with the world records / best performances regulations.