



# REGULATOR'S GUIDE TO ROAD EVENTS

APRIL 2019 VERSION



# I. INTRODUCTION

Thanks to their flexibility, experience and deep understanding of the race route, Regulators instil a degree of calm at the event and among all involved, helping ensure the safety of the riders. At least one Motorcycle Regulator is stipulated at each UCI WorldTour event, as described in the UCI WorldTour – Specifications for Organisers.

In tandem with their drivers, Motorcycle Regulators are a key element in the success of a cycling event. Any organiser taking the safety of everyone – primarily riders – with the necessary seriousness and care, must be able to rely on competent and experienced Regulators.



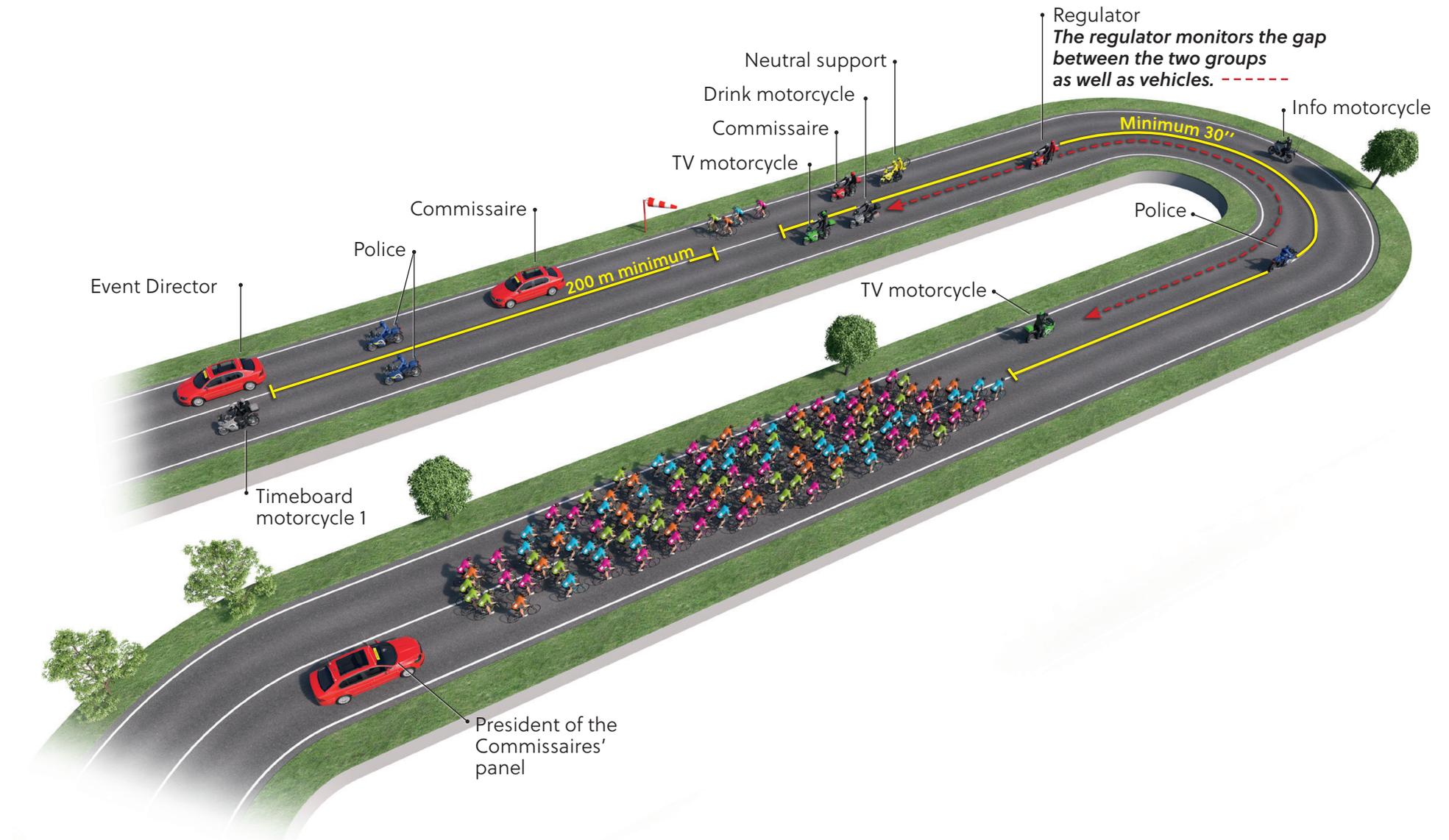
# 2. GENERAL

Motorcycle Regulators are representatives of the Organisation Director. They must be a member of the Organisation, be familiar with all its inner workings and have significant experience of cycling races. Regulators have become essential at major events on the international calendar to manage the significant number of vehicles involved in these races. There may be one or more Motorcycle Regulators working at an event, and they must be easily identifiable by their distinctive clothing. Their role involves ensuring the safety of riders and followers, and that the rules for vehicle circulation in the race convoy are respected.

The Regulator must:

- Hold a valid UCI licence from one of the UCI's Federations
- Have experience of cycling events
- Be a former rider (or have an equivalent level of experience at race level)
- Be a member of the Race Organisation
- Be a passenger on a motorcycle driven by an experienced pilot, thus allowing for greater flexibility and faster reactions in the event of problems
- Know the UCI Regulations and specific regulations of the event. This role complements that of the Motorcycle Commissaires.

## TYPICAL POSITION OF THE REGULATOR WHEN A GROUP OF RIDERS IS IN A BREAKAWAY



### 3. ROLE AND MISSION

Their role and mission before the event:

- To participate in the design of the route
- To participate in the reconnaissance of the route and to visualise all potential difficulties the riders may encounter. This reconnaissance will allow the Regulator to anticipate the race day and take decisions to ease the circulation of vehicles and motorbikes. During the reconnaissance, the Regulator should note difficult stretches of the route on a map. The Regulator must be familiar with the event route.
- To participate in different meetings with public authorities, thus enabling them to recognise the roles, and the individuals performing them, on the day of the event. All problems during the event should be taken up with the Regulator.

Their role on **the day before** the event:

- At Race Headquarters, they will help to distribute accreditation to Trade Teams.
- They will also help to distribute official documentation to race followers.
- To participate in Sports Director Meetings alongside the Commissaires' Panel.
- To participate in the meeting with the motorbikes and vehicles circulating in the race convoy.
- To participate in the meeting with the Commissaires' Panel, to correctly identify everyone's role. They must be familiar with each Commissaire role in the race convoy.
- To oversee the production of documentation, particularly the list of competitors.

Their role **on the day** of the event:

#### 1. At the start:

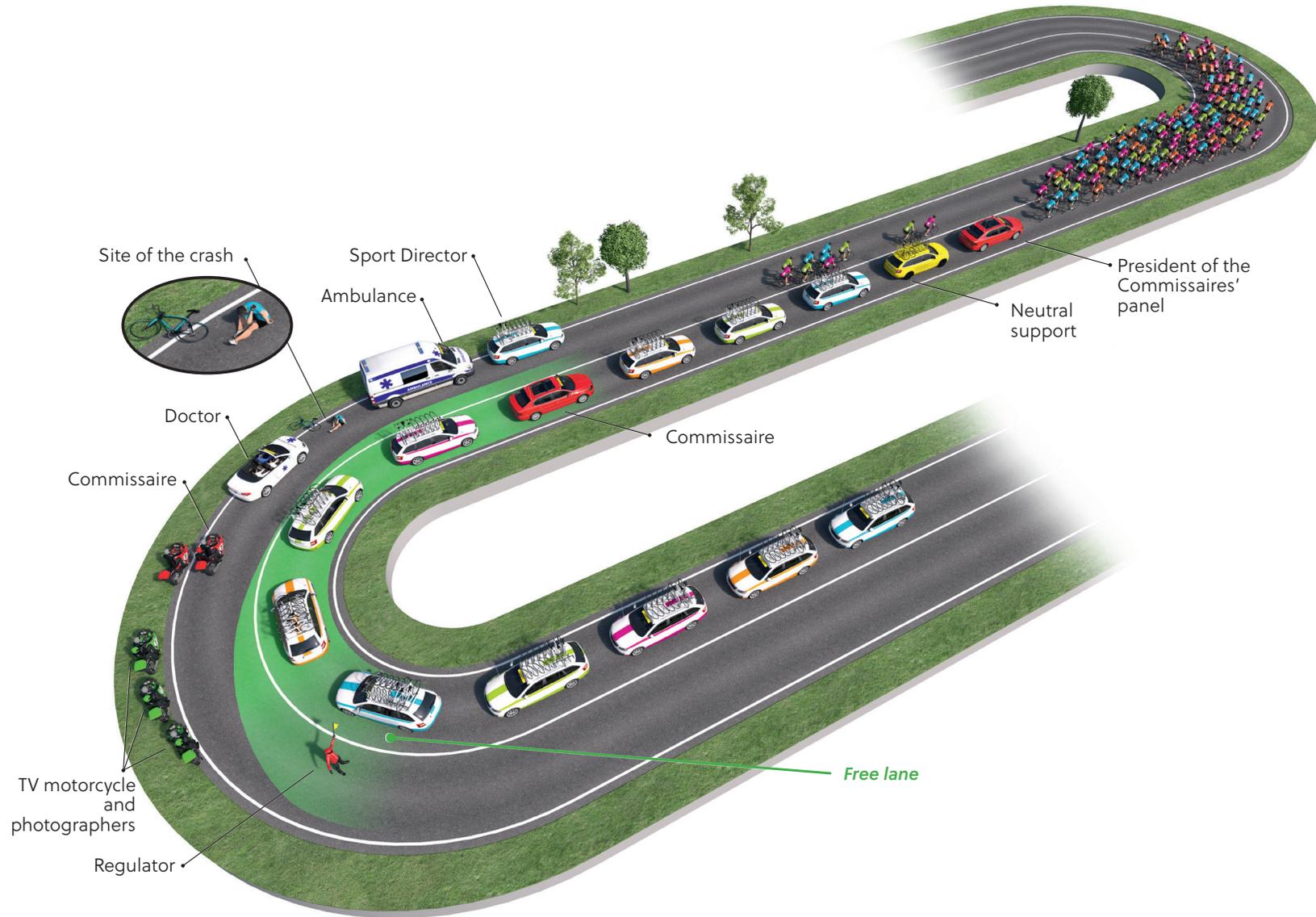
- Their knowledge of the route, obtained during reconnaissance and various meetings, allows them to manage the team parking and organise vehicle parking to ensure fluid movement at the start of the race.
- To oversee the riders' signing of the starting sheet, and to intervene if there is a problem.
- To manage the vehicles at the rear of the race convoy leaving the car park at the start of the race.

#### 2. During the race:

- During the race, the Regulator manages the circulation of vehicles in the race convoy, in tandem with the Race Director and the Commissaires' Panel.
- To oversee the Race Direction if vehicles are stuck at the back of the race.
- They must anticipate the most dangerous points on the course, which were noted during the reconnaissance and, based on the profile of the race, manage the movement of vehicles and motorbikes.
- They must be in radio contact with the Race Director in case of problems on the route – demonstrations, overcrowding, etc.
- to accompany the photographer and TV motorbikes in the final kilometres of the race, so as to reach the finish safely and never interfere with the progress of the race nor allow riders to benefit from their slipstream, especially when the rider's speed is high.

- During a crash or incident, get off the motorcycle if necessary allowing the driver to move the motorcycle out of a dangerous position:
  - ▶ to ensure smooth flow of vehicles, allowing easy access for Medical Service or Sports Directors vehicles.
  - ▶ to ensure fluid movement through the location of the incident, to facilitate the movement of vehicles.
  - ▶ to remain with the final riders caught up in the crash, to be able to announce over the information radio whether all riders have resumed racing.
- To be present at any level crossings or other such obstacles.
- To intervene, at the request of the Race Direction, if the race is neutralised.
- To intervene and take the place of information motorbikes, if required.
- Due to their flexibility, they can position neutral service vehicles based on the progression of the race.
- Clearing all vehicles not allowed in gaps less than 30 seconds within the last 20 km

# REGULATOR'S ROLE AND POSITIONING OF THE DIFFERENT KEY PLAYERS IN THE EVENT OF A CRASH

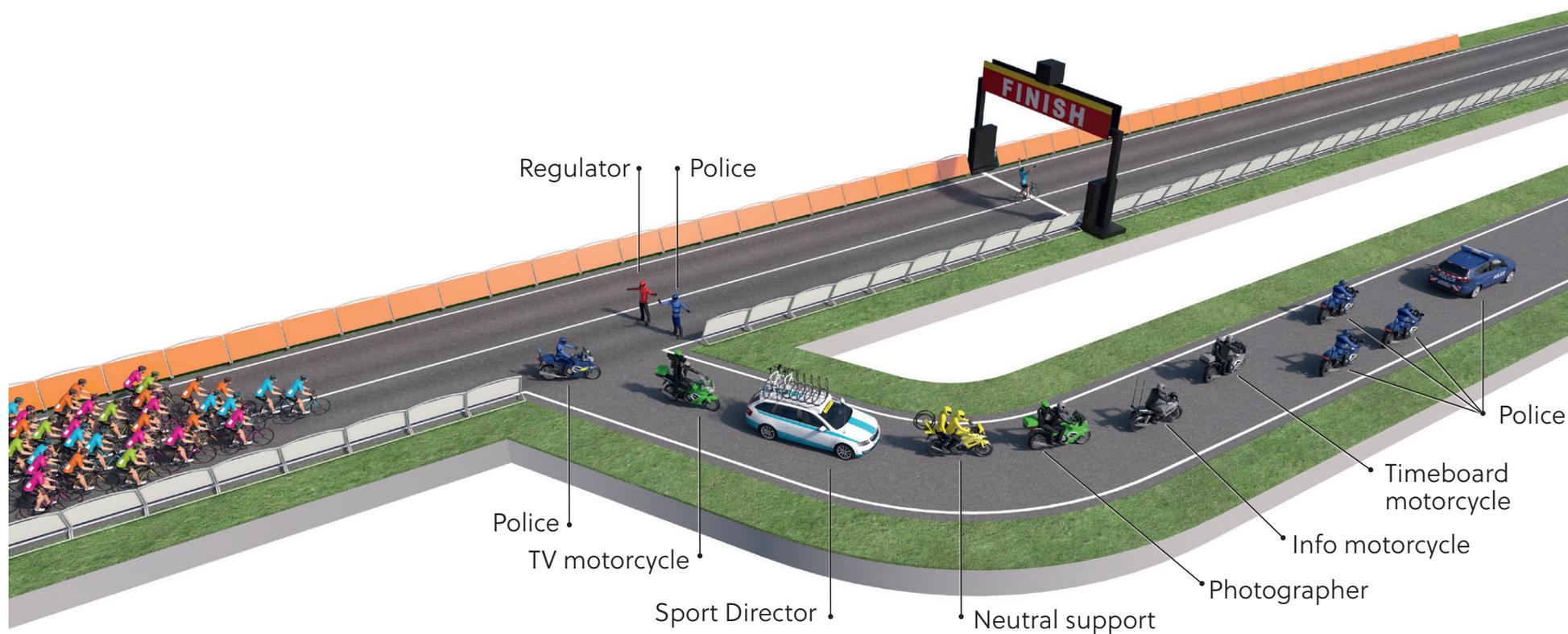


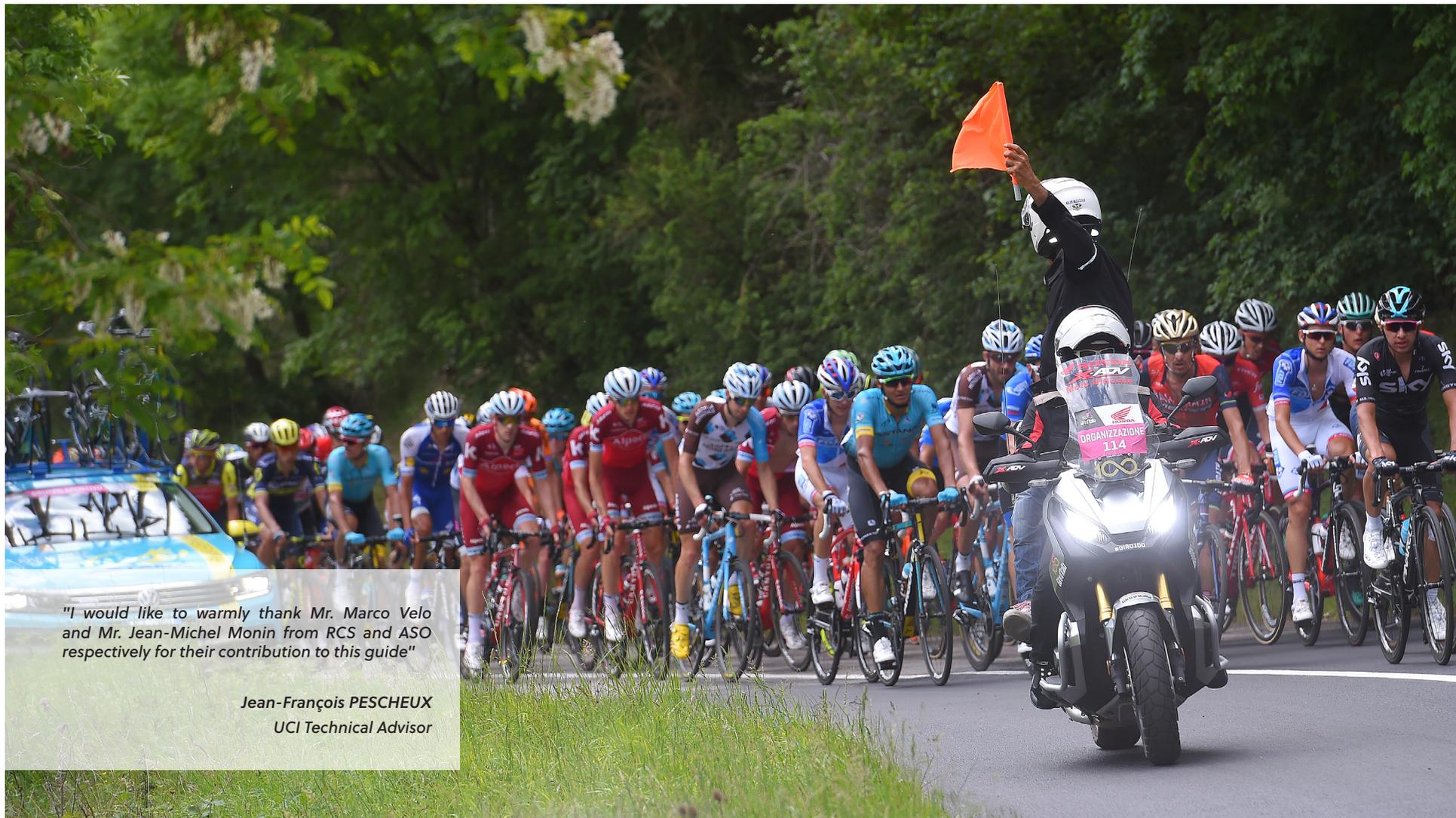
3. At the finish:

- The Regulator will take advance on the main peloton to attend the deviation point for vehicles, potentially with a member of the police authorities, and ensure that this provision is respected. He must be familiar with the vehicles and motorbikes that are permitted to cross the line.
- Other Regulators (if there are any) will participate in the Awards Ceremony by accompanying the winners to the podium.
- To organise the dispatch of team vehicles, where required

4. At the race headquarters at the finish:

- To participate in the stage debrief alongside colleagues and the Commissaires' Panel.
- To oversee the production of rankings and their distribution to teams and officials.
- To prepare the following day's stage (in stage races).





*"I would like to warmly thank Mr. Marco Velo and Mr. Jean-Michel Monin from RCS and ASO respectively for their contribution to this guide"*

**Jean-François PESCHEUX**  
UCI Technical Advisor



**REGULATOR'S GUIDE TO ROAD EVENTS**  
April 2019 version