

# SPECIFIC REGULATIONS 2022

These regulations, following article 1.2.040 of the UCI regulations governing cycle racing, completes and/or adds precision to some of the technical and sporting rules of the Union Cycliste Internationale (UCI), for the Tour du Pays de Vaud.

## Article 1 – Participation

The 52<sup>nd</sup> **Tour du Pays de Vaud** event is organised by an independent and voluntary committee, c/o Alan WITZ, rue de la Poste 3, CH-1148 Cuarnens, and is open to national and mixed teams, under the uci regulations. The number of riders per team is at least 4 and maximum 6. It is open to junior male riders and is registered on the calendar of the UCI Nations Cup. The event is classified as class 2.Ncup Juniors. The following points are awarded:

- 30-25-20-17-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1 to the first 20 riders in the final general classification;
- 6-5-4-3-2-1 to the first 6 in each stage

The UCI shall award a distinctive mark to the riders of the nation which is leading the junior nations cup classification and riders must wear this emblem for protocol ceremonies as directed by the UCI.

## Article 2 - Event Headquarters

The event headquarters for the start, on Thursday 26<sup>th</sup> May 2022 is at 1007 Lausanne, Chemin de Bois-de-Vaux 36, Auberge de Jeunesse – Jeunotel, from 07h30 to 09h00.

Confirmation of participants and distribution of race numbers by Team managers will take place at event headquarters on the 26<sup>th</sup> May 2022 from 08h15 to 09h30.

The meeting of Team Managers (Directeurs Sportifs), organised in accordance with article 1.2.087 of UCI regulations, will take place, in the presence of the College of Commissaires, at Lausanne, Jeunotel, Thursday the 26<sup>th</sup> May 2022 at 10h00.

The meeting of the Direction of the Tour, College of the commissaires, drivers, medical service, safety, responsible courses will take place on Friday, the 27<sup>th</sup> May 2022 at 10h00 in Lausanne, Jeunotel.

Event Headquarters for the finish on Sunday 29<sup>th</sup> May 2022 will be at Lausanne, Jeunotel, from 14h00.

## Article 3 - Safety meeting with riders

In addition to the work done together with the Teams' management, the organiser wishes to bring together all the riders to give them information concerning rules relating to the circulation of vehicles, their behaviour, and potential dangers on the race route.

This meeting will take place on Thursday 28<sup>th</sup> May 2020 at 10h30 at Lausanne, Jeunotel.

The participation of all riders is obligatory.

## Article 4 - Race Officials

The officials responsible for the general organisation and smooth running of the event are:

- the director of the Tour du Pays de Vaud
- the technical director
- the route director

- the motorcycle regulator

The officials responsible for ensuring that race rules are adhered to, for arbitrage of the event, together with the race director, are:

- the president of the College of commissaires
- national commissaires assigned to the event
- a finish line judge
- the timekeepers

## Article 5 - College of commissaires

The College of commissaires is comprised of:

- the president of the College
- five national commissaires
- a finish line judge

The college takes note of any infractions reported by the commissaires and the race officials, and decides independently of any sanctions they consider necessary in respect of these regulations, or those of the UCI or Swiss Cycling.

The vote of the president is preponderant. All decisions taken by the College are immediately reported to the race director, who is responsible for ensuring that these are made available to the Team managers as soon as possible.

## Article 6 - Finish line judge

The finish line judge is responsible for the classification of any intermediate competitions during the stage, and for the finish of the stage. In situations where this may not be possible this function can be carried out by any other commissaire.

## Article 7 - Timing

When several riders finish in a group, all riders in the same group shall be credited with the same time.

At each break the time keeper registers a new time. The timekeeper-commissaires shall continue to officiate until the broom wagon arrives. They shall also record the times of riders that finish after the set deadlines and shall hand the list of recorded times to the president of the commissaires panel.

## Article 8 - Prologue

The starting order will be in the inverse order of the list of participating riders.

The starting order of the teams is fixed by the Organiser in consultation with the College of commissaires. Each team will decide the starting order of their riders.

The riders will start at intervals of one minute.

## Start times

The list of start times for each rider will be provided to the Team managers approximately 2 hours before the start of the first rider. These times are definitive and cannot be modified.

### Start.

Each rider must be present for bicycle control and signature of the start sheet, no later than 15 minutes before their departure time.

### **Article 9 – Individual Time Trial**

The starting order for the 2<sup>nd</sup> ½ stage “2.2”, individual time-trial, is as follows:

- At 1 minute intervals, then at 2 minute intervals for the last 20 starters. The starting order is the inverse of the general classification established at the end of stage “2.1”.

These time intervals may be reduced or increased for all or some of the riders by decision of the race director, in consultation with the College of commissaires.

The starting order may eventually be modified by the College of commissaires and the race director if the general classification results in two riders of the same team at consecutive start times. In this case the rider in the lowest ranking of the two takes the place of the rider who would have preceded him.

The starting order may also be modified, in the same conditions, if there is a risk that the situation could be prejudicial to the fair running of the stage.

After the start of the first rider all training on the race circuit is forbidden. All riders will be held on the line by the same starter. All riders must present themselves for the signature and bicycle control at least 15 minutes before their start time. Any rider who reports late to the start will be penalised with his late arrival time.

If one rider is caught up by another, he may neither lead nor follow in the slipstream of the rider who caught up. A rider, upon catching up with another, shall leave a lateral gap of at least 2 metres between himself and the other rider. The rider caught up shall ride at least 25 m away from the other.

Riders may not help one another.

In the case of a breakdown, technical support may be rendered only with the rider and vehicle stationary. Each rider is accompanied by a following vehicle which may carry equipment necessary for changing wheels or cycles. The following vehicle shall follow at least 10 metres behind the rider, and shall never come level with him, with any information provided from behind. The vehicle of a rider who catches another may not take up position between the riders until they are at least 50 metres apart. Should this gap subsequently be reduced, the vehicle shall drop back behind the second rider.

In case sufficient vehicles are not available the organiser will make a car available.

During the last hour of the stage the rider with the best time must stay in the area of the protocol ceremony, until another rider improves on his time.

### Start times.

The list of start times will be provided to each Team manager approximately 2 hours before the start of the first rider. This starting order is definitive and cannot be modified.

## **Article 10 - Feeding and ecology**

### Time trials

During the prologue and the individual time-trial no feeding is allowed.

### Road stages.

Feeding is allowed according to the regulations and distances of the UCI regulation. They may be effected by bonkbags or flasks. The feeding rules are as follows:

- Normally feeding is allowed after the sign of 30kms from the start, until the sign of 20kms to the finish
- The race director, in agreement with the College des commissaires, may modify these requirements in view of the weather conditions or any other exceptional circumstances
- Riders shall move slowly to the level with their Team manager's car and he shall supply them from the vehicle. Food and drink shall be provided exclusively behind the commissaire's car and in no case in or behind the bunch
- If a group of 15 riders or less has broken away from the bunch, food and drink may be supplied at the rear of that group
- Under no circumstances may a rider take shelter behind a vehicle.

If riders accept food or drink from spectators it is at their own risk, including any potential legal charges.

To respect the environment and to ensure safety, it is forbidden to throw waste food, bonkbags, flasks, or any other items outside the recuperation zone or any other area foreseen for this purpose.

The use of any recipient made of glass is forbidden.

It is forbidden for any rider to throw anything on the road outside of the recuperation zone.

The management of the event may, in agreement with the College of Stewards, modify these conditions during the stage depending on the weather conditions or any exceptional circumstances.

## **Article 11 - Radio-Tour**

Race information will be transmitted on frequency 159.825 mHz.

## **Article 12 - Assistance technique neutre**

Neutral technical assistance is provided by Assistance VITTA with 3 vehicles

## **Article 13 - Service médical**

Medical care during the race shall be administered exclusively by the doctor(s) designated by the organiser of the race from the moment the riders enter the checking area at the start until they leave that at the finish. Any medical needs during the race can only be administered at the rear of the peloton.

Should any major treatment be necessary on mountain passes or hill-climbs, the doctor shall stop to administer that treatment. Outside the race Team managers may call upon the medical assistance arranged by the organisation who will provide the necessary telephone numbers.

Teams may also call upon a doctor of their choice. Action by the medical service may eventually be modified in the case that there are new legal requirements.

## Article 14 - Racing violations

Any assistance from a moving motor vehicle (sheltering behind, pushing, pulling, holding on, etc) is strictly forbidden in all circumstances. The race commissaires may exclude any rider caught in violation of this regulation, notwithstanding any eventual fine or suspension.

Any deliberate obstructions or non-allowed manoeuvres will be penalised.

During sprints, any rider who deviates from his sprinting line will be penalised according to the discipline procedure.

## Article 15 - Route

All riders must follow the official route.

The use of any other route, notably to shorten it, will be penalised. To respect the public and for safety reasons riders must not use sidewalks (pavements) or cycle tracks. If it is necessary to change the foreseen route the race direction will advise Team managers and riders during the start control. Team managers are obliged to sign the official communicate acknowledging the change of the route.

In case of an exceptional accident or incident that could impinge upon the normal conduct of a race in general or a particular stage thereof, the race director may, after obtaining the agreement of the commissaires' panel and having informed the timekeepers, at any moment, decide:

- to modify the course;
- to temporarily neutralise the race or stage;
- to stop a race or a stage and restart the race or stage;
- to cancel a race or a stage

The president of the commissaires' panel, after consulting the organiser, may take the following sporting decisions:

- cancel or let the results stand in case the race is temporarily neutralised or stopped, taking account of the gaps recorded at the moment of the incident;
- cancel or let the results stand of an intermediate sprint, mountain sprint or any classifications;
- declare a stage or a race null and void,

If necessary, the commissaires' panel may consult the technical delegate appointed to UCI WorldTour events by the UCI to reach a decision.

## Article 16 - Starts

For the road stages the riders and their Team managers must be present in the area of the signature control at least 15 minutes before the start time.

The presentation of the teams will take place before each start, except Saturday afternoon. The teams will appear according to the order of passage given during the confirmation of the starters. It will be the same for all presentations.

Signing of the signature sheet closes 10 minutes before the start of the race. Signing of the start sheet is obligatory under risk of elimination from the race.

After the riders are called to the start, it will be given by the Race director in one of three ways:

- standing start from the area of the signature control, if the route allows
- standing start from another location away from the signature area as chosen by the Race organisation
- flying start at the place chosen by the organisers, not too far from the signature control, marked "Km 0"

Access to parking at the start will be signalled by "PPO" (obligatory passing point) from where vehicles will be directed to the appropriate parking. They should also respect the timing mentioned in the Technical Guide.

## Article 17 - Level Crossings

It shall be strictly forbidden to cross a level crossing when it is closed. Riders who do so will be eliminated from the race by the commissaires.

The following rules shall apply:

- One or more riders who have broken away from the field are held up at a level crossing but the gates open before the field catches up. No action shall be taken and the closed level crossing shall be considered a mere race incident;
- One or more riders with more than 30 seconds' lead on the field are held up at a level crossing and the rest of the field catches up while the gates are still closed. In this case the race shall be neutralised and restarted with the same gaps, once the official vehicles preceding the race have passed; If the lead is less than 30 seconds, the closed level crossing shall be considered a mere race incident;
- If one or more leading riders make it over the crossing before the gates shut and the remainder of the riders are held up, no action shall be taken and the closed level crossing shall be considered a race incident;
- If a group of riders is split into two groups following the closure of a level crossing, the first group will be slowed down or stopped in order to allow the delayed riders to return to the first group;
- Any other situation (prolonged closure of the barrier, etc.) shall be resolved by the commissaires.

This article shall apply equally to similar situations (mobile bridges, obstacles on the route, etc.).

## Article 18 - Elimination of slower riders

By order of the police, slower riders will be eliminated from the road stages and ½ stage 10 minutes after the passage of the bunch (peloton). These controls will be made at regular intervals until 20kms to the finish.

The elimination will be made by a moto race official recognisable by his green and yellow gilet and a "Stop" sign

This delay period may be modified by the Race direction.

## Article 19 - Drop outs

A rider dropping out of the race shall immediately remove his body number and hand it to a commissaire or to the broom wagon.

The body numbers of these riders should be delivered to the finish and passed to the commissaire assisting the timekeeper, or the finish line judge.

## Article 20 - Finishes

The finish is signalled by a red flag ("flamme rouge") positioned 1km from the finish line

In the case of a duly noted incident in the last three kilometres of a road race stage, the rider or riders affected shall be credited with the time of the rider or riders in whose company they were riding at the moment of the incident. His or their placing shall be determined by the order in which he or they actually cross the finishing line.

Is considered as an incident, any event independent from the physical capacity of the rider (fall, mechanical problem, puncture) and his will of remaining with the riders in whose company he was riding at the moment of the incident.

Riders affected by an incident are asked to make themselves known to a commissaire by rising their hand and report to a commissaire after the finish of the stage.

If, as the result of a duly noted fall in the last three kilometres, a rider cannot cross the finishing line, he shall be placed last in the stage and credited with the time of the rider or riders in whose company he was riding at the time of the fall.

This measure is not applicable:

- for the arrival of the prologue
- for the 2nd ½ stage "2.2" of Saturday, May 28 2022, disputed against the clock individually;

Decisions related to this article are taken independently by the commissaires' panel.

## Article 21 - Finishing Deadlines

The arrival times are as follows:

Prologue :	no deadline
1 <sup>st</sup> stage : Paudex – Method :	15%
2 <sup>nd</sup> ½ stage "2.1" : Cuarnens – Champagne :	25%
2 <sup>nd</sup> ½ stage "2.2" : Champagne, c-l-m ind. :	25%
3 <sup>rd</sup> stage : Aigle – Aigle :	15%

In the case of unforeseeable and exceptional circumstances – "force majeure" (climatic conditions, blocked roads, serious incident or accident) these deadlines may be modified by the College of commissaires with the agreement of the Race director.

It should be understood that any such decision to modify the time limit and allow those riders outside the official time limit to continue in the race, cannot be considered as a precedent for the remaining stages of the race.

### Reinstalling riders outside the time limits.

In exceptional cases only, unpredictable and of force majeure, the commissaires panel may extend the finishing time limits after consultation with the organiser.

In case riders actually out of the time limit are given a second chance by the president of the commissaires panel, all points awarded in the general classifications of the various secondary classifications shall be withdrawn.

## Article 22 - Classifications

The following classifications will be established:

- a. individual classification by time;
- b. individual classification by points;
- c. individual climber's classification;
- d. young rider classification;
- e. team classification by time;
- f. most competitive rider award;

### a) individual classification by time.

The individual classification by time is established by the addition of the times of each rider in each of the 2 stages and 2 ½ stages, including any time penalties.

In the case of equal times in the individual general classification, riders will be separated according to article 2.6.015 of UCI regulations.

The leader of the individual general classification wears the Yellow Jersey of the "TCS".

### b) individual classification by points.

The individual classification by points is established by the addition of points registered in individual classifications on each stage, using the following scale, and taking into account any penalties in points:

- for the "flying" sprints: 10, 6, 4, 2, and 1 point for the first five riders classified;
- for the stage finishes: 10, 6, 4, 2, and 1 point (with the exception of summit finishes) for the first 5 riders classified;

- in the prologue: 10, 6, 4, 2 and 1 points to the first 5 ranked riders;
- during the ½ stage "2.2", played in individual time trial: 10, 6, 4, 2 and 1 points to the first 5 ranked riders.

In case of a tie in the individual general classification the riders will be separated by the following criteria:

- number of stage victories;
- number of victories in the "flying" sprints counting for the general points classification;
- individual classification on time;

The "flying" sprints are indicated by:

- at 1km, 500 metres and 200 metres from the line: SIGN « **SPRINT** »
- on the line: **VAUDOIS FLAG** (green and white).

The leader in the points classification wears the Green Jersey of the "Gaz Energie".

### c) individual climber's classification.

The general climber's classification is established by the addition of points awarded at "cols" or climbs using the following scale:

- "cols" or climbs 1<sup>st</sup> categories : 10, 6, 4, 2, and 1 point for the first five riders classified;
- "cols" or climbs 2<sup>nd</sup> categories : 4, 2, and 1 point for the first three riders classified;

In the event of a tie in the general individual mountains classification, the following criteria shall be applied in order until the riders are separated:

- number of first places in the highest category climbs;
- number of first places on climbs in the next inferior category, and so on;
- general individual classification by time.

The mountain sprints are indicated as follows:

- at 1km, 500 metres and 200 metres from the line: SIGN "**PRIX DE LA MONTAGNE**"
- on the line: **SWISS FLAG** (White cross on red background)

The leader of the mountain classification wears the Polka Dot jersey of the "Fédération Vaudoise des Entrepreneurs".

In the prologue, the red polka dot jersey will be awarded to the 3rd ranked rider.

### d) Young rider classification

The young rider classification is reserved for riders born in 2005 (1<sup>st</sup> year juniors). It is awarded daily to the rider who is highest in the general classification by time of young riders. At the end of the race he is declared the best young rider.

The leader of the young rider classification wears the White Jersey of the "Fonds du sport Vaudois".

### e) Team classification by time.

The general team classification by time is established by the addition of the three best individual times from each team, in all of the stages and half stages.

For stage classifications, in the event of a tie, the teams shall be separated by the sum of the places acquired by their three best times on the stage. If the teams are still tied, they shall be separated by the placing of their best rider on the stage.

For the general classification, in the event of a tie, the following criteria shall be applied in order until the teams are separated by the number of first places in the daily team classifications, then the number of second places in the daily classifications, etc.

If there is still a tie, the teams shall be separated by the placing of their best rider in the general individual classification.

Any team reduced to fewer than three riders shall be eliminated from the general team classification.

#### Order of priority for the leaders' jerseys.

If a rider is the leader of several general classifications, he will wear jerseys in the following order:

- individual classification by time;
- individual classification by points;
- individual climber's classification;
- young rider classification;

### **Article 23 - Protocol**

On the basis of the rankings established by the organizer, the riders have the obligation to present themselves at the official ceremonial ceremony within 10 minutes maximum after their arrival for the awarding of prizes, jerseys and distinctive signs which will be organized in the order following :

At the end of each step:

- The winner of the day's stage;
- The leader of the individual general classification at the time;
- The leaders of the secondary rankings (except team ranking);
- The winner of the most competitive rider award for the stage

At the end of the last stage:

- The winner of the day's stage;
- The winners of the secondary classifications (including team classification);
- The winner of the most competitive rider award for the stage
- The first three riders in the general classification at the time;
- The leading team of the Junior Nations Cup;
- The different carriers of distinctive jerseys.

#### Most competitive rider award.

The most competitive rider award will recognise the rider who shows the most effort and sportsmanship. This prize, awarded from the 1<sup>st</sup> stage, will be decided by a jury presided over by the race director. A distinctive red race number "CRIDEC" will be awarded at the protocol ceremony at the end of each stage, and must be worn for the following day's stage.

#### Leader of the Nations Cup.

The UCI attributes a distinctive emblem to riders from the leading nation of the nations' cup, and riders must wear this emblem during protocol ceremonies, according to the UCI's instructions.

### **Article 24 - Prizes**

The following prizes are awarded: see "Prize Money 2022".

The prizes awarded for this event total CHF 10'360.-

The prizes will be presented exclusively on Sunday 29<sup>th</sup> May at Lausanne, Jeunotel, according to the Timetable of the Tour 2022.

### **Article 25 - Antidoping**

The anti-doping regulations of the UCI will be applied in totality to this event.

The anti-doping controls will take place at:

- Prologue : Puidoux, rte du Village ;
- 1<sup>st</sup> stage: Mathod, rte d'Orbe ;
- 2<sup>nd</sup> stage "2.2" "2.2", after time-trial, Champagne, rue du Village ;
- 3<sup>rd</sup> stage: Aigle, place du Marché.

The riders concerned must be present within the time limits at the anti-doping control location according to article 183 of the RAD.

The race number of the riders to be controlled will be displayed near the finish line, 100m after the finish line, on the barriers. Riders concerned will be supervised by a chaperone after they have passed the finish line.

### **Article 26 - Administrative provisions**

The organiser accepts no responsibility for any accidents that may occur, even if they are responsible, nor for any eventual medical consequences.

All riders and their team members must conform to the rules/laws of the road, and follow the orders of the commissaires.

Neither the organiser, nor his insurers will cover any damages to belongings or equipment, notably in the case of falls or theft. It is the responsibility of all participants to cover, or not, these types of risk with their own insurer.

All participants must recognise that the organiser is not responsible for the security of their belongings or items in case of theft or loss.

We recommend that everyone has an insurance with European cover.

### **Article 27 - Penalties**

Penalties foreseen by the UCI regulations are the only ones applicable, in all circumstances.

All sanctions and penalties will be applied to all general classifications.

They can also, depending upon their seriousness, and by decision of the College of commissaires, be applied to the classification of individual stages. If the college of commissaires considers that the offence committed by a rider influences the general team classification by time, they may issue a time penalty of 30 seconds.

### **Article 28**

This is an unofficial English translation of the original French "règlement". In the case of misunderstanding, misinterpretation, or dispute, the original French version is the only valid document.



## REMINDERS 2022

### Autorisation of the National Federation.

All teams and their riders must have the written authorisation of their National Federation to participate in this event in accordance with art. 1.2.052 of UCI regulations. Swiss teams and riders are not subject to this requirement.

### Leaders Jerseys

The team may display its advertising/sponsors on the leaders jerseys in accordance with art. 1.3.053 of UCI regulations.

### Jerseys

All riders of a team must wear the same jerseys, with the exception of leader's jerseys, and holders of World, National, Regional, and Cantonal champions jerseys.

### Communications during the race

During the race the use of radio links or other means of remote communication with the riders is not permitted, except the time trials, in accordance with art. 2.2.024 of UCI regulations.

### Team Vehicles

Only one vehicle per team is allowed in the race column. It must show the distinctive signs provided by the organisers at the front and rear.

The vehicle must meet the requirements of art. 2.2.032 of UCI regulations. The number showing the order of the vehicles must be attached in a visible manner front and rear on the interior of the windscreen and rear screen. The colour of the order numbers will change for each stage.

### Signature

All riders must personally sign the start sheet.

### Radio-Tour

On request each team may borrow a « Radio Tour » receiver. Their vehicle must be equipped with a cigar lighter socket or equivalent power point.

### Retirements

Any rider who retires from the race must return his identification numbers and frame number without delay to a commissaire or to the broom wagon.

### Transportation

Teams must make their own transportation arrangements before, during, and after the Tour.

La Direction du Tour du Pays de Vaud

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