



TECHNICAL REGULATIONS

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1 PURPOSE

The purpose of this document is to define the Regulations under which mountain bike events in New Zealand are operated.

Events recognised or sanctioned by Mountain Bike New Zealand (MTBNZ), Cycling New Zealand (CNZ) and Cycling New Zealand Schools (CNZS) operate under these Regulations.

2 ABBREVIATIONS

MTB - Mountain Bike

MTBNZ - Mountain Bike New Zealand

CNZ - Cycling New Zealand

CNZS - Cycling New Zealand Schools

PCP - President of Commissaires Panel

UCI - Union Cycliste Internationale

3.1 General

These General Regulations apply to all MTB disciplines at events recognised or sanctioned by MTBNZ, CNZ or CNZS unless specifically noted within these Regulations. Regulations stated for specific MTB disciplines take precedence over Regulations that appear in this section if any conflict exists. These Regulations operate in conjunction with the UCI Regulations.¹ DHI protective equipment requirements (section 6) take precedence over the UCI Regulations for national and international events held in New Zealand.

CNZS sanctioned events also operate in conjunction with the Cycling New Zealand Schools Rules²

Where any ambiguity or lack of clear ruling exists, the current UCI Regulations will take precedence.

3.2 Conduct

3.2.1 All riders, officials, volunteers, coaches, managers and event organisers in any event operating under these Regulations are also subject to:

- CNZ licence terms and conditions
- CNZ policies³ including but not limited to the Cycling New Zealand's Code of Conduct, Child & Vulnerable Adult Protection Policy, Trans Person Policy and Disciplinary Policy
- Cycling New Zealand Schools Rules (for School events)
- Cycling New Zealand Concussion Guidelines
- UCI Rules and Regulations
- Regulations in this document
- Sanctions and Penalties as listed in Appendix B

3.2.2 A rider must act in a sporting manner at all times and must permit any faster rider to overtake without obstruction.

3.2.3 Anyone who is found to have intentionally altered the course will have their accreditation removed and, in the case of a rider or other non-authorized licence holder, will be subject to the sanctions listed in Appendix B.

¹ The current UCI Regulations can be found on the UCI website: <https://www.uci.org/>

² The CNZS Rules can be found on the CNZS website: <https://schools.cyclingnewzealand.nz/about-us/rules-and-regulations/>

³ The CNZ Policies can be found on the CNZ website: <https://www.cyclingnewzealand.nz/about-us/organisation-documents/>

3.3 Own Risk

- 3.3.1 Riders' entry/registration shall be accepted to the event on the condition that they race at their own risk and compete under the rules, regulations and policies of the UCI, CNZ, these Regulations and any specific event rules and terms and conditions as set by the Event Organisers
- 3.3.2 Cycling events carry some inherent risk and competitive races are strenuous by nature. To be able to compete, riders should be in sound physical and mental condition. The rider's health and welfare is of paramount importance. By entering in a race, the rider is declaring that they are in good health and are in an appropriate physical and mental condition to safely complete the race. This includes being responsible for their choices of equipment and refreshments
- 3.3.3 Officials will withdraw or refuse a start to any rider who they believe presents a danger to themselves or to other riders. If, after medical assessment and/or treatment, the rider is permitted by officials to re-join the competition then no timing allowances will be made

3.4 Anti-Doping

- 3.4.1 All riders undertake to comply with the Anti-Doping Policies of CNZ, New Zealand's Sports Anti-Doping Rules, UCI Anti-Doping Regulations, and the International Testing Agency (ITA)
- 3.4.2 All riders are responsible for familiarising themselves with the Anti-Doping Regulations and procedures, including medical control tests, testing obligations and procedures, penalties and appeal processes, and forbidden substances
- 3.4.3 All riders are subject to testing

4 ELIGIBILITY AND RACE CATEGORIES

4.1 Eligibility

- 4.1.1 New Zealand resident riders in UCI categories must be a member of an affiliated MTBNZ Club and hold an annual license with CNZ
- 4.1.2 New Zealand resident riders in non-UCI categories must be a member of an affiliated MTBNZ Club and hold an annual license with CNZ or a CNZ one-day license (obtained at the time of entry to the event)
- 4.1.3 One-Day licenses are only valid for the duration of the race for which they were obtained
- 4.1.4 Non-New Zealand resident riders must hold an International licence from the cycling federation of the country that they are resident in regardless of their category
- 4.1.5 A rider must present a valid license (or receipt) issued by their national federation, if requested, at any time prior, during or after the race or event.

4.2 National Championships

- 4.2.1 Only riders who hold NZL nationality (as recognised by UCI) are permitted to compete in any UCI Category races at National Championship events.
- 4.2.2 An exception to 4.2.1 can be made for DHI and EDR races for riders without NZL nationality to compete at the discretion of the PCP. If approved, non-NZL riders will be treated as 'Ghost Riders' and will not receive a placing, awards, prizemoney or UCI points
- 4.2.3 Riders without NZL nationality are eligible to race in Non-UCI categories providing they meet the eligibility criteria in 4.1. Place getters, regardless of nationality, shall receive relevant medals and prizes (if applicable) however the first placed New Zealand rider shall be acknowledged as the Champion for the event

4.3 MTBNZ National Event Series

- 4.3.1 MTBNZ events are open to all riders meeting the eligibility requirements of 4.1.

4.4 Age Classifications and Categories

- 4.4.1 Events will recognise a rider's age as at 31 December in the year of the event
- 4.4.2 Riders are required to race in their defined age category if this category is provided by the Event Organisers
- 4.4.3 With limited race entries in a category at the entry deadline, the PCP, in consultation with the organiser, may merge a category with another category as

near as possible to that category as deemed necessary. Merged categories must not exclude the recognition of their performance in their original entered category

4.4.4 Age categories for events are defined below:

Age Category	Minimum Age	Maximum Age
Under 15	13	14
Under 17	15	16
Under 19	17	18
Under 23 <i>(XCO National Championships only)</i>	19	22
Elite	19+	-
Senior	19	29
Masters 1	30	39
Masters 2	40	49
Masters 3	50	59
Masters 4	60	69
Masters 5	70	-

4.5 Elite Categories

- 4.5.1 Entry in an Elite category is for riders aged between 19 and over who demonstrate elite-level ability.
- 4.5.2 Entry into an Elite category is subject to the approval by MTBNZ. Riders seeking to enter an Elite category for the first time must make a formal written application to the MTBNZ President.
- 4.5.3 Riders under the age of 19 are ineligible to compete in the Elite category
- 4.5.4 Masters riders (30+) can elect to license in the Elite category instead of their own Masters Age category. This must be requested each year when renewing their license with CNZ. The rider will then compete as Elite for the entire license year. The license category cannot be changed again during the year, from either Elite to Masters or vice versa

4.6 UCI Categories

- 4.6.1 UCI categories for MTB events and result reporting requirements are specified in UCI Regulations 4.1.003 – 4.1.010.
- 4.6.2 Only riders meeting the requirements of 4.1.1 or 4.1.4 may enter UCI categories.
- 4.6.3 For XCO and XCC events, each UCI category must have a separate start and be completely separate from non-UCI categories
- 4.6.4 UCI categories at XCE events and PUM events using an elimination format must be completely separate from non-UCI categories
- 4.6.5 For XCM events, UCI and non-UCI categories may compete in the same race, however UCI categories must start before, and in a separate wave to, non-UCI categories

5.1 General Requirements

- 5.1.1 Closed toe footwear must be worn at all times while practicing and competing
- 5.1.2 The use of cameras is at the discretion of the PCP. Prior approval must be sought. Where use is permitted, cameras must be helmet mounted using breakaway type attachments.
- 5.1.3 Riders are not permitted to wear headphones or other similar music or communication devices during practice or competition
- 5.1.4 All protective clothing and equipment used should have been designed with the express purpose of being used as such

5.2 Race Numbers

- 5.2.1 Riders must securely fasten a number plate supplied by the race organiser on the front of the bicycle before commencing practice, seeding or racing
- 5.2.2 Riders must attach body numbers to the centre of their back for seeding and racing if they are provided by the race organiser
- 5.2.3 Riders are not permitted to cut, bend, fold or otherwise modify the race plate
- 5.2.4 No stickers, written text or other forms of advertising are to be placed on the number plate by the rider without the express permission of the PCP or event organiser

5.3 Bicycle Requirements

- 5.3.1 All bicycles must have two working brakes, one front and one rear
- 5.3.2 All bicycles must be fitted with handlebar plugs
- 5.3.3 All bicycles must have wheels of equal diameter, except for DHI and Enduro events where unequal wheel diameters are permitted
- 5.3.4 All bicycles are subject to random inspection throughout the event and those not meeting the above requirements will be forfeited from immediate competition and not allowed back into competition until deemed satisfactory by an official

5.4 General Helmet Requirements

- 5.4.1 Bicycle helmets that satisfy the current New Zealand or equivalent international standards are compulsory in all events
- 5.4.2 Helmets must be worn and fastened at all times whilst on a bicycle
- 5.4.3 Helmets must be in good condition and fit for purpose

5.5 General Clothing Requirements

- 5.5.1 At UCI calendar events riders clothing must comply with the UCI regulations
- 5.5.2 When competing (including during official practice) all riders must wear a shirt with sleeves and a pair of shorts. In DHI events, the protective clothing requirements of 6.2 take precedence.
- 5.5.3 The CNZ Schools Rules specify specific regulations for Schools events uniforms
- 5.5.4 At all events, no offensive slogans, logo or branding is permitted on any clothing. This includes alcohol, tobacco, other drug, party pill, pornographic products, sports betting or other product that might damage the image of Mountain Biking

6.1 Cross-Country Required Protective Equipment:

	All Categories
Helmet	Compulsory
Protective Eyewear	Highly Recommended
Full Finger Gloves	Highly Recommended

6.2 Downhill Required Protective Equipment:

	U15, U17	U19, Senior, Elite, Masters
Full Face Helmet	Compulsory	Compulsory
Long Sleeve Shirt	Compulsory	Compulsory
Elbow/Forearm Protection	Compulsory	Highly Recommended
Pants	Compulsory	Compulsory
Neck Brace	Compulsory	Highly Recommended
Spinal Protection	Highly Recommended	Highly Recommended
Shoulder Protection	Highly Recommended	Highly Recommended
Protective Eyewear	Highly Recommended	Highly Recommended
Full Finger Gloves	Highly Recommended	Highly Recommended

6.3 Enduro Required Protective Equipment:

	U15, U17	U19, Senior, Elite, Masters
Full Face Helmet ⁴	Compulsory	Compulsory
Elbow/Forearm Protection	Highly Recommended	Highly Recommended
Pants	Compulsory	Compulsory
Neck Brace	Highly Recommended	Highly Recommended
Spinal Protection	Highly Recommended	Highly Recommended
Shoulder Protection	Highly Recommended	Highly Recommended
Protective Eyewear	Highly Recommended	Highly Recommended
Full Finger Gloves	Highly Recommended	Highly Recommended

⁴ For EDR events, approved full face helmets with detachable chin bars may be used with the chin bar detached during transition stages only.

6.4 Protective Equipment

6.4.1 Full Face Helmet

- A full-face helmet must be worn properly both when racing and when training on the course. The helmet must be fitted with a peak. Open face helmets must not be worn
- Must achieve one of the following approved Safety Certification standards:
 - o ASTM-F1952 (ASTM for DH)
 - o UN/ECE Reg No. 22
 - o AS 1698, NZS5430
 - o British standard BS 6658, or
 - o Japanese standard T8133
- Enduro Style 2-Piece helmets are acceptable if they achieve one of the above safety certification standards and must have the chin-bar attached any time the rider is on course
- Compliance with these Regulations will only be confirmed by the presence of an appropriate compliance sticker on the helmet
- If you are unsure whether your particular helmet meets the required standard, please consult your helmet manufacturer's information

6.4.2 Long Sleeve Shirt

- Shirt with sleeves that extend to the wrist
- Should be of a type specifically designed and sold for use in BMX racing or mountain bike downhill events
- Jerseys designed for road cycling, skinsuits or one-piece suits comprising the jersey and the pants/shorts are not permitted
- The jersey must be either close fitting around the waist or must be tucked into the pants before the start to not cause interference

6.4.3 Elbows/Forearm Protection

- Self-fastening – does not require auxiliary fastening devices to secure to the body
- Can be standalone elbow protectors or as part of a protective suit e.g. full body, half body or vest
- Can be elbow only or combined elbow/forearm protection

6.4.4 **Pants**

- Long pants or short pants combined with suitable knee and shin protection are authorised
- Such long or short pants should be of a type specifically designed and sold for use in BMX racing or mountain bike downhill events, must be of one-piece construction and made of tear-resistant material
- Long pants of the type described above should cover the entire length of both legs until just above the shoe or ankle
- Short pants of the type described above should be worn together with suitable leg protection, that covers the entire knee and the entire shin until just above the ankle

6.4.5 **Neck Brace**

- Leatt (leatt.com) or similar to work in conjunction with the Full Face Helmet

6.4.6 **Spinal Protection**

- Self-fastening – does not require auxiliary fastening devices to secure to the body
- Cover full length of back (spine) from between shoulder blades to tail bone
- Can be fully, partially or non-articulated in design
- Can be standalone back protectors or part of a protective suit e.g. full body, half body or vest
- Motocross style “roost guards” are NOT PERMITTED unless with a specific back protector, not just a rear roost deflector

6.4.7 **Shoulder Protection**

- Self-fastening – does not require auxiliary fastening devices to secure to the body
- Outer shell should be constructed of a solid material e.g. Hard Shell Plastic
- Can be standalone shoulder protectors or part of a protective suit e.g. full body, half body or vest

7.1 General

- 7.1.1 Riders must complete the entire distance of the race or as directed by officials
- 7.1.2 Riders must finish with the bicycle they commenced racing with, including both wheels and forks
- 7.1.3 The riders finish is defined by the moment the leading edge of the front wheel crosses an imaginary plane rising vertically from the leading edge of the finish line drawn on the course surface
- 7.1.4 The responsibility for following the official course lies with the rider
- 7.1.5 A rider is not permitted to take any shortcuts or to omit a circuit or take other advantage of a similar nature against opponents
- 7.1.6 If a rider exits the intended course for any reason, they must return to the course between the same two course markers where they exited. If the PCP deems that the rider gained advantage, the rider may be disqualified
- 7.1.7 Riders must act in a sporting manner at all times and shall permit any faster rider to overtake without obstruction at the earliest opportunity
- 7.1.8 Any walking or running on the course is carried out in deference to any riders still riding their bicycles
- 7.1.9 A rider may only change their bike between races.
- 7.1.10 In Enduro races, only one frame, one front and rear suspension and one pair of wheels can be used by a competitor during a competition of multiple stages, components can be changed with PCP approval and will likely incur a time penalty.
- 7.1.11 A rider must not use offensive or abusive language, act in an un-sportsman like manner, be disrespectful to the officials or ignore the race regulations
- 7.1.12 Riders must respect the environment and ride only on the official course. The rider must avoid polluting the area and must not leave any waste or litter
- 7.1.13 No glass containers of any kind are permitted on or near the race course
- 7.1.14 Caches of food are not permitted to be stored in areas outside of designated food station or event village
- 7.1.15 For DHI events, vehicle or chairlift transport to the course start must be provided
- 7.1.16 For DHI and EDR events, riders must not use their own transportation to the course start or for liaison stages

7.2 Practice

- 7.2.1 All riders on the course during an event must be registered participants
- 7.2.2 All riders on course during an event must have an event number plate specific to the event attached at all times
- 7.2.3 Coaches and media may ride a course during official practice only if they are registered as coaches/media and display an event number plate specific to their role at all times
- 7.2.4 No practicing is permitted on a course while a race is being conducted
- 7.2.5 XCO courses must be available for practice at least 24 hours prior to the event
- 7.2.6 XCM events do not require a practice session
- 7.2.7 XCC courses must be available for practice at least one hour prior to the event
- 7.2.8 EDR events must provide adequate practice sessions for all timed stages
- 7.2.9 XCP events do not require a practice session
- 7.2.10 DHI events - prior to practice and competition commencing, riders must be provided with an opportunity to inspect the course on foot
- 7.2.11 DHI events - riders must be provided sufficient official practice time to complete at least two practice runs of the course
- 7.2.12 DHI events - an official practice session must be provided on the day of seeding and finals

7.3 Downhill Seeding and Finals

- 7.3.1 All riders must complete at least two complete runs of the course during official practice prior to the commencement of seeding or they will be refused a start
- 7.3.2 The seeding and final runs must use a single course/single run format
- 7.3.3 A minimum of 30 seconds must be left between rider starts
- 7.3.4 Riders will commence at the discretion of the start Commissaire
- 7.3.5 Riders are started from slowest to fastest
- 7.3.6 If marshals wave red flags during a seeding or final run, riders must stop on course immediately. When instructed by course marshals, riders proceed slowly to the finish line and immediately report to a Commissaire to request a re-run
- 7.3.7 The decision to grant a re-run is at the discretion of the PCP

7.4 Race Seeding

7.4.1 Unless otherwise referenced in the event technical guide, the following seeding order shall apply for events recognised or sanctioned by MTBNZ or CNZ.

- Defending category National Champion
- UCI Ranking
- Most recent National Championship placing
- National Series placings
- All other riders

7.4.2 The final decision for seeding sits with the PCP

Downhill

7.4.3 A seeding run will be held prior to the race run for all downhill categories

7.4.4 For the seeding run, riders will be ranked according to 7.4.1

7.4.5 Riders will start in reverse-ranked order per category (lowest to highest rank)

7.4.6 Riders will start the final in categories based on the seeding run results (slowest to fastest)

7.4.7 Category order will be decided by the PCP

7.5 Start Procedure

Cross-Country and other mass start events

7.5.1 Staging of the riders must commence no later than 10 minutes before the scheduled start of the race

7.5.2 A rider briefing must be given on the start line, once all riders are staged. This briefing must be audible to all riders

7.5.3 Start announcements will be made at 3 minutes before the start, 2 minutes before the start, 1 minute, and 30 seconds. The Start Commissaire will then announce the race will start within the next 15 seconds

7.5.4 Mass start competitions will be started by an audible device such as starting gun or whistle

7.5.5 All riders must have at least one foot on the ground and may not lean on fences/other infrastructure, or other riders/by-standers.

Downhill and other gravity related events

- 7.5.6 The start procedure should include a 30 second warning followed by a ten second warning and then a five second countdown
- 7.5.7 Electronic starting and timing must be used

7.6 Feed and Technical Assistance (XCO, XCM)

- 7.6.1 Authorised technical assistance during a race consists of repairs to or the replacement of any part of the bicycle other than the frame
- 7.6.2 Bicycle changes are not permitted. Riders must cross the finish line with the same frame and handlebar number plate that they had at the start
- 7.6.3 Technical assistance can only be given in the feed/technical assistance zones. Spare equipment and tools for repairs must be kept in these zones. Repairs and equipment changes can be carried out by the rider themselves or with the help of a teammate, team mechanic or neutral technical assistance
- 7.6.4 Riders may carry tools and spare parts provided that these do not involve any danger to the rider themselves or the other competitors
- 7.6.5 Each rider is permitted two technical assistants in each allocated feed/technical assistance zone
- 7.6.6 All technical assistants (feeders and team mechanics) must display the allocated feed/technical zone pass (if provided by the event organisers)
- 7.6.7 Feeders must remain stationary for the duration of the feed
- 7.6.8 Contact between feeder and the rider is only permitted in the technical zone.
- 7.6.9 The feeder may only pass items via the hand and may not throw items or place items into/onto the rider's bicycle
- 7.6.10 The spraying/pouring of water/other liquids on riders or bicycles by feeders/mechanics is prohibited unless authorised by the PCP (if race day temperature is extreme)

7.7 80% Rule (XCO)

- 7.7.1 The 80% Rule is applied at the discretion of the PCP
- 7.7.2 Riders will be informed at the rider briefing prior to the start of the race if the 80% rule is applied
- 7.7.3 When the 80% rule is being applied, any rider falling outside of 80% of the race leader's first complete lap time will be removed from the course
- 7.7.4 When the 80% rule is not being applied, a rider's race finishes either:
 - When they are lapped by the leader of their class, or
 - When they complete the lap following the leader of their class completing the course
- 7.7.5 Lapped riders must remove themselves from the course upon the instruction of a commissaire
- 7.7.6 Riders who are removed from the course by a commissaire due to the 80% rule or being lapped will be placed in the results
- 7.7.7 Riders who pull out of the event due to injury, mechanical failure or otherwise must inform the Commissaire and are classed as "Did Not Finish", and will lose all benefits, such as a placing, competition points and ranking points.

7.8 Inclement Weather Protocol

General

- 7.8.1 An event should be cancelled or modified in inclement weather in the following circumstances:
 - Conducting the event in the given conditions will pose a significant risk to the participants, race officials, first aid staff and the general public.
 - Conducting the event will cause significant damage to and/or an unacceptable level of damage to the venue.
 - In areas with strict fire danger protocols that may prohibit the running of the event in certain conditions.
 - In any other situation that gives rise for the land owner/ manager to prohibit the running of the event.
 - By the advice, request or direction of relevant authorities, including the land owner, civil defence, fire department, police)

Procedure – pre-event cancellation

- 7.8.2 The decision to cancel the event must be made with as much notice as possible prior to the event start.
- 7.8.3 Where possible, participants should be notified by email, phone or social media prior to the day of the event.
- 7.8.4 Any refund or reimbursement to the rider is entirely at the discretion of the event organisers.

Procedure during event cancellation

- 7.8.5 In Cross Country and related events, riders are placed in their order at the time of cancellation
- 7.8.6 In Downhill and related events, the PCP may elect to utilise one of the following protocols;
 - Revert to qualifying results for final standings.
 - Leave the results as they stand with some riders unable to complete the event.
 - Cancel the event entirely and omit the awarding of any individual titles or series points.
 - Postpone the finals to another day/time in consultation with the Event Organiser.

8.1 General

- 8.1.1 Presentation ceremonies must take place as soon as possible after the completion of an event
- 8.1.2 Presentation times must be publicised in the Technical Guide (Event Manual) and be available on the rider information board.
- 8.1.3 Any podium rider who fails to attend the presentation may be sanctioned.

8.2 Podium clothing and accessories

- 8.2.1 Riders must present for podiums in their race kit, or in neat attire.
- 8.2.2 Hats and sunglasses may be worn but must be removed for photographs at the request of event organisers.
- 8.2.3 Riders may bring one item of personal sponsor material onto the podium. This may include items such as drink cans, helmets and goggles. These items must be removed from the podium for photographs at the request of event organisers.
- 8.2.4 Modifications to the above rules may be made by the PCP on a per-event basis

8.3 National Championships

- 8.3.1 A National Jersey will be presented to the first placed rider in UCI Categories at the National Championship event.
- 8.3.2 Championship medals will be presented to the top three riders in all categories
- 8.3.3 **XCO National Championships** where the Elite and U23 Categories are combined, if an U23 rider wins the combined race only one (Elite) National Jersey will be awarded to that rider. In the case of an Elite rider winning the combined race, the winner will be awarded with an Elite National Jersey and the first placed U23 rider will be awarded with an U23 National Jersey.
- 8.3.4 **DHI National Championships** are run as a combined race for Elite and U19. Each category will have separate medal presentations. In the case of a U19 winning the combined race only one (Elite) National Jersey will be awarded to that rider. In the case of an Elite rider winning the combined race, the winner will be awarded an Elite National Jersey and the first placed U19 rider will be awarded with an U19 National Jersey.

9.1 General

Event Organisers shall, at all times, in consultation with the PCP, have power to alter, postpone or cancel a race on account of weather conditions, safety risks or insufficient entries.

9.2 Officials (Commissaires)

- 9.2.1 Attending Commissaires must hold a current CNZ license with a valid commissaire endorsement (this can be verified on request by CNZ)
- 9.2.2 For MTBNZ National Event Series and National Championships a PCP will be appointed to the event by the MTBNZ Technical Panel.
- 9.2.3 Unless agreed otherwise the Event Organiser is responsible to reasonably contribute to the travel and accommodation of the officials, in addition to providing refreshments during competition.
- 9.2.4 The PCP will present a written report to MTBNZ, CNZ, Technical Panel and the Event Organiser post the event.

9.3 Technical Guide (Event Manual)

- 9.3.1 The Event Organiser must publish a technical guide (sometimes referred to the event manual) for each event no less than 28 days prior.
- 9.3.2 The technical guide must be approved by the national federation before it is published
- 9.3.3 The technical guide must include at least the following details:
 - The rules the event will be run under
 - Key Contacts including the name, email address and telephone number of the Event Organiser
 - Confirmation of categories and licencing requirements
 - Registration / Packet Pick up instructions
 - How the event will be timed (i.e. will they be issued transponders)
 - Where the Event HQ will be located
 - Details of first aid cover and where to find assistance outside of the event (i.e. nearest A&E)
 - For Downhill and Enduro Events where mechanical uplift is used, the details of the uplift method, ie, type of vehicle, chairlift etc.
 - Instructions if the rider needs to withdraw from the race.
 - Confirmation of any UCI Points
 - Course Maps

- Confirming the age calculation date for the event (age at 31st December in the year of the event)
- Directions to the venue, including if possible, accommodation options
- The categories and starting time for each category
- The programme for any awards ceremonies and who must attend
- The prize(s) or prize pool (if applicable)

9.4 Rider Numbers (Race Plates)

- 9.4.1 Front (handlebar) number plates must be 15cm high x 14cm wide, digits must be 8 cm high with a minimum line width of 1.5 cm. Advertising is permitted to a maximum height of 2.5cm on both the upper and the lower parts of the plate
- 9.4.2 Body numbers (mandatory for National Championships) must be 15cm high x 14cm wide, digits must be 10cm high with a minimum line width of 1.5 cm. Advertising is permitted to a maximum height of 2.5cm on both the upper and the lower parts of the plate
- 9.4.3 The numbers on plates must use black text on a white background unless requested otherwise by the PCP
- 9.4.4 Handlebar plates should be available for issue to Media, Coaches and downhill sweep riders
- 9.4.5 Number plates must be fit for purpose and constructed from a robust and waterproof material.

9.5 Facilities and Amenities

- 9.5.1 An undercover area at the start and finish lines must be provided for commissaires and race officials to conduct their business
- 9.5.2 Warm up areas must be provided at course starts for all cross country and downhill events
- 9.5.3 Sufficient toilets must be provided to cater for expected number of riders, supporters and spectators
- 9.5.4 Toilets must be provided in downhill start areas
- 9.5.5 A rider information board must be utilised in a prominent location for the display of important event information.

9.6 Timing and Results

- 9.6.1 The Event Organiser must provide and operate an electronic timing service.
- 9.6.2 The finish line commissaire is the sole judge of the finish and shall determine the finishing order, finishing time and number of laps covered.
- 9.6.3 The timing service is responsible for supporting the finish line commissaire to carry out their duties.
- 9.6.4 The timing service is responsible for producing event results in a format specified by the Event Organiser
- 9.6.5 For National Championships and events listed on the UCI International Calendar, the timing service/Event Organiser must additionally produce results for each UCI category, in a format suitable for submission to the UCI, and deliver them via email to the PCP or the Cycling NZ event representative (for National Championship events).

9.7 Safety Planning

- 9.7.1 The Event Organiser must organise the event to the standards as set out by the national body.
- 9.7.2 Events must consider the safety of riders, volunteers, officials, spectators, supporters and members of the public in their planning. It is important that you fully understand your obligations and have systems and plans in place to meet them at all stages of event planning and delivery
- 9.7.3 More on your obligations can be found here <https://www.cyclingnewzealand.nz/event-certification-programme> and for MTBNZ National Event Series, Event Guidelines.
- 9.7.4 At a minimum, the following documentation should be produced:
 - Safety Management Plan
 - Emergency Response Plan
 - Risk Register
 - Communications Plan
 - Adequate Insurance Cover
 - Medical / First Aid Plan
 - Council Consents
 - Land Owner Permission
 - Marshalls Plans and Briefing
 - Waste Management Plan
 - Traffic Management Plan (if applicable)

9.8 Course Check

- 9.8.1 As a minimum the PCP must complete a course inspection with the Event Organiser at least 24hours prior to the event start.
- 9.8.2 The Event Organiser should produce a course map highlighting specific course features or highly technical areas and provide this to the PCP ahead of the course inspection.
- 9.8.3 Any required changes to the course will be the responsibility of the Event Organiser

9.9 DHI and EDR Transportation

- 9.9.1 For DHI events, vehicle or chairlift transport must be provided to assist riders to the start or from the finish (depending on the course layout)
- 9.9.2 For EDR events, vehicle or chairlift transport may be provided for liaison stages
- 9.9.3 Transportation must not interfere with the course in any way
- 9.9.4 Transport must be capable of transporting at least 120 riders per hour
- 9.9.5 If utilising vehicle transport all riders must have a fixed seat inside the vehicle and a working seat belt.
- 9.9.6 Any deviation to 9.9.4 must be agreed prior to the event between the event organiser and PCP.
- 9.9.7 Riders must not use their own transportation to the course start or for EDR liaison stages

9.10 Course Safety

- 9.10.1 In high speed sections of the course or in sections that can be assumed to have high spectator activity, "B" zones shall be marked so that if a rider fails to negotiate the course they will not make contact with spectators
- 9.10.2 In appropriate areas, such as walls, gates or on-course tree trunks, there must be adequate padding used to protect the riders
- 9.10.3 In appropriate areas, such as along the edge of steep drops, catch fences of a smooth flat surface must be used. Nets or mesh fencing with a gauge (hole) greater than 5 mm x 5 mm must not be used
- 9.10.4 A response plan must be in place to provide assistance to all riders at all points on the course at all times, with the least possible delay
- 9.10.5 Only essential vehicles (organisers, security, safety or first aid vehicles) are permitted on the course during racing and official practice in extenuating circumstances and only under direction from the PCP

- 9.10.6 The course may only be ridden by riders officially entered into the event during the event, which includes official practice and competition and appointed Sweepers. A race number / official Plate must be displayed at all times.
- 9.10.7 Coaches and accredited media may be permitted to ride on the course during official practice sessions if they have registered as such and have official coach/media number plates displayed
- 9.10.8 Spectators, including those on bikes, must be kept off the course at all times during official practice and competition
- 9.10.9 Once a race starts, only riders competing in that race are permitted on the course.
- 9.10.10 eBikes are not to be allowed on the course during practice or race time unless there is a specific eBike race or race category in the event schedule. eBikes may be ridden by coaches and accredited media who are on course in accordance with 9.10.7.

9.11 Communication

- 9.11.1 The Event Organiser and the PCP must jointly provide a briefing for marshals and First Aid personnel at least 1 hour prior to the race start. The briefing should include information on the health and safety responsibilities, the course (and any changes), emergency response plan, radio protocol, transport to course locations, provided equipment and personal gear or equipment required
- 9.11.2 The PCP, with support from the Event Organiser, must provide a rider briefing before the start of the event. The time and place of the briefing will vary depending on the type and format of race and must be stated in the official programme.
- 9.11.3 The Event Organiser must provide suitable communication devices for the commissaires, other race officials, first aid and all course marshals. In most cases this will be a radio system
- 9.11.4 The communication system must be tested at least 48 hours before the start of the event
- 9.11.5 The communication system must allow for a private Commissaire and timing operator channel that is not disclosed to general event staff and/or the general public
- 9.11.6 The communication system must cover the entire course without dead spots from start to finish. Where necessary a radio repeater shall be used.

9.12 First Aid

- 9.12.1 The Event Organiser is responsible for arranging adequate first aid cover for the event
- 9.12.2 It is anticipated and expected that there will be accidents/incidents during a MTB event and the Event Organiser will need to consider their response plan in the event of an incident
- 9.12.3 It is recommended that the services of a professional first aid provider are contracted for an event (such as Red Cross /St John, etc).
- 9.12.4 Regardless of the provider, the following is considered a minimum:
- 1 Doctor/Paramedic, and
 - 1 First Aider/Medic (Minimum qualification Pre-Hospital Emergency Care Certificate NZQA 14470-14473 with experience, and or a nurse with A&E experience, district nurse experience, or Armed Forces Medic or Qualified Ambulance Officer), and
 - Sufficient additional general first aid trained team members to provide suitable cover for the entire course
- 9.12.5 All First Aiders must be physically fit and have available appropriate response transport and equipment. Preferably first aiders should be placed at key locations on the course near marshals and the Doctor / paramedic remain at base
- 9.12.6 All first aid personnel must be easily identifiable with an appropriate badge or uniform
- 9.12.7 There are a number of matters that need to be considered when making first aid support decisions. These include but are not limited to:
- Location of event
 - Duration of event
 - Estimated number of participants and spectators
 - Demographic of participants (youth, masters, elite)
 - Type and number of events
 - The course layout, trail grades and technical specifications
 - Forecast weather conditions
- 9.12.8 Additional points to consider for first aid planning:
- First aid should be provided at all times during official practice and racing
 - The PCP should provide the first aid staff with a briefing prior to the official practice and any racing
 - First aid staff need to be included and informed of Health and Safety procedures including how to access the course and communication methods
 - First aid staff should be provided course maps and if possible included in the course walk.
 - The local hospital and medical centre should be informed of the event

- A First Aid HQ should be located in the event village and be accessible and visible to riders and members of the public
- The course needs to be accessible for the medical team and ambulances
- A plan of the ambulance emergency access routes should be shown on maps
- Collection of rider's medical condition information during registration to assist the first aid provider
- Place first aid resources at the most dangerous or high-risk areas of the course
- Course maps that define vehicle access points and access information must be distributed to the first aiders
- E-Bikes, Motorbikes, ATVs or 4WD vehicles (preferably side by side) can be used to quickly get first aider to awkward locations. Drivers must be licenced, trained, and experienced in the operation of the vehicle used. Quad bikes can only be used by 1 occupant and must be fitted with passive roll over protection structure (props).

9.12.9 A report must be submitted by the Event Organiser to the PCP within five working days of the event listing all injuries and treatments rendered

10 COURSE REQUIREMENTS

10.1 UCI Regulations

Refer to UCI Regulations for full course requirements. A summary only is provided below

10.2 General Requirements

- 10.2.1 All event courses should be totally separate from that of all other events organised at the same venue
- 10.2.2 If separate courses cannot be achieved, the training and race timetable must be drawn up so that the courses cannot be used simultaneously. This situation must be approved by PCP prior to the event.
- 10.2.3 Start and finish zones must be designed and made clear of any obstacles that may cause a crash or collision
- 10.2.4 Course design should be selected with regard to the level of event and likely capability of the targeted riders.

10.3 Cross Country Olympic (XCO)

XCO Course

10.3.1 The course lap length must be in accordance with the table below:

XCO Race Class	Lap Length
National Championships (CN), Continental Championships (CC), UCI Level C1	3.5 – 6 kilometres
UCI Level C2	3.5 – 10 kilometres
UCI Level C3, Other Events	No restriction and any race format

10.3.2 No more than 15% of the course shall be sealed or paved road

10.3.3 Extended sections of single track must have periodic passing sections included in appropriate places

10.3.4 The target winning time for an XCO race should be within the time range shown below:

Class (men and women)	Target Race Time		
	CN + CC + C1	C2	C3 + Other Sanctioned Events
Elite	1:20 – 1:40	1:30 – 2:00	No restriction
Under 23	1:15 – 1:30	N/A	N/A
Under 19	1:00 – 1:15	1:00 – 1:15	1:00 – 1:15
Under 17	-	-	1:00 – 1:15
Under 15	-	-	0:45 – 1:00
Senior + Masters	-	-	No restriction

10.3.5 Weather conditions may require a change of laps to be completed to achieve target race times. In such cases the decision will be made by the PCP

10.3.6 If weather conditions require the use of an alternative route(s) it must be marked for the last training session, indicated clearly on the rider information board, or at the rider briefing

XCO Course Marking

10.3.7 The course should be marked clearly at a minimum of 250 metre intervals or to a standard that allows course marking to be seen from any point of the course

10.3.8 Any course signage or marking used must not hinder the rider

10.3.9 Course marking should involve a combination of arrows and tape/bunting. Rope and/or electric fence tape must not be used to mark the course.

10.3.10 All intersections or junctions must be clearly marked

10.3.11 Arrows and other directional signage should be black arrows on white or yellow panels with a minimum dimension of 20 cm x 40 cm, and sited no more than 1.5 metres above the ground

10.3.12 Arrows should be placed on the rider's right-hand side, except for right hand turns where arrows should be placed on the rider's left hand side

10.3.13 In all potentially dangerous situations, one or more arrows pointing downwards shall be placed 10 – 20 metres before the obstacle and also at the obstacle

10.3.14 Signage examples are provided in Appendix A

10.3.15 Stakes must be non-metallic, preferably PVC. Wooden stakes are acceptable

XCO Feed / Technical Assistance Zones

10.3.16 XCO events require the use of at least one managed feed/technical assistance zone

10.3.17 The final location and design of the feed/technical assistance zone must be approved by the PCP

10.3.18 Where possible, the feed/technical assistance zones should be on the rider's right-hand side of the course

10.3.19 The feed/technical assistance zone must be flat ground or on a slight incline with a slow, clear entry and exit and wide and long enough for the purpose.

10.3.20 The technical zone will ideally be on the same side as the feed zone

XCO Start and Finish

10.3.21 The start and/or finish must be clearly marked by a rigid gantry or flag structure. Inflatable arches crossing the course are prohibited, unless held up by a solid structure.

10.3.22 The structure for marking the start/finish must be approved by the PCP prior to the commencement of official practice

10.3.23 The start of the course must be at least 6 metres wide for a minimum of 50 metres before and 100 metres after the start line, after which the course may narrow

10.3.24 The start and finish zones of the course must be either flat or a gentle incline

10.3.25 The finish area must be at least 4 metres wide for a minimum of 50 metres before the finish line and 20 metres after the line

10.3.26 A clear exit must be marked before the start/finish line to allow for rider removal when implementing the 80% rule

10.3.27 Barriers or another form of physical delineation must be erected for at least 100 metres before and 50 metres after the finish line (to define the course extent and maintain crowd control)

10.3.28 The finish line marked on the course surface must be placed across the entire width of the course

10.3.29 The final kilometre of the race must be clearly and precisely indicated

10.4 Cross Country Short Course (XCC)

XCC Course

- 10.4.1 The start and finish must be in the same area.
- 10.4.2 The distance of the course must not be more than 2 km with a race duration of 20 to 60 minutes.
- 10.4.3 The final 100 metres of the course should be straight and devoid of obstacles
- 10.4.4 The entire course should allow for passing and riders to travel at least two abreast
- 10.4.5 Short climbs and descents are preferred, with no sections that will significantly slow down the field
- 10.4.6 Basic technical features are permissible at the discretion of the PCP
- 10.4.7 A clear exit must be marked where riders may be removed from the course, this must be before the start/finish line

XCC Course Marking

- 10.4.8 The entire course should be taped both sides. Modification to this requirement is at the discretion of the PCP. Rope and/or electric fence tape must not be used to mark the course.
- 10.4.9 Signage examples can be found in Appendix A

10.5 Cross Country Marathon (XCM)

XCM General

- 10.5.1 An XCM course must be between 60 and 160 kilometres in length
- 10.5.2 The course may involve a lapped format of a maximum of three laps
- 10.5.3 The course may involve a single lap format where no section of the course is repeated in either direction
- 10.5.4 The course may involve a point-to-point format where no section of the course is repeated in either direction
- 10.5.5 Extended single track sections should be avoided, where necessary these sections should allow for regular passing

XCM Course Marking

- 10.5.6 Marking requirements can be found in Appendix A
- 10.5.7 The course must be marked every 10 kilometres with distance markers to the finish line

XCM Feed and Technical Zones

- 10.5.8 Marathon events run in multi lap formats must utilise a feed/technical assistance zones as described in 10.3.17 - 10.3.20
- 10.5.9 Single loop or point-to-point events must provide at least 3 feed/technical assistance zones

10.6 Cross Country Eliminator (XCE)

XCE General

- 10.6.1 An XCE course must be between 500m and 1000m in length
- 10.6.2 The course may include a variety of terrain features and obstacles including drops, stairs (both up and down), and bridges to create a dynamic short race
- 10.6.3 The entire course should be wide enough to allow multiple passing opportunities

XCE Course Marking

- 10.6.4 Marking requirements can be found in Appendix A

10.7 Cross Country Point to Point (XCP)

XCP General

- 10.7.1 The course for a cross-country point to point event must start in one place and finish elsewhere
- 10.7.2 No part of the course may be repeated in either direction
- 10.7.3 Aside from differing length and point-to-point format the course will follow the basic course requirements for XCO events (described in 10.3)

XCP Course Marking

- 10.7.4 Marking requirements can be found in Appendix A

10.8 Downhill (DHI)

DHI Course

10.8.1 The duration of the event must be in accordance with the table below:

DHI Race Class	Minimum Race Time	Maximum Race Time
CN, CC, C1	2 minutes	5 minutes
C2	1 minute	5 minutes
C3, Other Sanctioned Events	No restriction	No restriction

10.8.2 The course length must be less than 3.5 kilometres

10.8.3 The course must follow a descending route. Short uphill sections are tolerated if they have a fast entry

10.8.4 The course should comprise varied terrain sections: narrow and broad tracks, woodland roads and paths, field paths and rocky trails. There should be a mixture of fast and technical sections. The emphasis of the course is to test the riders' technical skills and their physical ability

DHI Course Marking

10.8.5 The course must be taped on both sides over its entire length. Any variations to this requirement must be approved by the PCP. Rope and/or electric fence tape must not be used to mark the course.

10.8.6 Course marking tape/bunting should not be more than 1.5 metres above the ground

10.8.7 Stakes must not be metallic. PVC conduit is preferred

10.8.8 Secondary marked "B" zones should be provided in areas of high spectator interest, or where there is a high likelihood of riders crashing and/or unintentionally leaving the course

10.8.9 Marking requirements can be found in Appendix A

DHI Start and Finish

10.8.10 The start area must be at least 1 metre and no more than 2 metres wide

10.8.11 The start area must be covered with a non-slip surface

10.8.12 A covered structure of at least 3 x 3 metres in size should be provided at the course start for Starter / Officials / Commissaire.

- 10.8.13 A suitable handrail must be installed
- 10.8.14 The course start must be flat or on a slight decline
- 10.8.15 The finish must be a minimum of 6 metres wide. There must be a braking area of minimum 35 – 50m after the finish line with adequate protection and completely cordoned off from the public. The riders exit must be designed in a way that the speed is kept to a minimum.
- 10.8.16 The area after the finish line must be clearly delineated, free from obstacles and conducive to safe slowing of riders
- 10.8.17 Barriers or another form of physical delineation must be erected at least 25 metres before and 50 metres after the finish line, or greater if required by the PCP (to define the course extent and maintain crowd control)
- 10.8.18 The finish area must be rigid fenced in a 'bowl' or similar form, restricting general access to the area and slowing rider exit speed
- 10.8.19 The finish line must be marked on the ground and extend across the entire width of the course

10.9 Enduro (EDR)

EDR Course

- 10.9.1 The organiser must provide the start times for each timed stage
- 10.9.2 Each rider takes an individual start, the start interval between the riders must be of 20 seconds at least
- 10.9.3 A minimum of 3 timed stages must be raced
- 10.9.4 The total time for each rider shall correspond to a minimum of 10 minutes
- 10.9.5 A minimum of 2 different courses for the timed stages must be used. Under unforeseen and exceptional circumstances (e.g. weather), the PCP may, after consulting the organiser, cancel a stage or remove it from the general classification
- 10.9.6 There are no restrictions on the nature of liaison stages. Uplift of riders can be either by mechanical means (chairlift, truck etc) or by pedalling or a mixture of both
- 10.9.7 Adequate training time on the course must be provided by the organiser for all timed stages.

EDR Course Marking

- 10.9.8 Enduro courses must be clearly marked using a combination of arrows, gates and traditional course tape. Rope and/or electric fence tape must not be used to mark the course.
- 10.9.9 Extra care must be taken by the organiser to make sure that the course is clearly marked and no shortcuts are possible
- 10.9.10 In sections of the course that are marked by course tape, both sides of the track must be marked
- 10.9.11 Marking requirements can be found in Appendix A

10.10 E-Mountain Bike (E-bike)

- 10.10.1 An E-Mountain Bike (E-bike), is a bike operated with two energy sources, human pedal power and an electric engine, which only provides assistance when the rider is pedalling. Only “Pedelec” type of bikes are permitted.
- 10.10.2 E-bike events must be organised in accordance with the following standards:
 - Engine with maximum continuous rated power of 250 watts
 - Engine assistance up to 25 km/h
 - Pedalling assistance only, although a start-up assistance not exceeding 6 km/h without pedalling is allowed
- 10.10.3 Riders can only use the battery in place on their bike and cannot carry an additional battery during the competition
- 10.10.4 The bike specifications and check procedures as well as the characteristics and format of each event will be determined in the technical guide for each event. The technical guide officiates as regulation reference for each specific event.

11 SANCTIONS

11.1 Protests

- 11.1.1 As per UCI Reg 1.2.132 - no appeal shall be admitted against observations of fact, assessments of the situation in races and application of the competition regulations by the commissaires' panel or, where appropriate, an individual Commissaire, or against any other decision taken by them
- 11.1.2 Individual riders or their team management must first approach the PCP concerning any incident in an event
- 11.1.3 A protest arising out of the conduct of a race or an incident must be made in writing to the PCP within one hour after the completion of the event or within one hour of the provisional results being posted (whichever is the later), together with the fee of \$50 NZD
- 11.1.4 This fee is refundable only if the protest is upheld

11.2 Penalties

- 11.2.1 A rider (or other licence holders) may be sanctioned under these Regulations for, but not limited to, any of the following reasons (further sanctions are included in Appendix B):
- Violation of any of these Regulations or of the race specific rules as defined in the Technical Guide
 - Breach of the Cycling New Zealand Code of conduct
 - Negligence in regard to personal, rider, spectator, Commissaire, official or volunteer safety
 - Behaviours such as overly aggressive pushing, shoving or physical abuse
 - Negligence or disregard with respect to the land upon which a race is being conducted.
 - Misrepresentation of information on license or race entry application
- 11.2.2 Penalties can be imposed according to the nature of the offense and one or more of the following can be used:
- Verbal warning
 - Fine
 - Relegation of position (by one or more position)
 - Time or points penalty
 - Disqualification
 - Referral to the National Federation for suspension of licence
 - Refusal to allow a rider to start
 - Immediately remove a rider from competition
- 11.2.3 The penalties applicable to anti-doping infractions are dealt with in the CNZ Anti-Doping Policy. See here <https://www.cyclingnewzealand.nz/ride/drug-free-sport>

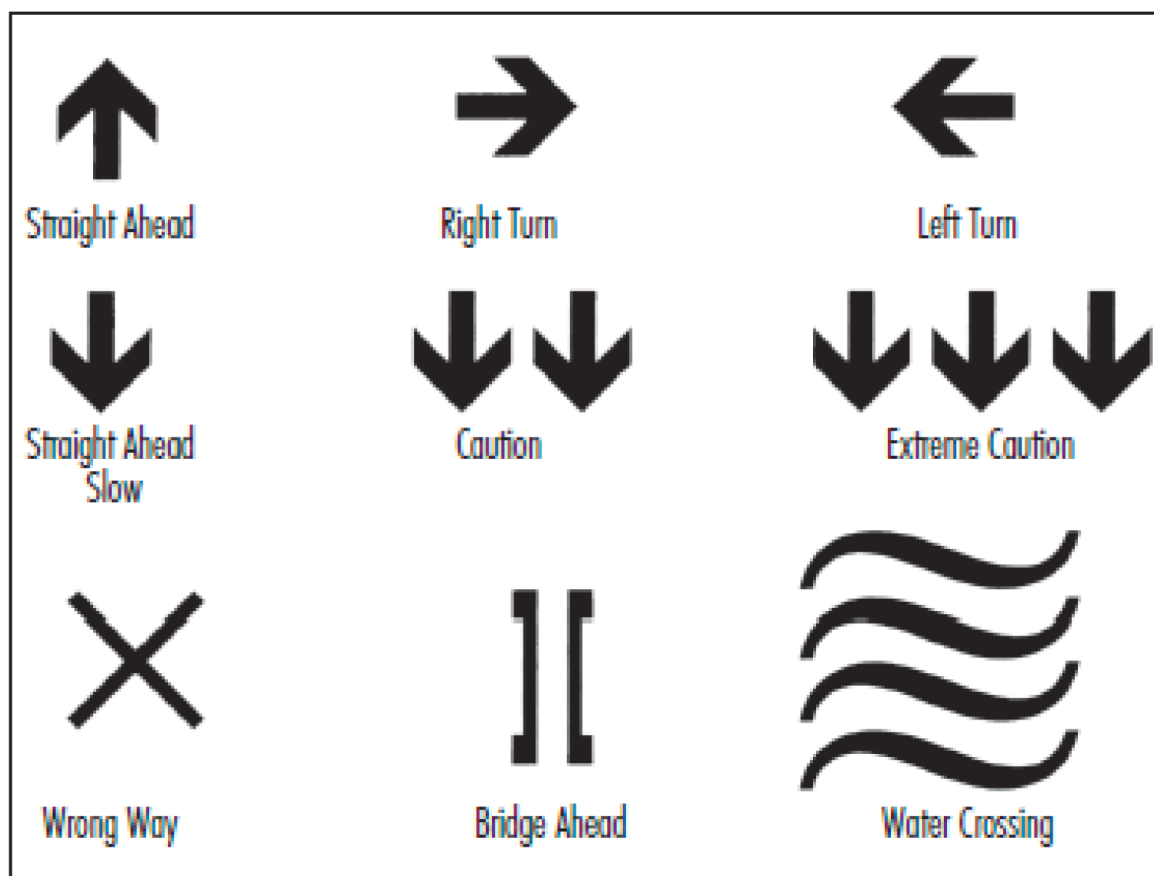
- 11.2.4 In cases where there has been a significant or wilful offence that requires action beyond the sanctions listed in Appendix B, the matter can be referred on to Cycling New Zealand to be managed through the Cycling New Zealand Disciplinary Procedure
- 11.2.5 Cycling New Zealand reserves the right to take additional action on a matter regardless of whether a sanction has been administered by commissaires or race officials at the event

11.3 Application of Sanctions

- 11.3.1 Guidelines for Imposing Sanctions in Competition are listed in Appendix B
- 11.3.2 Sanctions relating to the Regulations are administered and distributed by the PCP
- 11.3.3 Ignorance of the Rules is not admitted as an excuse

12 APPENDIX A – COURSE SIGNAGE

- A.1 The minimum dimensions of directions arrows must be 40 cm by 20 cm and they must not be sited more than 1.5m above the ground.
- A.2 An arrow is located 10m before each junction, at the junction and 10m after the junction to confirm that the correct route has been followed.
- A.3 Course markings such as wire flags used for marking features during other activities shall be removed for the duration of the event including practice
- A.4 In a potentially dangerous situation, one or more arrows pointing downward are placed 10m to 20m before the obstacle or potential danger, and also where the obstacle or potential danger is.
- A.5 Two arrows pointing downwards are used for a more dangerous situation.
- A.6 A serious hazard requiring great caution must be marked with three arrows pointing downwards.
- A.7 The following signs must be used:



13 Appendix B - Guidelines for Imposing Sanctions in Competition

- B1 These sanctions are a guide only and may be varied at the discretion of the PCP
- B2 In situations where a second offence occurs, the fine may be doubled
- B3 With junior riders and Schools events, the aim is to educate by way of warnings and explanations in the first instance, wherever appropriate
- B4 Sanctions for juniors may be half the monetary value
- B5 In cases where there has been a significant or wilful offence that requires action beyond the sanctions listed above, the matter can be referred on to Cycling New Zealand to be considered through the Cycling New Zealand Disciplinary Procedure. Cycling New Zealand reserves the right to take additional action on a matter regardless of whether a sanction has been administered by commissaires or race officials.

DEFINITIONS

Warning (W) - A warning is any sanction that has been handed down for an infringement. There is only one warning given – a second infringement will result in disqualification as per UCI regulations. A Warning includes any Reprimand given.

Fine (F) - A monetary penalty within the guidelines of this document, depending on the severity of the incident.

Disqualification (D) - Disqualification from participation including heats, finals and any other events or a part thereof on the programme (e.g. subsequent rounds, repechages etc). Any other event on the programme may be interpreted as another event on another day

	Breach	Sanction Guideline
S1	Presentation at the start of a race or race stage with a bicycle that is not in conformity with the regulations	Start Refused
S2	Use of a bicycle in a race which is not in conformity with the regulations	D
S3	Wearing of non-essential items	Start Refused
S4	Wearing of inappropriate clothing or articles on the presentation podium	F \$30
S5	Rider at the start without mandatory helmet	Start Refused
S6	Rider taking off the mandatory helmet during a race	F \$30 + D
S7	Rider competing with an unauthorised helmet	F \$30 + D

	Breach	Sanction Guideline
S8	Incorrect Attire	Start Refused or F \$30
S9	Pulling Jersey	F \$30
S10	Wilful obstruction of a rider	F \$ 30 + D
S11	Prohibited assistance to another rider during the race	F \$50 + D
S12	Wilful deviation from the course; attempt to be placed without having covered the entire course by bicycle; resuming the race after having accepted a lift in a vehicle or on a motorbike	F \$50 + D
S13	Unintentional detour of the course constituting an advantage	D
S14	Non regulation breakdown or medical assistance	F \$20 then D
S15	Non regulation supply of refreshments	F \$20 per offence
S16	Failure to respect instructions by the race organiser, official or commissaire	F \$50-\$100 then F \$100 + D
S17	Insults, threats or unseemly behaviour	W or F \$50 - \$100 or D
S18	Acts of Violence among riders	F \$50 + 1 min time penalty or D
S19	Acts of Violence Towards anyone else	D
S20	Theft of food, drink or any other goods during a race	D
S21	Carrying a glass container	D
S22	Illegal or dangerous throwing of an object	F \$100
S23	Discarding a glass object	D
S24	Discarding rubbish on the course, including drink bottles,	W then F\$20

	Breach	Sanction Guideline
	gel sachets and musette bag	
S25	Failing to attend official ceremonies	W then F \$60
S26	Using a mobile phone, CD or MP3 player, transistor radio etc during a race	W then F \$30 then D
S27	Demonstration or collusion to avoid being eliminated	F \$50 or D
S28	For irregular movements to prevent their opponent from passing	R then D
S29	For dangerous riding during the race	R then D
S30	For crowding an opponent with the intention of causing them to slow down	W or R
S31	For a deliberate and flagrant action	W or D
S32	For causing the crash of another rider	D
S33	For having blocked an opponent	W or D
S34	For incorrect gestures	W + F \$20
S35	For incorrect behaviour	W + F \$20 - \$50 or D
S36	For pushing an opponent	W + F \$20 - \$50 or D
S37	For carrying un-savoury publicity on a race jersey	W + F \$20
S38	For incorrect behaviour or disrespect to an official	D
S39	For folding or mutilating a race number, jersey or short	F \$20
S40	Urinating in a public place (including on course)	F \$100 then F \$200