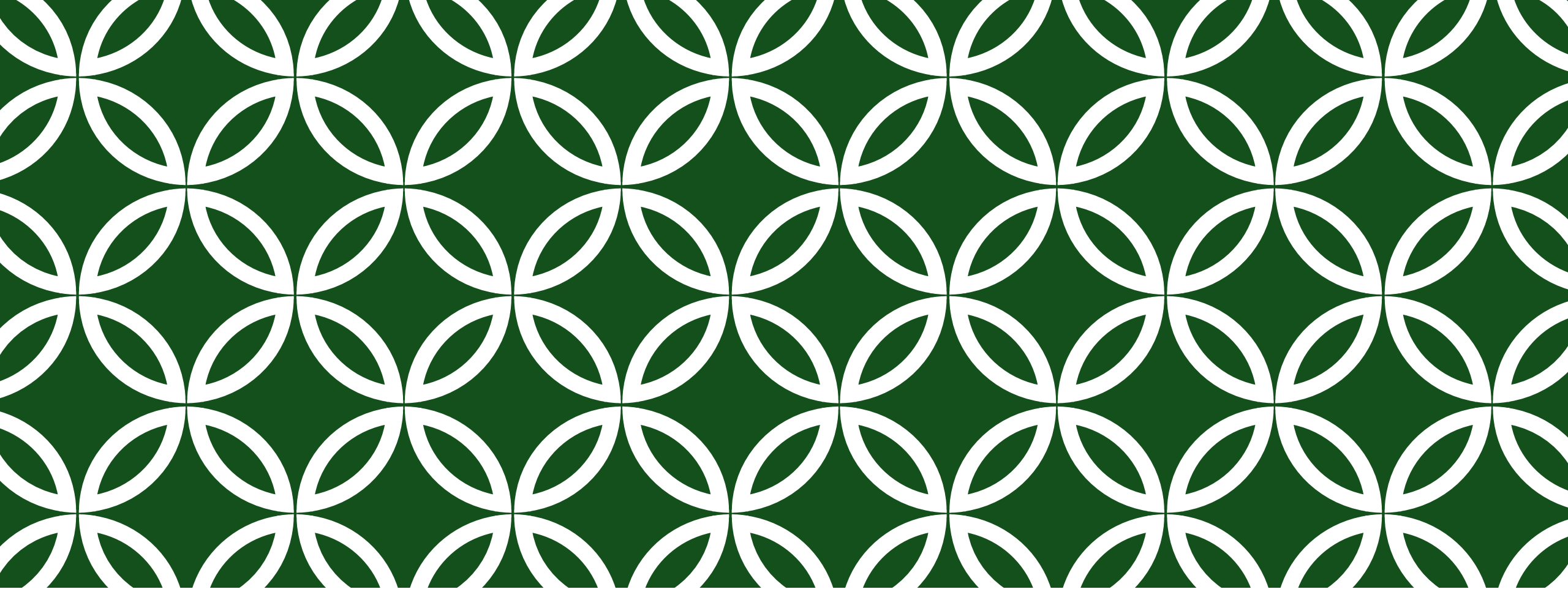


COMMISSAIRES MEETING PRUSZKÓW, POLAND 2026

SHARING EXPERIENCES
AS A COMMISSAIRE
Richard Vermeeren



BEFORE THE START |

AT THE START

The start is seconds away.

What do commissaires have to pay attention to?



SIGN IN

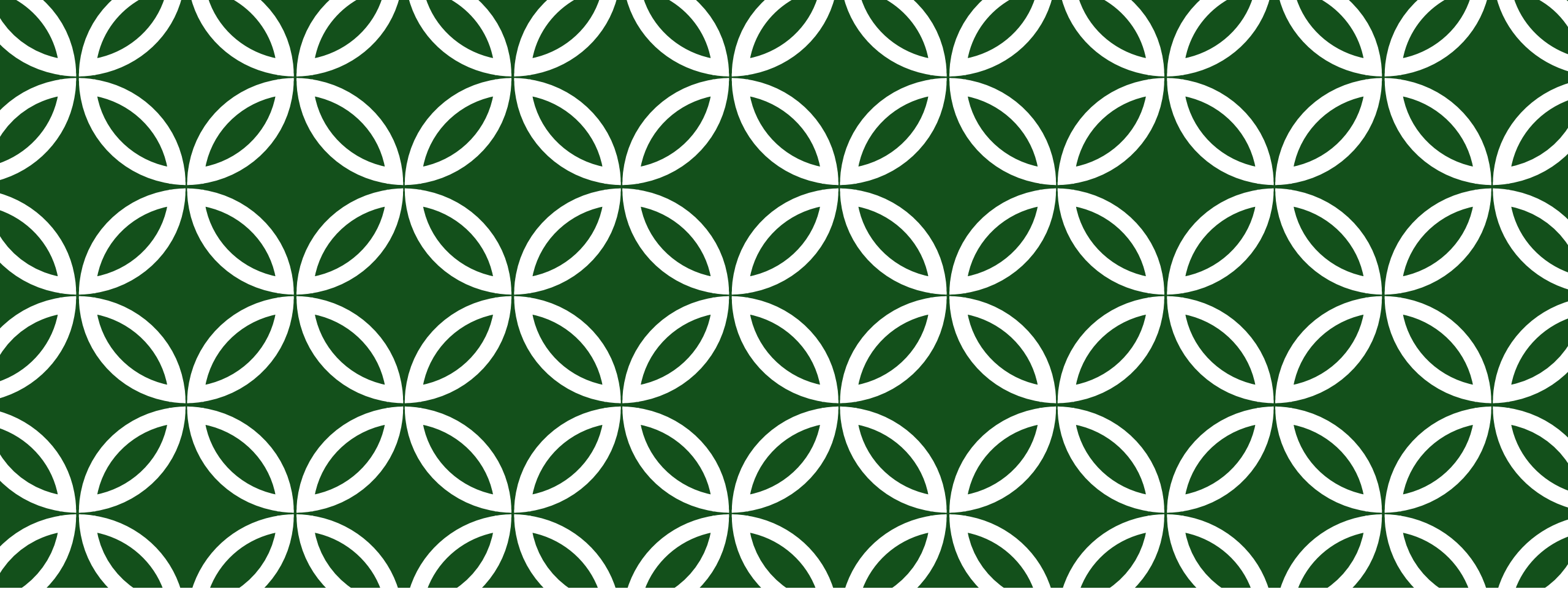


CARS

**You arrive at your car in a road race.
Where to pay attention to?**

CARS





DURING THE RACE |

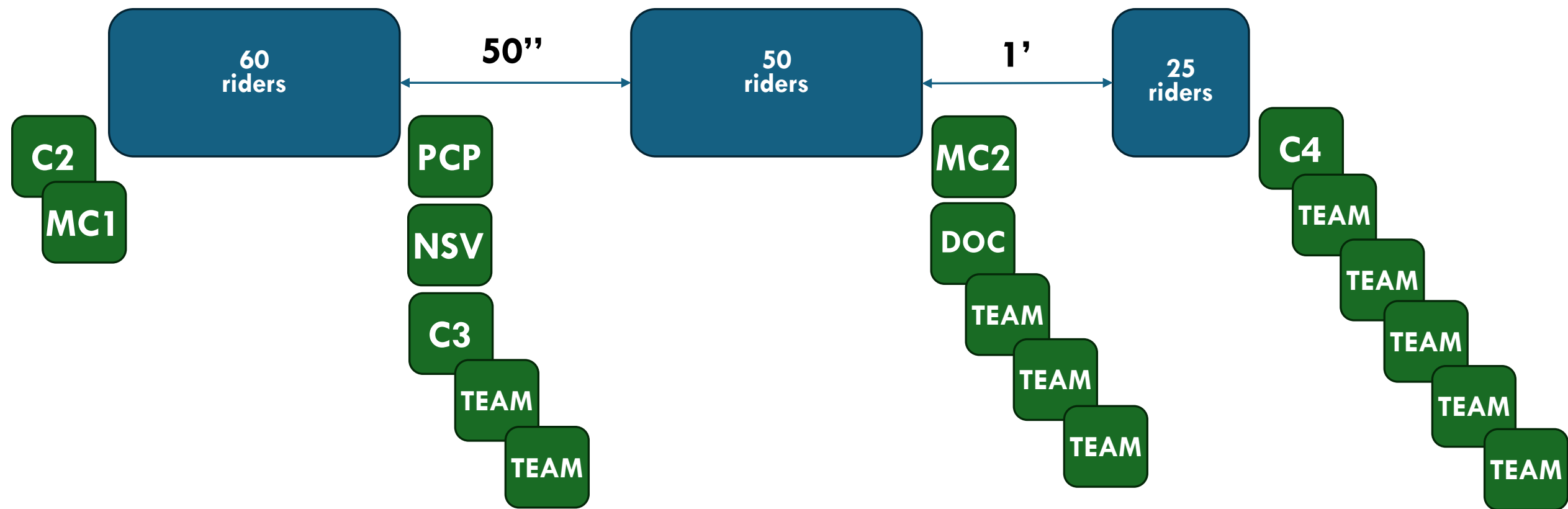
SIDEWALKS



CARS RIGHT,
MOTORCYCLES LEFT



A RACE SITUATION





A CRASH |

A RESTART





A RESTART

A RESTART

Rules amendments applying on **01.07.2025**

Restart Protocol for Road Cycling After an Interruption Due to Extreme Weather or Safety Conditions

In road cycling events governed by the Union Cycliste Internationale (UCI), rider safety is the top priority. In the event of extreme weather conditions or unforeseen incidents that compromise the smooth running of the race, the Commissaires Panel, in consultation with the Race Director, may decide to implement a temporary neutralisation, interruption, or modification of the race route.

This protocol aligns with the UCI Protocol for discussions regarding extreme weather and the riders' safety during events, which provides measures adapted to weather conditions that could endanger rider safety (extreme temperatures, strong winds, heavy rainfall, thunderstorms, etc.) or other unforeseen incidents. It defines communication procedures, criteria for rolling neutralisation speeds, and different race restart scenarios.

This protocol applies to all road cycling competitions under UCI regulations and must be followed by all stakeholders, including riders, teams, organisers, commissaires, and support vehicles.

1. Principle

In the event that, after the start of an event or stage, the weather conditions do not permit a safe and fair race and such conditions had not been anticipated, the President of the Commissaires' Panel should neutralise the race before consulting stakeholders and then making a decision on whether to resume the race. The neutralisation, stopping and restart of an event or stage is subject to the following rules:

2. Neutralisation

The President of the Commissaires' Panel will inform via Radio Tour his decision of neutralising the race and the general average speed to be maintained during the neutralisation. A yellow flag will be waived from the leading vehicle, from the Race Director's vehicle and from any other commissaire vehicle.



IN THE CARAVAN

A BIKE CHANGE



A BIKE CHANGE

Technical support

2.3.029 Riders may only receive technical support from the technical personnel of their team or from one of the neutral support cars or else from the broom wagon.

In the event of any change of bicycle during a race, the bicycle abandoned by the rider must in all cases be recovered either by vehicles accompanying the race, team vehicles, a neutral service vehicle or by the sag-wagon.

Mechanical assistance at fixed locations on the course is limited to wheel changes only except for races on a circuit where bike changes can be made in the authorized zones.

(text modified on 1.07.10; 1.10.10; 1.01.19).

4.8 Changing a bike other than from team vehicles in the convoy, neutral service or the broom wagon or outside authorised zones	<u>Rider:</u> CHF 500 fine and elimination or disqualification <u>Sport Director responsible for the vehicle:</u> CHF 500 fine	<u>Rider:</u> CHF 200 fine and elimination or disqualification <u>Sport Director responsible for the vehicle:</u> CHF 500 fine	<u>Rider:</u> CHF 100 fine and elimination or disqualification <u>Sport Director responsible for the vehicle:</u> CHF 500 fine
4.9 Follower leaving out of a	<u>Rider:</u> CHF 500 fine and elimination or disqualification	<u>Rider:</u> CHF 200 fine and elimination or disqualification	<u>Rider:</u> CHF 100 fine and elimination or disqualification



TEAM MANAGERS, TALKING AND FEEDING |



**TEAM MANAGERS, TALKING AND
FEEDING** |

TEAM MANAGERS, TALKING AND FEEDING

2.3.025 bis It is recommended that riders be supplied with refreshments from the team car or neutral service (car or moto). The refreshments may be provided either with musettes or bidons.

Riders shall move slowly up level with their sports director's car. 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.

(text modified on 1.01.20; 8.02.21; 01.01.25).

TEAM MANAGERS, TALKING AND FEEDING

2.3.027 All feeding (from a car and on foot) is strictly forbidden:

1. during the 30 first and last 20 kilometres;
2. in the last 500 meters before a sprint counting for a secondary classification (points classification, king of mountain classification or others), bonus sprint, feeding zone;
3. in the first 50 meters after a sprint counting for a secondary classification (points classification, king of mountain classification or others), bonus sprint, feeding zone;
4. on descents of mountains listed on the mountain classification;
5. in urban areas and in any other area specified by the organiser or the commissaires panel.

The commissaires panel may adapt the distances mentioned above, depending on atmospheric conditions and the category, type and length of the race. Such a decision must be communicated to the followers through radio-tour.

(text modified on 1.01.01; 1.08.13; 1.01.19; 1.01.20; 8.02.21).

TEAM MANAGERS, TALKING AND FEEDING



TEAM MANAGERS, TALKING AND FEEDING



TEAM MANAGERS... OR COWBOYS



TEAM MANAGERS... OR COWBOYS

4.7 Sheltering behind or taking advantage of the slipstream of a vehicle			
One-day race	<p><u>Rider:</u> CHF 200 fine per infringement and 15 points from UCI rankings and/or yellow card</p> <p><u>Driver:</u> CHF 500 fine per infringement and/or yellow card</p> <p><u>Sport Director responsible for the vehicle:</u> CHF 500 fine per infringement and/or yellow card</p>	<p><u>Rider:</u> CHF 100 fine per infringement and 5 points from UCI rankings and/or yellow card</p> <p><u>Driver:</u> CHF 200 fine per infringement and/or yellow card</p> <p><u>Sport director responsible for the vehicle:</u> CHF 200 fine per infringement and/or yellow card</p>	<p><u>Rider:</u> CHF 50 fine per infringement and 2 points from UCI rankings</p> <p><u>Driver:</u> CHF 100 fine per infringement</p> <p><u>Sport director responsible for the vehicle:</u> CHF 100 fine per infringement</p>
	<p>In addition to the above provisions, in serious cases, in cases of repeated infringement or aggravating circumstances, the Commissaires' Panel may eliminate or disqualify a rider and/or exclude a licence holder.</p> <p>The commissaires' panel also reserves the right to downgrade the position of the team vehicle in the line-up of team vehicles.</p>		

RAILROADS



Level crossings

2.3.034

It shall be strictly forbidden to cross level crossings when the barrier is down or closing, the warning signal ringing or flashing.

Apart from risking the penalty for such an offence as provided by law, offending riders shall be sanctioned as provided in article 2.12.007; besides, the disciplinary commission may impose a suspension of up to one month as well as a fine of CHF 200 to 5'000.

(text modified on 1.01.05; 1.01.16; 1.01.18; 1.01.19).

RAILROADS

2.3.035 The following rules shall apply:

1. 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;
2. 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;
3. 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;
4. 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;
5. 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.).

(text modified on 1.01.16).



CRASHES

as PCP

CRASHES

as PCP





CIVILIAN TRAFFIC |



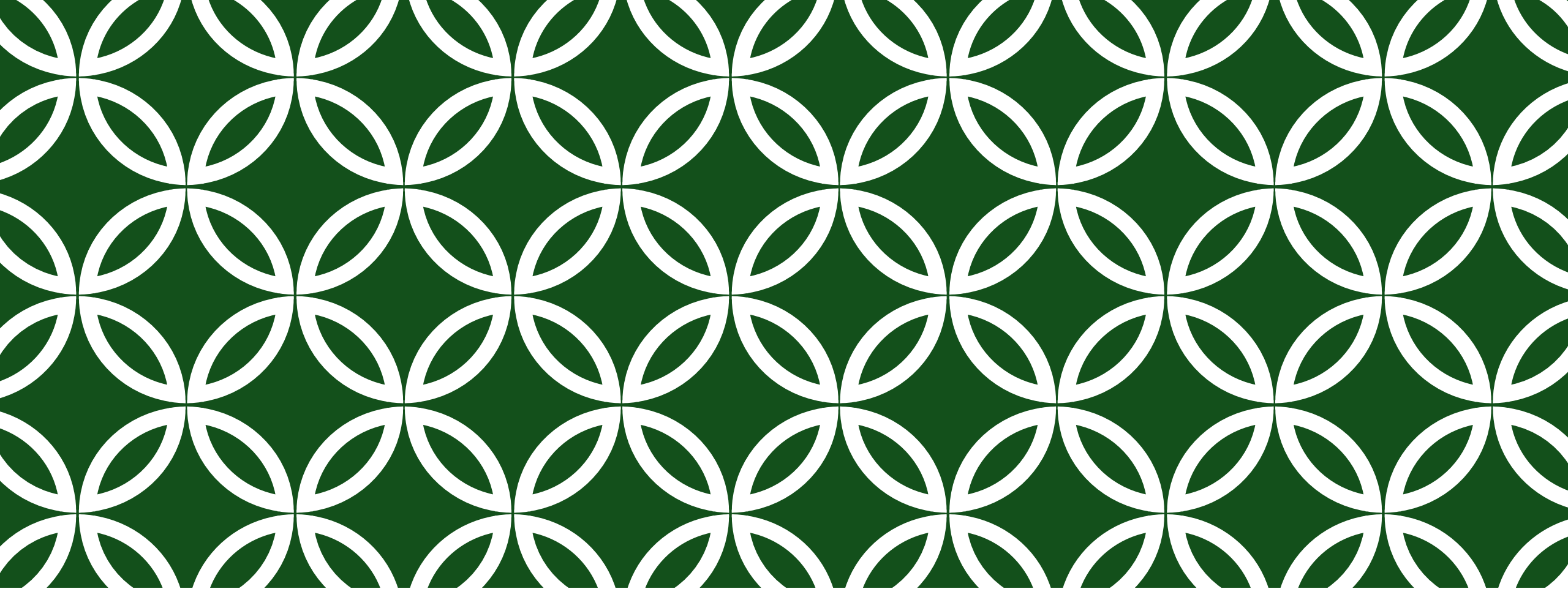
SPECIAL CIVILIAN TRAFFIC |

LIVE TV





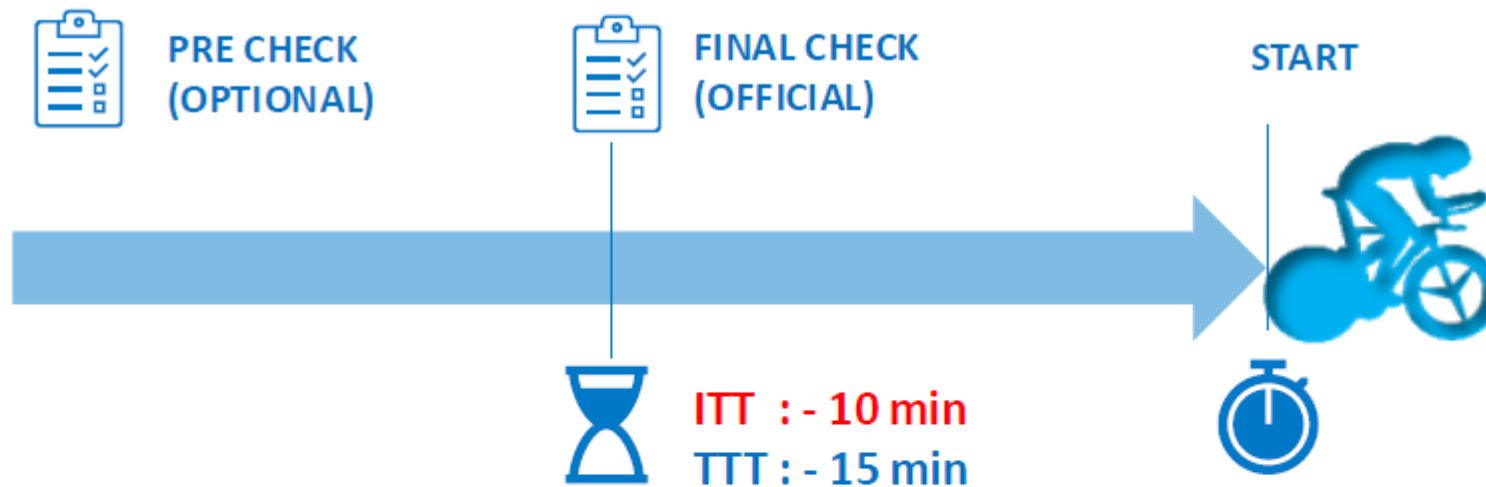
RIDERS YIELD |



TIME TRIAL |

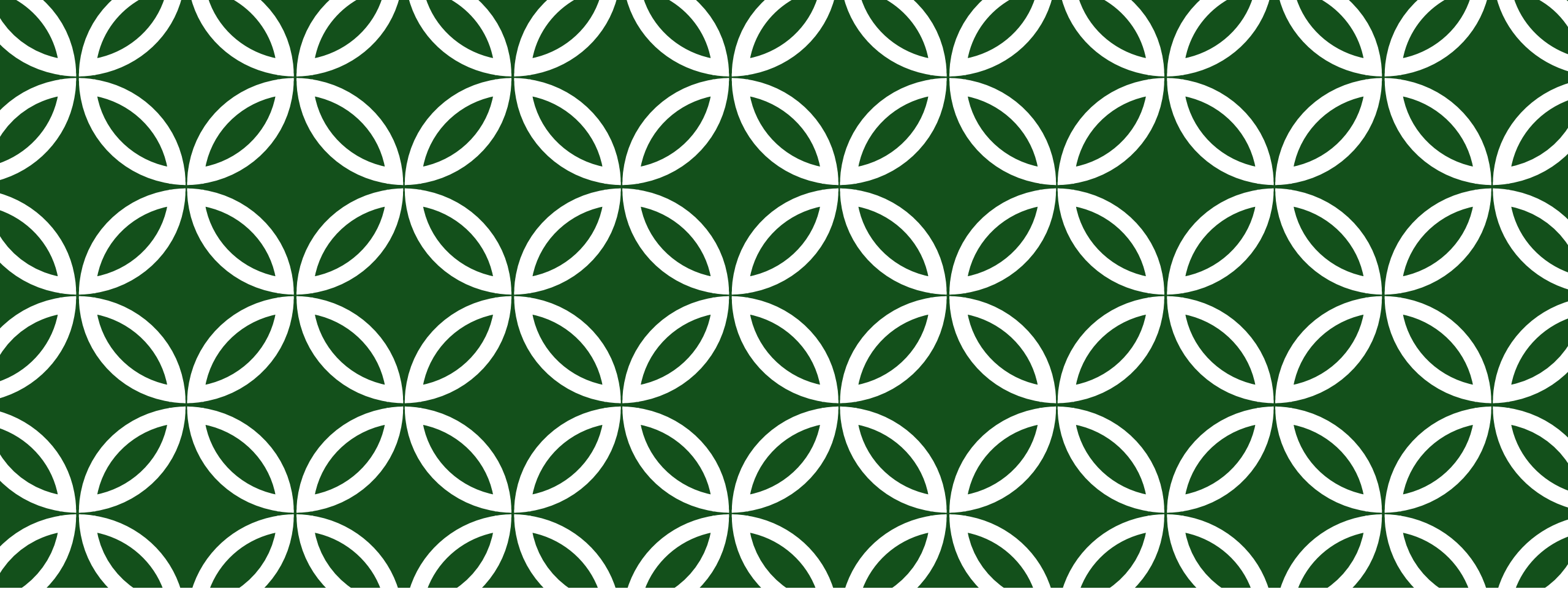
TIME TRIAL (4)

Regulation changes from 01.01.26



9. Specific sanctions for time trials			
9.2 Bicycles and equipment not presented for checking at least 10 minutes before a rider's start time in an individual time trial, and 15 minutes before a team's start time in a team time trial.	<u>Rider</u> : CHF 500 fine per rider involved <u>Sport Director</u> : CHF 500 fine per rider involved	<u>Rider</u> : CHF 200 fine per rider involved <u>Sport Director</u> : CHF 200 fine per rider involved	<u>Rider</u> : CHF 50 fine per rider involved <u>Sport Director</u> : CHF 50 fine per rider involved

Has to be stated at the starting list too



SAFETY |

LAP NEUTRALISATION

criterium. A rider comes to you and says she had a crash and asks for a lap of neutralisation. She shows you the helmet as proof of the crash.

What do you answer the rider?



PHOTOGRAFERS



PHOTOGRAFERS



Max 40%
Min 15 meters
Min 30 meters in sprint arrival

THE COURSE

Is this okay?



BARRIERS



SAFETY MANAGER

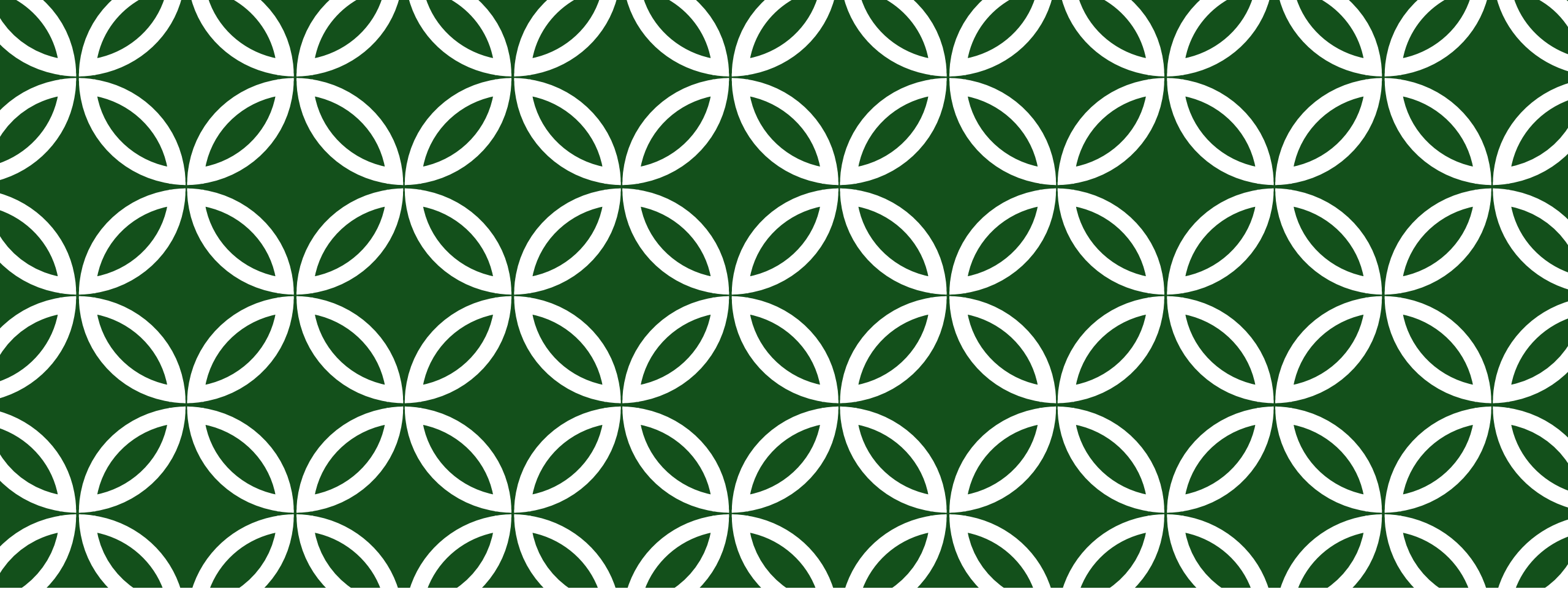
Regulation changes from 01.01.26

§ 2 Specific infringements by organisers of road events

2.12.012 Table of sanctions relating to the organisation of events

4. Event safety	
4.1 Infringements or non-compliance with obligations relating to medical provision and in particular: <ul style="list-style-type: none">- obligations relating to establishing a medical service;- implementing mobile resources during the race and arrangements for rapid transfers to hospital;- obligation to communicate the list of hospitals contacted by the organiser to the teams.	Fine of CHF 10,000 to 50,000
4.2 Infringements or non-compliance with obligations relating to event safety and in particular: <ul style="list-style-type: none">- obligation to provide sufficient security staff to ensure the safety of the race;- obstacle or danger that is not indicated or not made sufficiently safe;- race route not entirely closed and road traffic not stopped on the route;- obstacles representing a risk and tunnels not indicated or insufficiently lit;- obligations relating to the protection of the race route by the appropriate use of barriers;- race route used by vehicles or persons other than riders or following vehicles during a time trial.	Fine of CHF 10,000 to 50,000
4.3 Failure to appoint Event Safety Manager certified by UCI or non-compliance with obligations relating to his role	Fine of CHF 5,000 to 25,000

(text modified on 8.02.21; 01.11.25).



AT THE FINSH LINE |

A CLOSE FINISH



A CLOSE FINISH



A CLOSE FINISH (2)



A CLOSE FINISH (2)

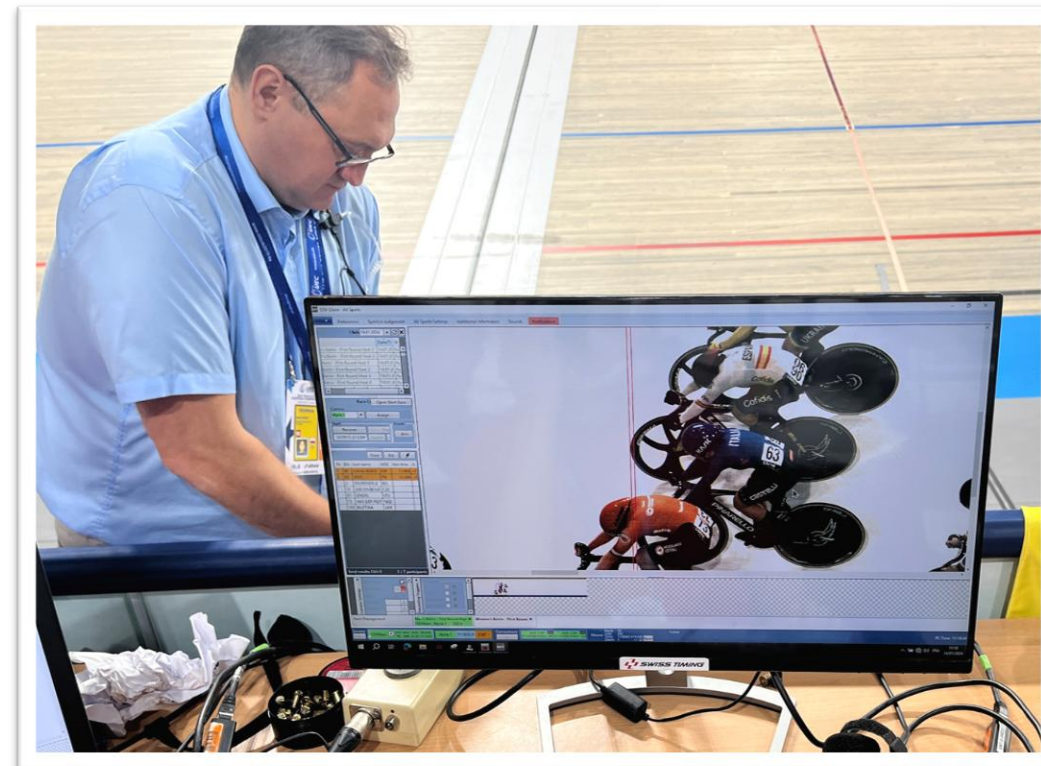


A CLOSE FINISH (2)

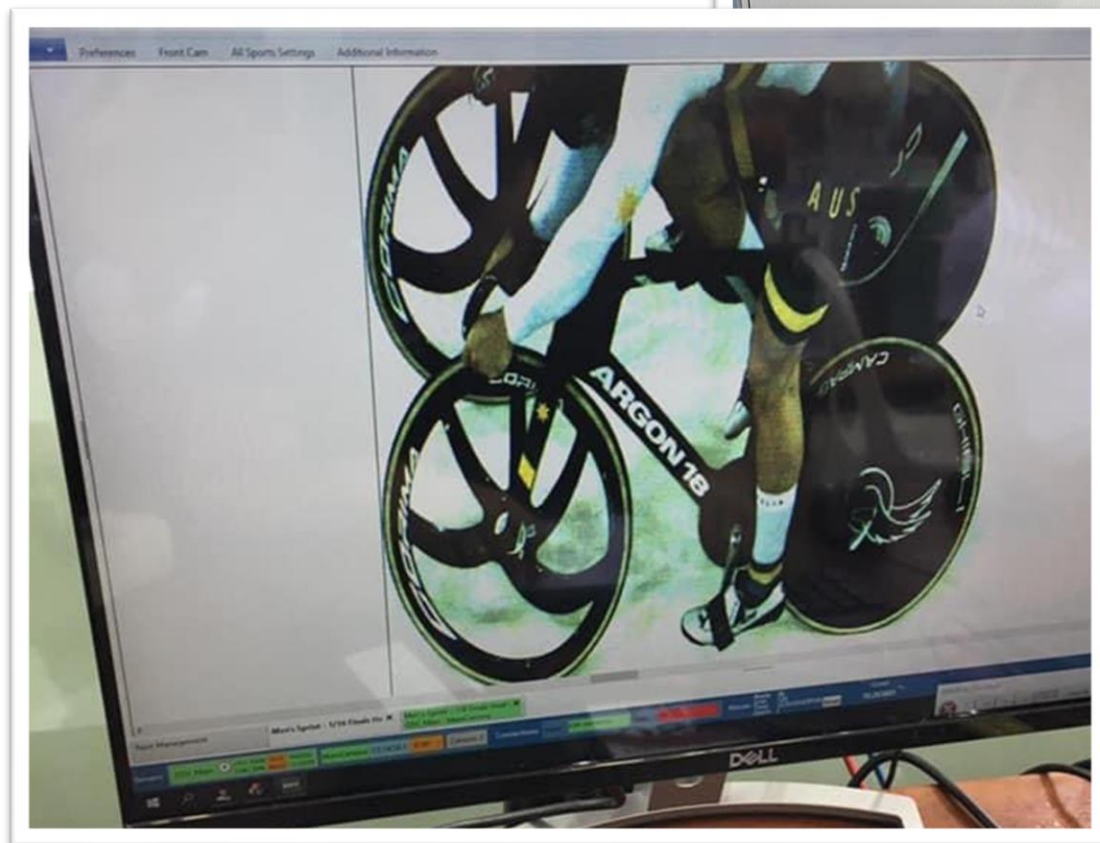


PHOTOFINISH

What is the difference between videofinish and photofinish?

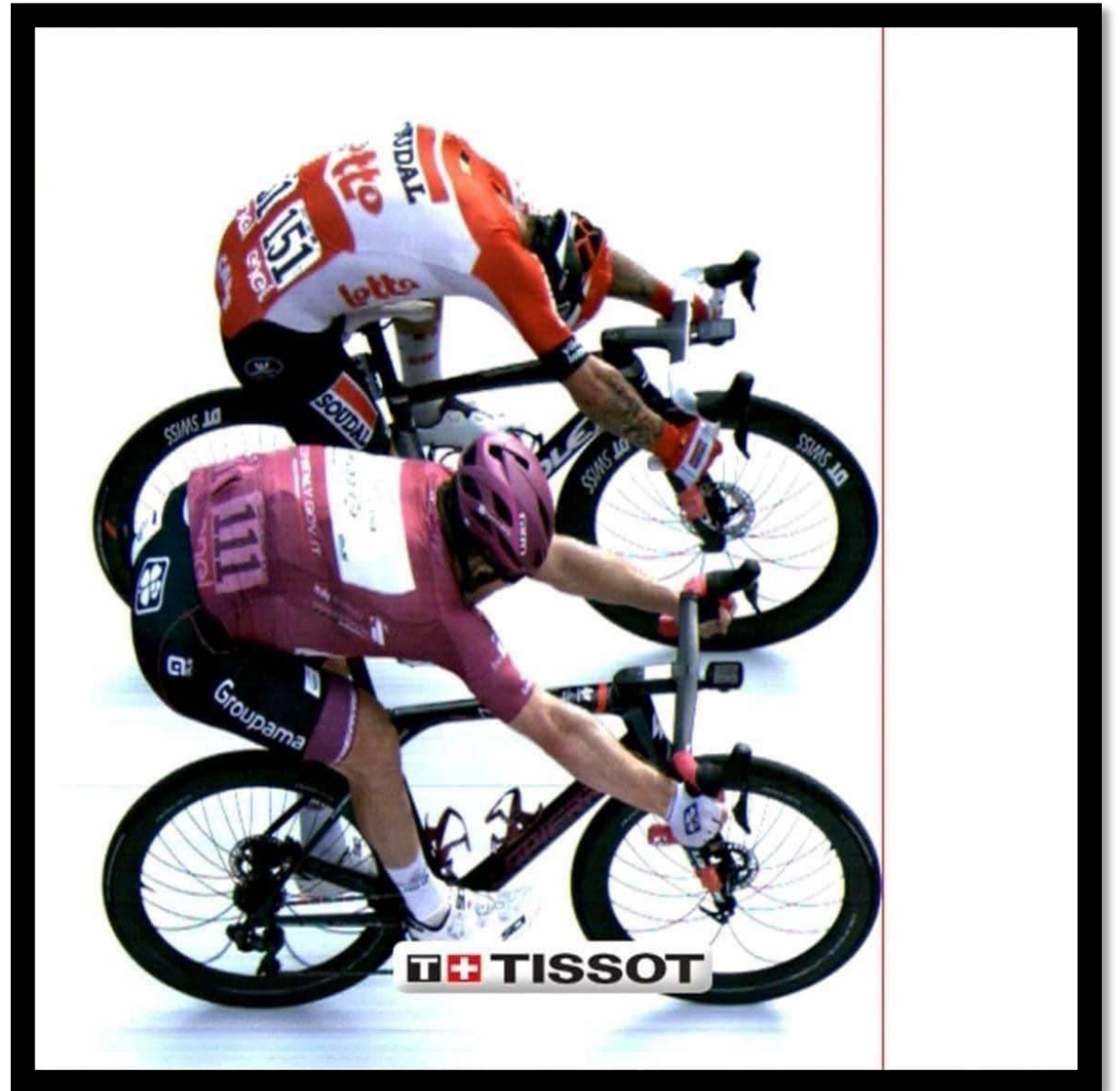


PHOTOFINISH



PHOTOFINISH

What is the finish order here?



PHOTOFINISH

What is the finish order here?



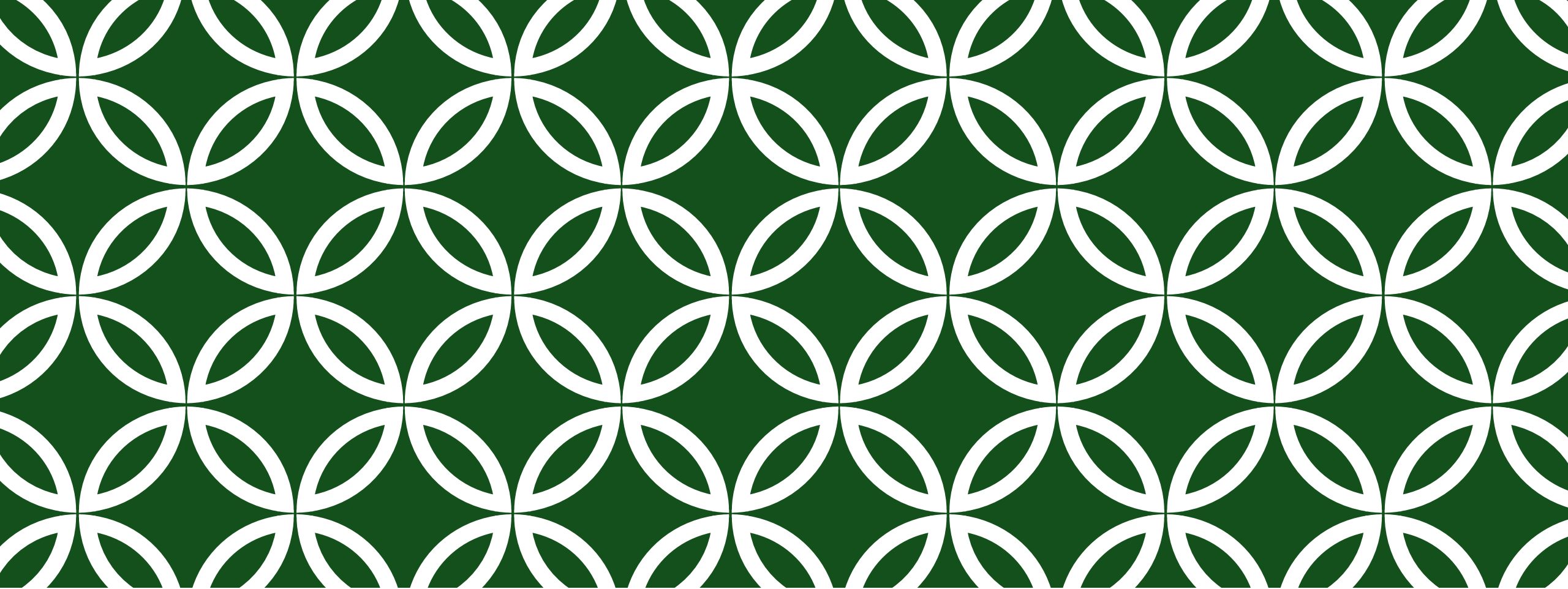




PHOTOFINISH

What is the finish order here?





ABOUT TEAMS AND RIDERS



MIXED TEAMS

A mixed team in Tour de l'Ain 2025.
Are they allowed to start like this?



MIXED TEAMS

Regulation changes from 01.01.26

2.1.004

Mixed Teams

A mixed team shall be composed exclusively of riders originating from a maximum of two distinct teams or clubs, both of which must be eligible to participate in accordance with Article 2.1.005.

A mixed team may be registered for only one event per year and shall be designated in the event by the combination of the names of the constituent teams, followed by the word "mix".

Each team forming the mixed team must enter, for the event in question, a minimum of two riders from its regular roster.

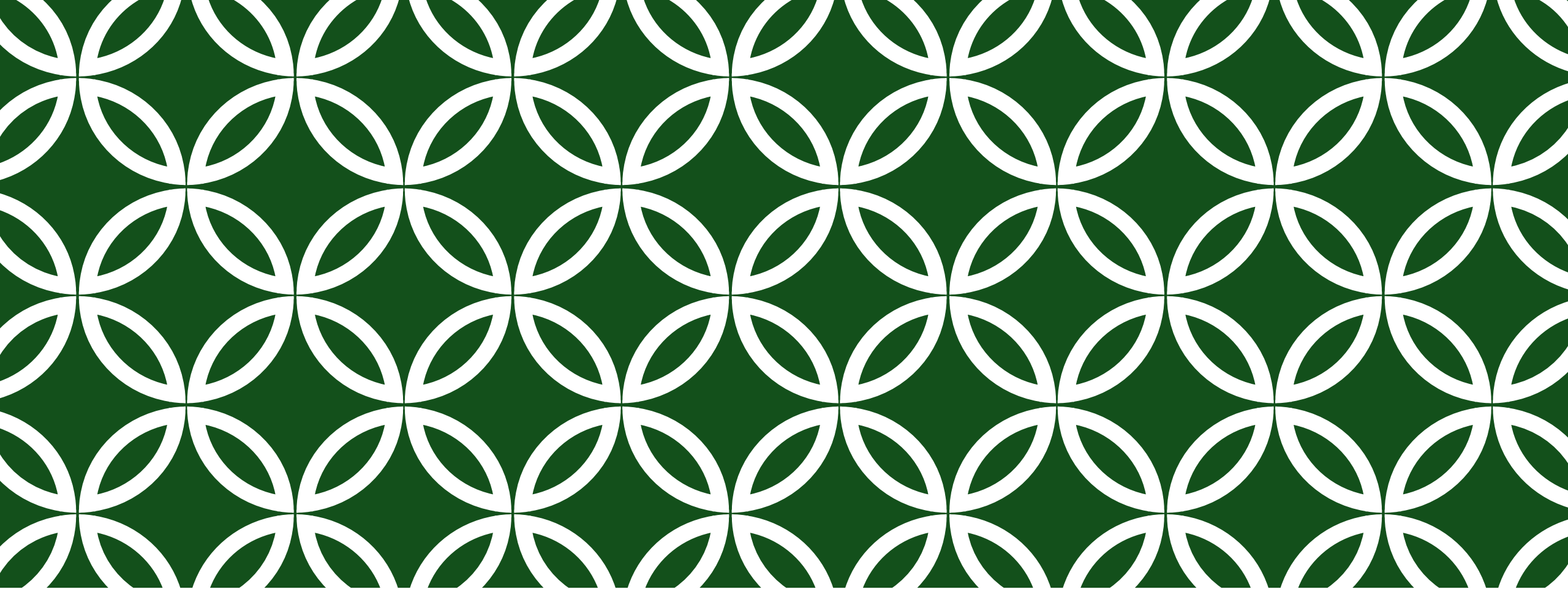
The two teams forming the mixed team must be of the same nationality, unless one of them is a club established outside of Europe; in such case, the difference in nationality shall be permitted.

A mixed team may also be composed of two national teams. In this case, each national team must enter at least two riders for the event.

The participation of riders licensed with a team registered with the UCI is prohibited within a mixed team. Likewise, UCI-registered teams are not permitted to form a mixed team.

Riders participating as part of a mixed team shall wear the jersey of their regular team or club.

(text modified on 1.01.99; 1.01.05; 28.04.05; 1.01.07; 12.06.20; 01.01.25; 1.01.26).



EQUIPMENT |

HELMETS

Regulation changes from 01.01.26



HELMETS

Regulation changes from 01.01.26



Specifications	Traditional Helmet	Time Trial Helmet
Maximum dimensions (L x W x H) mm (as per diagram below)	450 x 300 x 210	450 x 300 x 210
Ventilation	The helmet must have at least three (3) distinct air inlet openings on the shell structure	No restriction
Ear coverage	The helmet shell and any accessories must not extend to cover, obstruct, or enclose the rider's ears (looking from the lateral view)	No restriction
Visor A "visor" refers to any fixed or attached shield that cannot be worn independently of the helmet.	Integrated or detachable visors are not permitted. Helmets must be used without any visor attachments or shield-like accessories	Integrated or detachable visors are permitted

Road	Traditional Helmet	Time Trial Helmet
ITT, TTT	✓	✓
All others events	✓	01.01.2026 ✗
Track*	Traditional Helmet	Time Trial Helmet
Indiv. & team Pursuit, 1K TT, Team Sprint	✓	✓
All others events		01.01.2027 ✗
Cyclo-cross	Traditional Helmet	Time Trial Helmet
All events	✓	01.01.2026 ✗

HELMETS

Regulation changes from 01.01.26

Outlet Openings
Should not be considered



Inlet Openings
Must be consider

HELMETS

Regulation changes from 01.01.26



POINTS OF SUPPORT

Regulation changes from 01.01.26



Is this okay?



And this..
Is this okay?

POINTS OF SUPPORT

Regulation changes from 01.01.26

2.2.025 Position on the bicycle

Riders must observe the standard position as defined by article 1.3.008. Sitting on the bicycle's top tube or other positions such as push against the front of the saddle are prohibited. Furthermore, using the forearms as a point of support on the handlebar is prohibited except in time trials **where such support is only permitted on fixed additional time trial extension handlebars**.

(text modified on 1.01.15; 1.01.18; 1.01.19; 1.04.21; 17.04.21; 01.01.26).



CLOTHING

The race is about to start. It is really hot weather.
Two riders shows up at the start.

Is this okay?



CLOTHING

He comes back.

Is this okay?



CLOTHING

He comes back.

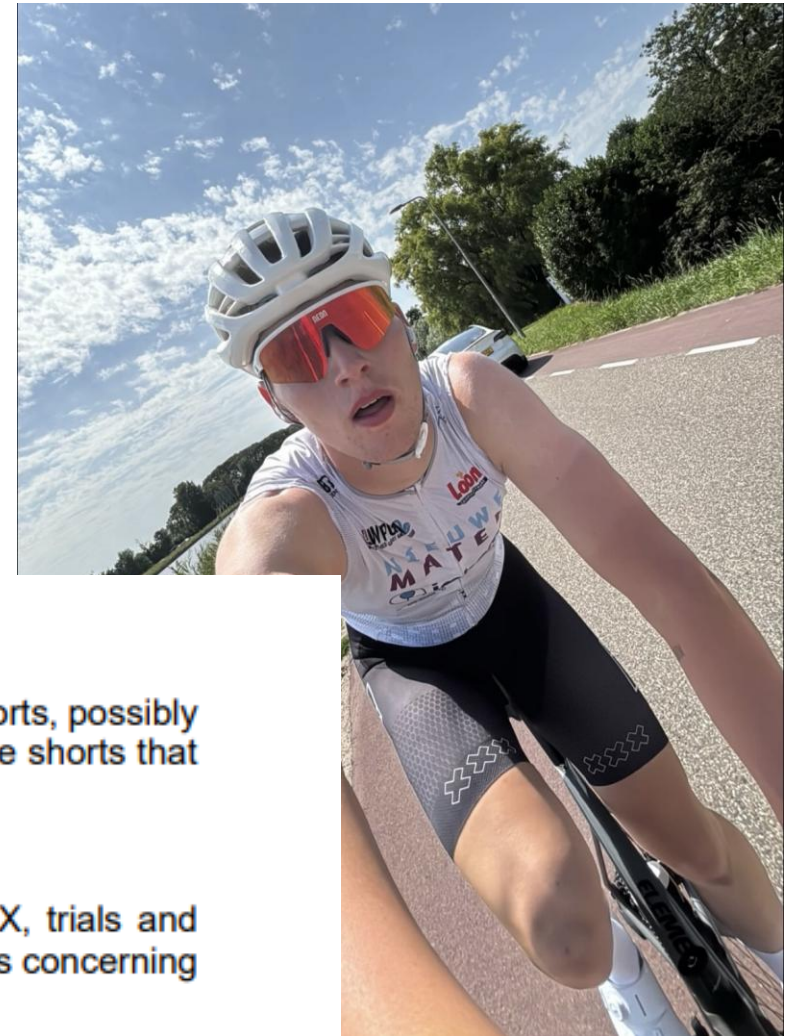
Is this okay?

§ 1 General provisions

- 1.3.026** When competing, all riders shall wear a jersey with sleeves and a pair of shorts, possibly in the form of a one-piece skinsuit. By shorts it is understood that these are shorts that come above the knee. Sleeveless jerseys shall be forbidden.

However, for downhill, four-cross and Enduro mountain bike events, BMX, trials and indoor cycling, specific provisions are laid down in the part of the regulations concerning the discipline in question.

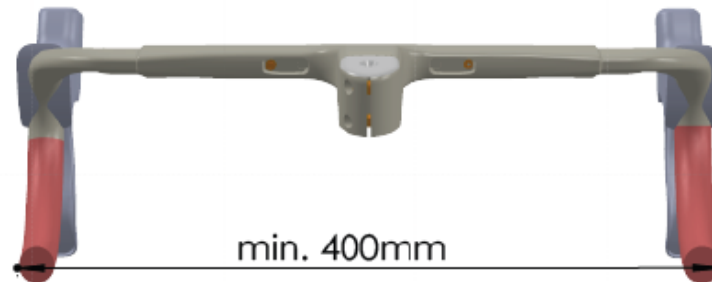
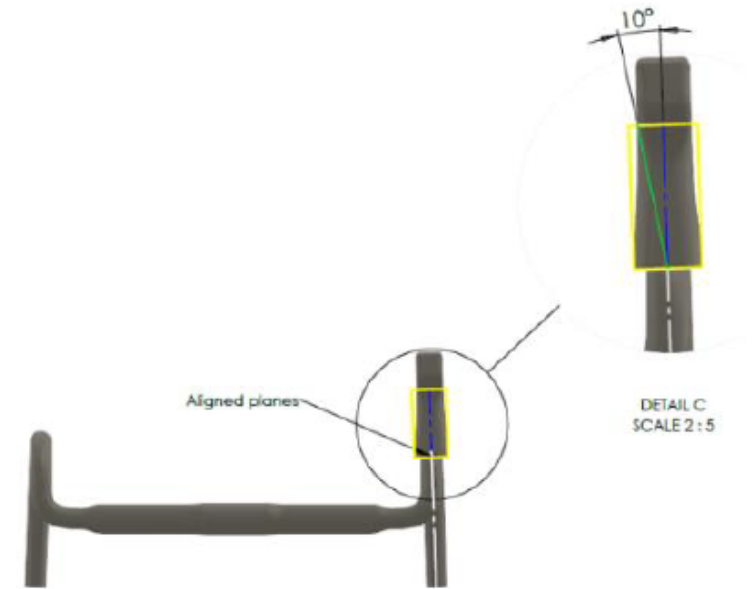
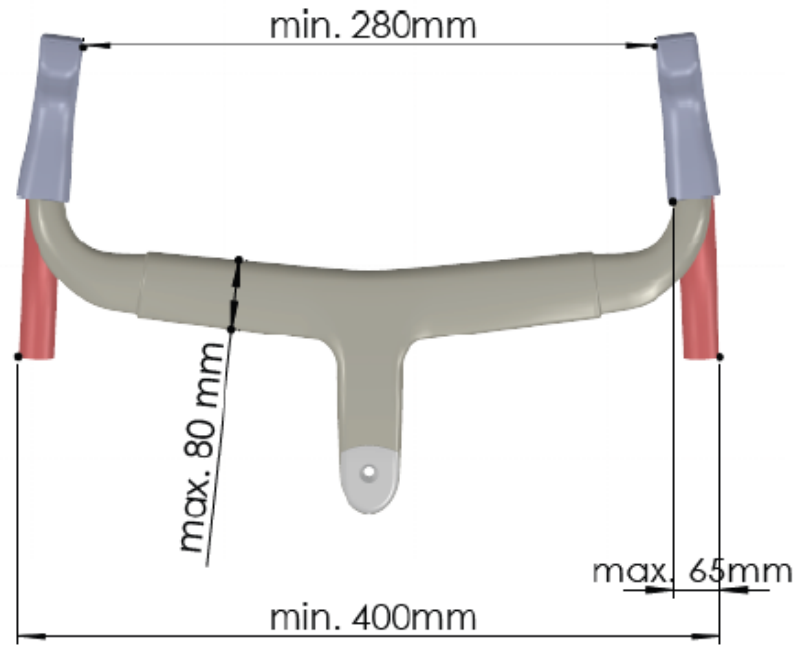
(text modified on 01.01.02; 01.01.04; 01.01.05; 01.01.20)



HANDLEBARS

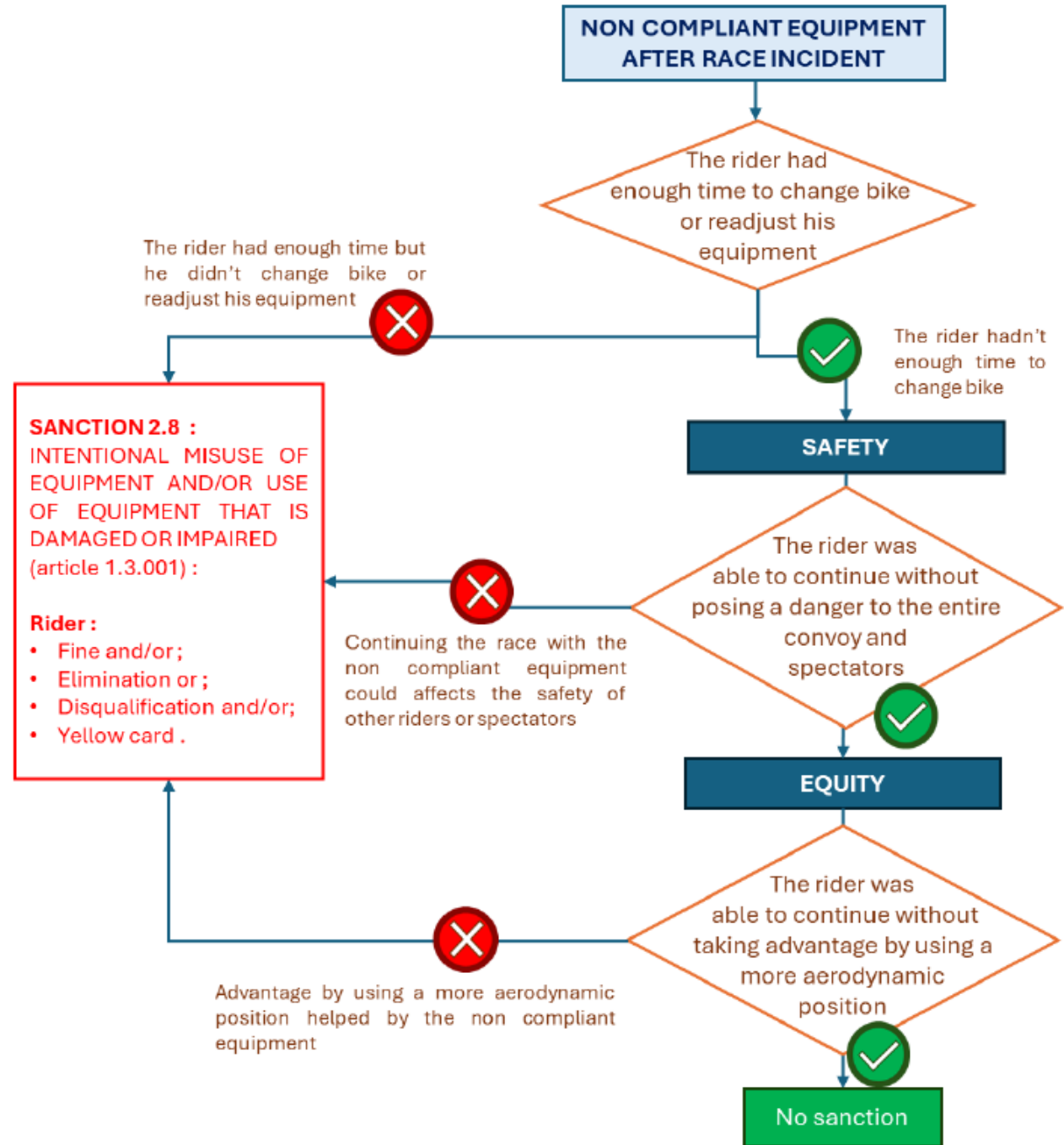
Regulation changes
from 01.01.26

MASS START EVENTS



HANDLEBARS

Regulation changes
from 01.01.26



WHEELS

Regulation changes from 01.01.26

