

RÈGLEMENT DE L'ÉPREUVE  
RACE REGULATION

# LE TOUR TOUJOURS



Le  
de TOUR  
de France  
2009 de W

TOUR DE FRANCE 2009  
Du 4 au 26 juillet - 96<sup>e</sup> édition



Le  
de TOUR  
de France

## 1. CLASSEMENT DES ÉTAPES / STAGE CLASSIFICATION

a) Étapes en ligne et C.I.m. en individuel <i>Road stages and individual time trials</i>	
1 <sup>er</sup>	8 000 €
2 <sup>e</sup>	4 000 €
3 <sup>e</sup>	2 000 €
4 <sup>e</sup>	1 200 €
5 <sup>e</sup>	830 €
6 <sup>e</sup>	780 €
7 <sup>e</sup>	730 €
8 <sup>e</sup>	670 €
9 <sup>e</sup>	650 €
10 <sup>e</sup>	600 €
11 <sup>e</sup>	540 €
12 <sup>e</sup>	470 €
13 <sup>e</sup>	440 €
14 <sup>e</sup>	340 €
15 <sup>e</sup>	250 €
16 <sup>e</sup>	200 €
17 <sup>e</sup>	200 €
18 <sup>e</sup>	200 €
19 <sup>e</sup>	200 €
20 <sup>e</sup>	200 €
20 prix / 20 prizes	22 500 €
(1) 22 500 € x 20	450 000 €

b) Étape C.I.m. par équipe <i>Team time trial stage</i>	
1 <sup>er</sup>	10 000 €
2 <sup>e</sup>	5 000 €
3 <sup>e</sup>	2 500 €
4 <sup>e</sup>	1 000 €
5 <sup>e</sup>	800 €
6 <sup>e</sup>	700 €
7 <sup>e</sup>	600 €
8 <sup>e</sup>	600 €
9 <sup>e</sup>	500 €
10 <sup>e</sup>	500 €
11 <sup>e</sup>	500 €
12 <sup>e</sup>	300 €
13 <sup>e</sup>	300 €
14 <sup>e</sup>	300 €
15 <sup>e</sup>	300 €
16 <sup>e</sup>	250 €
17 <sup>e</sup>	250 €
18 <sup>e</sup>	200 €
19 <sup>e</sup>	200 €
20 <sup>e</sup>	200 €
20 prix / 20 prizes	25 000 €
(2)	25 000 €

TOTAL (1) + (2) : 475 000 €

## 2. CLASSEMENT GÉNÉRAL FINAL INDIVIDUEL / FINAL INDIVIDUAL GENERAL CLASSIFICATION

1 <sup>er</sup>	450 000 €	29 <sup>e</sup>	600 €	57 <sup>e</sup>	450 €
2 <sup>e</sup>	200 000 €	30 <sup>e</sup>	600 €	58 <sup>e</sup>	450 €
3 <sup>e</sup>	100 000 €	31 <sup>e</sup>	550 €	59 <sup>e</sup>	450 €
4 <sup>e</sup>	70 000 €	32 <sup>e</sup>	550 €	60 <sup>e</sup>	450 €
5 <sup>e</sup>	50 000 €	33 <sup>e</sup>	550 €	61 <sup>e</sup>	450 €
6 <sup>e</sup>	23 000 €	34 <sup>e</sup>	550 €	62 <sup>e</sup>	450 €
7 <sup>e</sup>	11 500 €	35 <sup>e</sup>	550 €	63 <sup>e</sup>	450 €
8 <sup>e</sup>	7 600 €	36 <sup>e</sup>	550 €	64 <sup>e</sup>	450 €
9 <sup>e</sup>	4 500 €	37 <sup>e</sup>	550 €	65 <sup>e</sup>	450 €
10 <sup>e</sup>	3 800 €	38 <sup>e</sup>	550 €	66 <sup>e</sup>	450 €
11 <sup>e</sup>	3 000 €	39 <sup>e</sup>	550 €	67 <sup>e</sup>	450 €
12 <sup>e</sup>	2 700 €	40 <sup>e</sup>	550 €	68 <sup>e</sup>	450 €
13 <sup>e</sup>	2 500 €	41 <sup>e</sup>	500 €	69 <sup>e</sup>	450 €
14 <sup>e</sup>	2 100 €	42 <sup>e</sup>	500 €	70 <sup>e</sup>	450 €
15 <sup>e</sup>	2 000 €	43 <sup>e</sup>	500 €	71 <sup>e</sup>	450 €
16 <sup>e</sup>	1 500 €	44 <sup>e</sup>	500 €	72 <sup>e</sup>	450 €
17 <sup>e</sup>	1 300 €	45 <sup>e</sup>	500 €	73 <sup>e</sup>	450 €
18 <sup>e</sup>	1 200 €	46 <sup>e</sup>	500 €	74 <sup>e</sup>	450 €
19 <sup>e</sup>	1 000 €	47 <sup>e</sup>	500 €	75 <sup>e</sup>	450 €
20 <sup>e</sup>	950 €	48 <sup>e</sup>	500 €	76 <sup>e</sup>	450 €
21 <sup>e</sup>	900 €	49 <sup>e</sup>	500 €	77 <sup>e</sup>	450 €
22 <sup>e</sup>	850 €	50 <sup>e</sup>	500 €	78 <sup>e</sup>	450 €
23 <sup>e</sup>	750 €	51 <sup>e</sup>	450 €	79 <sup>e</sup>	450 €
24 <sup>e</sup>	700 €	52 <sup>e</sup>	450 €	80 <sup>e</sup>	450 €
25 <sup>e</sup>	650 €	53 <sup>e</sup>	450 €	81 <sup>e</sup>	450 €
26 <sup>e</sup>	600 €	54 <sup>e</sup>	450 €	82 <sup>e</sup>	450 €
27 <sup>e</sup>	600 €	55 <sup>e</sup>	450 €	83 <sup>e</sup>	450 €
28 <sup>e</sup>	600 €	56 <sup>e</sup>	450 €	84 <sup>e</sup>	450 €

85 <sup>e</sup>	450 €	107 <sup>e</sup>	400 €	129 <sup>e</sup>	400 €
86 <sup>e</sup>	450 €	108 <sup>e</sup>	400 €	130 <sup>e</sup>	400 €
87 <sup>e</sup>	450 €	109 <sup>e</sup>	400 €	131 <sup>e</sup>	400 €
88 <sup>e</sup>	450 €	110 <sup>e</sup>	400 €	132 <sup>e</sup>	400 €
89 <sup>e</sup>	450 €	111 <sup>e</sup>	400 €	133 <sup>e</sup>	400 €
90 <sup>e</sup>	450 €	112 <sup>e</sup>	400 €	134 <sup>e</sup>	400 €
91 <sup>e</sup>	400 €	113 <sup>e</sup>	400 €	135 <sup>e</sup>	400 €
92 <sup>e</sup>	400 €	114 <sup>e</sup>	400 €	136 <sup>e</sup>	400 €
93 <sup>e</sup>	400 €	115 <sup>e</sup>	400 €	137 <sup>e</sup>	400 €
94 <sup>e</sup>	400 €	116 <sup>e</sup>	400 €	138 <sup>e</sup>	400 €
95 <sup>e</sup>	400 €	117 <sup>e</sup>	400 €	139 <sup>e</sup>	400 €
96 <sup>e</sup>	400 €	118 <sup>e</sup>	400 €	140 <sup>e</sup>	400 €
97 <sup>e</sup>	400 €	119 <sup>e</sup>	400 €	141 <sup>e</sup>	400 €
98 <sup>e</sup>	400 €	120 <sup>e</sup>	400 €	142 <sup>e</sup>	400 €
99 <sup>e</sup>	400 €	121 <sup>e</sup>	400 €	143 <sup>e</sup>	400 €
100 <sup>e</sup>	400 €	122 <sup>e</sup>	400 €	144 <sup>e</sup>	400 €
101 <sup>e</sup>	400 €	123 <sup>e</sup>	400 €	145 <sup>e</sup>	400 €
102 <sup>e</sup>	400 €	124 <sup>e</sup>	400 €	146 <sup>e</sup>	400 €
103 <sup>e</sup>	400 €	125 <sup>e</sup>	400 €	147 <sup>e</sup>	400 €
104 <sup>e</sup>	400 €	126 <sup>e</sup>	400 €	148 <sup>e</sup>	400 €
105 <sup>e</sup>	400 €	127 <sup>e</sup>	400 €	149 <sup>e</sup>	400 €
106 <sup>e</sup>	400 €	128 <sup>e</sup>	400 €	150 <sup>e</sup> *	400 €

\* à tous les coureurs classés /  
for all classified riders

(1) TOTAL : 998 000 €

b) Rente quotidienne au porteur du maillot jaune /  
Daily prize for holder of yellow jersey

(2) 350 € X 20 = 7 000 €

**TOTAL (1) + (2) : 1 005 000 €**

### 3. CLASSEMENT PAR POINTS / POINTS CLASSIFICATION

a) Sprints intermédiaires /  
Intermediate sprints

A chaque sprint / For each sprint

1 <sup>er</sup>	800 €
2 <sup>e</sup>	450 €
3 <sup>e</sup>	300 €
TOTAL	1 550 €
(1) 1 550 € X 48 =	74 400 €

b) Rente quotidienne au porteur du maillot vert /  
Daily prize for holder of green jersey

(2) 300 € X 20 = 6 000 €

c) Classement général final /  
Final general classification

1 <sup>er</sup>	25 000 €
2 <sup>e</sup>	15 000 €
3 <sup>e</sup>	10 000 €
4 <sup>e</sup>	4 000 €
5 <sup>e</sup>	3 500 €
6 <sup>e</sup>	3 000 €
7 <sup>e</sup>	2 500 €
8 <sup>e</sup>	2 000 €
(3) TOTAL	65 000 €

**TOTAL (1) + (2) + (3) : 145 400 €**

#### 4. CLASSEMENT DU MEILLEUR GRIMPEUR / BEST CLIMBER CLASSIFICATION

a) Cols et côtes /  
Mountains and hills

<b>a) Cols hors catégorie / «Hors catégorie» mountains</b>	
1 <sup>er</sup>	800 €
2 <sup>e</sup>	450 €
3 <sup>e</sup>	300 €
TOTAL	1 550 €
4 cols	
TOTAL : 6 200 €	

<b>b) Cols de première catégorie / First category mountains</b>	
1 <sup>er</sup>	650 €
2 <sup>e</sup>	400 €
3 <sup>e</sup>	150 €
TOTAL	1 200 €
11 cols	
TOTAL : 13 200 €	

<b>c) Cols ou côtes de deuxième catégorie / Second category mountains</b>	
1 <sup>er</sup>	500 €
2 <sup>e</sup>	250 €
TOTAL	750 €
6 cols ou côtes	
TOTAL : 4 500 €	

b) Rente quotidienne au porteur du maillot blanc à pois rouges /  
Daily prize for holder of white and red polka-dotted jersey

De la 2<sup>e</sup> à la 21<sup>e</sup> étape /  
From the 2<sup>nd</sup> to the 21<sup>st</sup> stage

(2) 300 € X 20 = 6 000 €

<b>d) Cols ou côtes de troisième catégorie / Third category hills</b>	
1 <sup>er</sup>	300 €
TOTAL	300 €
18 cols ou côtes	
TOTAL : 5 400 €	

<b>e) Cols ou côtes de quatrième catégorie / Fourth category hills</b>	
1 <sup>er</sup>	200 €
TOTAL	200 €
25 cols ou côtes	
TOTAL : 5 000 €	
(1) TOTAL : 34 300 €	

c) Classement général final /  
Final general classification

1 <sup>er</sup>	25 000 €
2 <sup>e</sup>	15 000 €
3 <sup>e</sup>	10 000 €
4 <sup>e</sup>	4 000 €
5 <sup>e</sup>	3 500 €
6 <sup>e</sup>	3 000 €
7 <sup>e</sup>	2 500 €
8 <sup>e</sup>	2 000 €
(3) TOTAL	65 000 €

TOTAL (1) + (2) + (3) : 105 300 €

#### 5. CLASSEMENT PAR ÉQUIPES / TEAM CLASSIFICATION

<b>a) Étapes / Stages</b>	
1 <sup>ère</sup>	2 800 €
TOTAL	2 800 €
20 étapes	
(1) TOTAL : 56 000 €	

<b>b) Classement général final / Final general classification</b>	
1 <sup>ère</sup>	50 000 €
2 <sup>e</sup>	30 000 €
3 <sup>e</sup>	20 000 €
4 <sup>e</sup>	12 000 €
5 <sup>e</sup>	8 000 €
(2) TOTAL	120 000 €

TOTAL (1) + (2) : 176 000 €

## 6. CLASSEMENT DES JEUNES / YOUNG RIDER CLASSIFICATION

a) A chaque étape / For each stage	
1 <sup>er</sup>	500 €
21 étapes	
(1) TOTAL 10 500 €	

b) Rente quotidienne au porteur du maillot blanc /  
Daily prize for holder of white jersey

(2) 300 € X 20 étapes = 6 000 €

c) Classement général final / Final general classification	
1 <sup>er</sup>	20 000 €
2 <sup>e</sup>	15 000 €
3 <sup>e</sup>	10 000 €
4 <sup>e</sup>	5 000 €
(3) TOTAL	
50 000 €	

**TOTAL (1) + (2) + (3) : 66 500 €**

## 7. CLASSEMENT DE LA COMBATIVITÉ / MOST AGGRESSIVE RIDER CLASSIFICATION

a) Chaque jour à l'exception des étapes contre la montre / Each day except time trial stages	
1 <sup>er</sup>	2 000 €
18 étapes	
(1) TOTAL 36 000 €	

b) Super Combatif	
1 <sup>er</sup>	20 000 €
(2) TOTAL	
20 000 €	

**TOTAL (1) + (2) : 56 000 €**

## 8. PRIMES EXCEPTIONNELLES / SPECIAL BONUS PRIZES

Souvenir Jacques Goddet : 5 000 €  
au sommet du Tourmalet /  
at the top of the Tourmalet

Souvenir Henri Desgrange : 5 000 €  
au sommet du Col du Grand-Saint-Bernard /  
at the top of the Grand-Saint-Bernard

**Total des primes exceptionnelles /  
Total special bonus prizes : 10 000 €**

## PRIX ET PRIMES / PRIZES AND BONUSES

1. Classement des étapes /  
Stage classification  
**475 000 €**
2. Classement général individuel /  
Individual general classification  
**1 005 000 €**
3. Classement par points /  
Points classification  
**145 400 €**
4. Classement du meilleur grimpeur /  
Best climber classification  
**105 300 €**
5. Classement par équipes /  
Team classification  
**176 000 €**
6. Classement des jeunes /  
Young rider classification  
**66 500 €**
7. Prix de la combativité /  
Most aggressive rider classification  
**56 000 €**
8. Primes exceptionnelles /  
Special bonus prizes  
**10 000 €**

## INDEMNITÉS DE PARTICIPATION / PARTICIPATION EXPENSES

Conformément aux accords pris entre l'A.I.G.C.P. (Association Internationale des Groupes Cyclistes Professionnels) et A.S.O., un montant d'indemnités de participation forfaitaire de 51 243 € sera versé, pour compensation des frais aux 20 équipes participantes.

In accordance with the agreements between the A.I.G.C.P. (International Association of Professional Cycling Groups) and A.S.O. a lump sum of 51 243 € will be paid to 20 participating teams to cover participation expenses.

**Total 51 243 € X 20 équipes / teams = 1 024 860 €**

## BONUS DE PRÉSENCE / PRESENCE BONUS

En compensation des frais de personnel supplémentaire (assistants, mécaniciens), A.S.O. accordera un bonus de présence de 1 600 € par coureur à toutes les équipes terminant l'épreuve à Paris avec 9, 8 ou 7 coureurs.  
Montant estimé 212 000 €

To cover expenses for extra personnel (assistants, mechanics), A.S.O. will grant a presence bonus of 1 600 € per rider to all teams that finish the competition in Paris with 9, 8 or 7 riders.  
Estimated total: 212 000 €

## RÉCAPITULATIF GÉNÉRAL / GENERAL RECAPITULATIVE

Prix et primes /  
Prizes and bonuses  
2 039 200 €

Indemnités de participation /  
Participation expenses  
1 024 860 €

Bonus de présence /  
Presence bonus  
212 000 €

**TOTAL : 3 276 060 €**

## REGULATION OF THE RACE

The present regulations, taken in accordance to 1.2.040 article of UCI\* cycling regulations complete and/or clarify, for that which concerns the Tour de France, certain technical and sport rules set by ICI.

\*Union Cycling International

## ARTICLE 1 PARTICIPATION

The 96<sup>th</sup> Tour de France is held from Saturday the 4<sup>th</sup> July to Sunday the 26<sup>th</sup> July, 2009 by 20 teams maximum of 9 riders each, or 180 competitors. It is comprised of 21 stages.

Competitors are required to present themselves at the Tour de France office for the starting formalities.

By reason only of its enrolment and/or participation in the event and/or its presence in the said event, each team, each of its members and more generally each of its accredited persons, hereby declare that they fully accept the provisions of these regulations and undertake to respect them.

The family or friends of competitors shall not enter the race staging areas, unless they have been granted accreditation by the organisers. An Elite licensed competitor «with contract» cannot follow the Tour de France, unless otherwise approved by the management of the event.

## ARTICLE 2 IDENTIFICATION OF RIDERS

Riders are required to attach an easily seen plate bearing their number to the front of their bicycle frames or, if this is impossible, to another place on the bicycle as well as 2 bibs (small format) precisely above their thighs, on both the right and the left sides. The use of the transponder is obligatory for straight stages. For individual time trials, only one bib (large format) must be placed at the middle of the back. It must be well attached

and not altered in any way, even if the rider is wearing a bodysuit.

The number plate and bibs are provided by the organisers. They are delivered only upon presentation of the sports managers' licence and that of their deputies.

For time trials, the number plate for the bicycle frame is not required.

It is strictly forbidden to make any changes to any official items (bibs or number plate).

## ARTICLE 3 AUTHORISED TYPES OF BICYCLES

Only standard bicycles are allowed on in-line [road] stages.

The use of specialised bicycles is allowed for time trial stages, as long as they comply with the provisions of articles 1.3.001 to 1.3.025 of chapter III (entitled "Equipment") of the regulations of the sport of cycling applicable by UCI regulations.

## ARTICLE 4 TECHNICAL ASSISTANCE

All riders may render small services to each other, such as lending or exchanging food, drink or accessories. However, the lending or exchange of wheels or bicycles is only permitted between riders of the same team.

These elements may be provided to riders of each team by:

- Their technical staff on board the two team vehicles;
- The staff in the "technical assistance" cars;
- The staff in the "broom-wagon" vehicles.

Riders who have fallen behind may on occasion be assisted by staff from the cars of rival teams. Whatever a rider's

position may be in the race, any technical assistance is only permitted behind the peloton, on the right side of the road, while remaining stationary.

## ARTICLE 5 WEARING OF HELMETS

It is compulsory for riders to wear rigid helmets during the Tour de France, in strict compliance with the technical rules set by UCI.

Clothing

Riders wishing to put on or take off a waterproof over-garment or leggings or other garments must do so by dropping back to a level even with their team's assistance vehicles, behind the race director's car or that of the steward.

These garments may also be handed to one of the official motorcycles of the organisation.

Any other initiative must be authorised by the race officials.

The wearing of leader waterproofs, other than those provided by the race organisers, is forbidden.

## ARTICLE 6 FEEDING

Refreshments for riders are distributed in two ways:

### a) Feeding stations

Supplies at feeding stations are handed out by the staff accompanying the teams. This distribution takes place only in areas clearly marked with official banners and signs, except in cases where other provisions have been clearly indicated beforehand.

Stations will be set up on only one side of the roadway, the rules specifying on the right side only.

### b) Outside feeding stations

Supplies of drinks from the organiser's motorcycles are permitted for riders who have made breakaways and their sports manager's car is not present at the front of the race. These supplies can be made available according to the distance rules set out in the regulations of the sport of cycling applicable to road races, as established by UCI.

This may be done by using feeding bags and drink containers.

Rules governing feeding are as follows:

- In general, continuous supplying is authorised between the signs located near the 50<sup>th</sup> kilometre and the signs marking the end of the feeding zone posted 20 kilometres from the finish. Race directors may, with the approval of the stewards, change these provisions during a stage to adapt to weather conditions or any exceptional circumstances.
- Riders must fall back to a position even with their sports manager's car and behind the car of the race director or the stewards;
- In the event of a breakaway, supplying is authorised at the back of the group, as long as the group includes no more than fifteen riders;
- In general, no calls are allowed on Radio-Tour from 12 kilometres before each feeding station and 10 kilometres thereafter.
- Any spraying of competitors from a vehicle is strictly forbidden.

Competitors who accept food or drink from spectators do so at their own risk, including that of criminal prosecution. To prevent falls of multiple riders and spectator injuries or encouraging spectators to cross the road, it is strictly forbidden to carelessly jettison food, feeding bags or drink containers or any other accessory.

A special motorcycle is assigned to collect waste.

Carrying or using glass containers is strictly forbidden.

Competitors are not allowed to throw anything onto the road.

## ARTICLE 7 RACE OFFENCES

Slipstreaming or being pulled along by a motor vehicle, whether from the front, back or side as well as any grasping-hold of the bicycle or vehicle is forbidden under all circumstances.

The race stewards may exclude any competitor caught hanging on to a moving vehicle, notwithstanding the fine or suspension incurred.

Voluntary obstruction and unauthorised manoeuvres are forbidden and will be penalised.

To ensure that sprints proceed according to regulations, riders who deviate from the line they have chosen will be subject to the penalties provided for in the table of penalties.

## ARTICLE 8 RETIREMENTS

Any rider who retires must return his number bibs to the steward on the

“broom-wagon”. The number bibs of the riders who have retired are then delivered to the steward who assists the timekeeper at the finish.

Any notably unjustified retirement may lead to the withdrawal of all prizes won since the start of the race.

Any rider who is no longer in the race (retirement, disqualification) may not continue in it.

Furthermore, he may not take part in any other cycling competitions for the duration of the race.

However, exceptions may be allowed, following approval by the race directors and stewards committee of requests made by sports managers.

## ARTICLE 9 TEAM OBLIGATIONS

Competitors and sports managers must obey the discipline and rules required by the notion of fair and equal treatment on one hand and the image and reputation of the Tour de France on the other and the safety. In particular:

- Sleeping and taking their meals in the premises designated for this purpose by the organisation, to the exclusion of any other;
- Being present and ready for the starting checks at the times set by the organisers;
- Complying with all requirements regarding the protocol (see art. 21);
- Using the mandatory transport provided by the organisation for all individual or group movements;
- Not using mobile phones during the race, except in cases where competitors have set up special pre-fitted links with their sports directors.

- Ensure that no accredited vehicle belonging to their team has a television in the front places of the said vehicle, given that the terms of article R. 412-6-2 of the French Highway Code stipulate that:

«Placing a functioning device fitted with a screen that is not a driving or navigational aid in the field of vision of the driver of a moving vehicle is forbidden. Any driver who does not observe the terms of this article shall receive punishment of the fine stipulated for category 4 offences.

The device mentioned in the first line may also be confiscated.

This offence shall be punished by right by the removal of two points from the offender’s driving license».

Collusion of any sort between riders from different teams is strictly forbidden and will be penalised. Team-mates may only assist each other if they are at the same kilometre mark in the race (if on a circuit).

Competitors who commit assault, utter insults, threaten or wilfully cause delays or demonstrations will be penalised.

Competitors, sports managers, and team staff cannot be involved in commercial or advertising activities other than those that are a normal part of the race or those involving the usual sponsors of their team organisations. Furthermore, it is forbidden for competitors and sports managers to grant exclusive interviews or to undertake any other sort of collaboration with the press, television or radio for the duration of the race.

Interviewing of sports managers is tolerated, except on the last 10 kilometres

and according to the following conditions:

It is done from a motorcycle;

It is brief;

Race conditions permit it.

## ARTICLE 10 LEADER JERSEYS

During all stages, except for the world and national champion jerseys, whose champions are required to wear their jerseys, competitors must wear only their own team’s jersey, cycling shorts and cap, which must comply with the regulations of the sport of cycling applicable to road races.

The leaders of the general time ranking, the general points ranking, the best climber ranking and the general young-riders ranking must wear:

- In the first case, the “yellow jersey”;
- In the second case, the “green jersey”;
- In the third case, the “red polka dot jersey”;
- In the fourth case, the “white jersey”.

All these jerseys must be worn in the state in which they are provided by the organisation. They may be fitted with rectangular advertising banners bearing the names of the teams within the limits set by established by the UCI regulations.

Bodysuits are provided to the leaders of the various rankings for the time trial stages. There is an order of priority: first the yellow jersey, followed by the green jersey, then the red polka dot jersey and finally the white jersey.

When a rider is leader of several general rankings, he only wears one jersey:

the one designated by the order of priority. The other jerseys are then worn by the runners-up, the 2<sup>nd</sup>, 3<sup>rd</sup> or 4<sup>th</sup> in the corresponding general ranking. However, if this rider is required to wear his world or national champion jersey, then this is the jersey he must wear.

The wearing of the leader's yellow, green, red polka dot or white jersey (short or long-sleeved) is mandatory from the signing-in before the stage until the press conference after the stage. However, leaders of a general ranking may attend the prize-giving ceremony wearing their team jersey.

Moreover, the leader of the general ranking for the most competitive rider will be identified by two specific bibs bearing white figures against a red background. Riders of the leader team in the team ranking will wear specific bibs with black numbers on a yellow background.

## ARTICLE 11

### RACE OFFICIALS

Officials in charge of ensuring the general organisation and the smooth running of the race are:

- The Director General of the Tour de France;
- The race manager;
- His deputy;
- Regulators on motorcycles.

Officials in charge of ensuring the regulatory compliance checks and arbitration for the competition in collaboration with the management of the race:

- The chairman of the stewards committee;
- The national or international stewards designated for the race;

- The finish judges;
- The timekeepers;
- The judges.

## ARTICLE 12

### STEWARDS COMMITTEE

The stewards committee, whose operational language is French, includes:

- The chairman of the committee;
- Three stewards designated for the race

The committee registers any breaches of the regulations noted by stewards and race officials, undertakes fully independent deliberations and decides upon penalties they consider appropriate in accordance with the regulations contained herein, as established by UCI regulations and the French Cycling Federation, apart from the classification.

The chairman casts the deciding vote. All decisions of the committee are immediately communicated to the senior management of the race, which in turn is responsible for bringing them to the attention of the sports managers and then the press as quickly as possible.

## ARTICLE 13

### FINISH JUDGES

The finish judge and his deputy oversee determination of the intermediate rankings during the race and the ranking at the finish.

If for some reason they are unable to do so, their functions can be fulfilled by any

other steward or, for want of a steward, any licensed member of the organisation.

## ARTICLE 14

### TIMEKEEPING

At a finish, all the riders in the same peloton are credited with the same finish time. At each real break, the timekeeper records a new time. He officiates until the arrival of the "broom-wagon". He also records the times of riders who arrive outside the permitted times and delivers this list, with the corresponding times, to the chairman of the stewards committee. All times registered by the timekeeper are rounded down to the nearest second, and only these rounded times are taken into consideration for the general ranking. The ranking for time trial stages is determined by using hundredths of a second, as several riders may indeed finish within a second or less of each other.

## ARTICLE 15

### MEDICAL CARE

Medical care during the race is provided by members of the official medical services only, from the moment riders enter the starting area until they leave the finishing area.

Interventions during the race can only be carried out behind the peloton where the rider requiring care must be. However, in the event of a need for complex medical care, or during climbs of passes and hills, the doctor and rider must be stationary for care to be provided. Outside the race, sports managers may

call upon the services of the organiser's doctor which telephone numbers will be given to the teams and SUIVEURS. They may also call upon the services of a doctor of their choosing. The intervention of the medical service may be modified to comply with new legal provisions.

## ARTICLE 16

### SPORTS MANAGERS

Each team is headed by a sports manager assisted by a deputy both licensed in an affiliated Federation in UCI.

During the race, they must remain in one of their two accredited technical vehicles at all times. They must ensure that the regulations are followed by their riders and their staff and they must respond to summonses issued by race management within the allotted times. Their attendance is mandatory at:

- The general briefing held by the race management with the riders, sports managers and team assistants on Thursday July 2<sup>nd</sup> in the afternoon.
- The meeting held at the start on the morning of Friday, July 3<sup>rd</sup>;

As is the case for riders, the regulations provide for penalties to be applied against them should they fail to attend these meetings.

A maximum of four people may ride in the two vehicles following the race that are reserved for the sports managers and their deputies. These places are reserved for accredited staff and guests of the team who have been allowed by the organisers to join them.

During the race, the two vehicles must drive on the right side of the road and in the order established according to the position of the first rider of each team in the general individual time ranking. The sports managers' vehicles line up behind the vehicles of the race manager and the doctor. Deputy sports managers' cars fall in line in an identical order, in the second group of vehicles, separated from the first by a neutral zone of a minimum of 200 metres.

Any sports manager wishing to pass the race manager's car without a Radio-Tour call can only do so with the prior approval of an official. After his intervention, he must return to his rightful place as quickly as possible.

Passengers must remain inside their vehicles and they are forbidden to carry any spare equipment outside of the vehicle. In the event of a contravention of this article, those responsible face both sporting penalties and possible legal prosecution.

## ARTICLE 17

### STAGE STARTS

For in-line stages, riders and their sports managers must present themselves at the signature registration point at least 15 minutes from the start of the assembly point. Signing of the starting form will be completed ten minutes before the scheduled starting time from the assembly point.

After all riders have been registered, the real start is given by the race manager using one of three possible ways:

- "Standing": from the signature registration point, the route permitting;
- "Deferred standing": if the place selected by the race organisers is some

distance from the signature registration point;

- "Rolling": if the place chosen by the race organisers is not too far from the signature registration point, at "km 0".

## ARTICLE 18

### ROUTE

Riders must always follow the official race route. Taking any other route is forbidden, shortcuts in particular, and will be penalised. In the event of a change in the route, the organisation will inform the sports managers and riders at the registration before the start. Riders are required to sign the bulletin informing them of changes in the route.

In the event of an incident or accident that might interrupt the running of the race, the race management may decide, in agreement with the stewards committee and after informing the timekeepers, either to:

- Change the route;
- Temporarily halt the stage;
- Consider that the stage has not been run and cancel the results;
- Cancel a portion of the stage as well as the intermediate rankings competed for and start the stage again from a point near where the incident occurred;
- Retain the results acquired or restart the stage, taking into account the gaps recorded at the time of the incident.

## ARTICLE 19

### LEVEL-CROSSINGS

It is forbidden for any rider to cross a closed level-crossing. Riders who do so will be disqualified by the stewards.

The following rules apply:

- One or several breakaway riders are halted by a level-crossing, but the level-crossing opens before the other riders arrive: no decision is taken and the closure of the level-crossing is considered as a race incident.
- If the lead is less than 30", the closure of the level-crossing is considered to be a race incident.
- If one or several breakaway riders have a lead of 30" and are halted by a level-crossing and one or several pursuers catch up to them at the closed level-crossing, then the race is stopped and restarted with the same gaps, after the official vehicles have been allowed to pass through.
- If one or several riders in the lead cross the level-crossing before it closes and one or several of the pursuers are blocked, then no decision is taken and the closure of the level-crossing is considered as a race incident.
- Action concerning any other exceptional situation (level-crossing closed too long) will be decided upon by the stewards committee.

## ARTICLE 20

### FINISHES

#### a) General provisions

Stage finishes are signalled by a "red flame" hanging from the inflatable arch located one kilometre from the finishing line. In the event that the finishing portal is absent, the finish is signalled by a black and white chequered flag waved by a race official.

In the event that a rider or riders suffer a fall, puncture or mechanical incident

in the last 3 kilometres and such an incident is duly recognised, the rider or riders involved are credited with the same finishing time of the rider or riders they were with at the time of the incident. They are attributed this ranking only upon crossing the finish line. If after a fall, it is impossible for a rider to cross the finish line, he is given the ranking of last in stage.

For exceptional cases, the decision taken by the stewards committee is final. This measure does not apply to:

- Finishes of the 1<sup>st</sup>, 18<sup>th</sup> and 20<sup>th</sup> stages, which are individual time trials;
- Finishes of the 4<sup>th</sup> stage, which are team time trials;
- Summit finishes of the 7<sup>th</sup>, 15<sup>th</sup>, 20<sup>th</sup> and stages.

#### b) Specific provisions

The race management and stewards committee may have to take the following measures for the finish of the 21<sup>st</sup> stage on the Champs-Élysées in Paris:

- If the road surface of the Champs-Élysées has become slippery before the riders reach it, then the times may be taken for the first crossing of the finish line;
  - If the road surface of the Champs-Élysées becomes slippery after the riders have already begun racing on it, then the times may be taken at the next crossing of the finishing line;
- In both cases, the finish will be maintained.

In both cases, riders and sports managers will be informed immediately. In any event, riders must compete all of the circuits of the Champs-Élysées to be ranked at the final finish.

## ARTICLE 21 PROTOCOL

After each stage finish, the prize-giving ceremony is led by the town's mayor or his/her representative. The following awards are distributed in the minutes following the finish:

- The stage winner;
- The leader of the general ranking on time, who receives the yellow jersey;
- The leader of the general ranking on points, who receives the green jersey;
- The leader of the general ranking of best climber, who receives the red polka dot jersey;
- The leader of the general ranking of the best young rider, who receives the white jersey.
- The winner of the competitiveness prize for the stage.

Before each stage start, the following riders must present themselves in their race outfits: all riders of the team leading the general team ranking and one of their sports managers.

Out of respect for the public, the wearing of glasses, other than corrective glasses, and of rigid helmets is forbidden during all of the official proceedings at the start and the finish.

Any prize-winner who refuses to take part in the official proceedings at the start and the finish in his race outfit will be penalised (except for extraordinary circumstances which are duly recognised by the race officials).

## ARTICLE 22 PERMITTED FINISHING TIMES

According to the types of stages and their level of difficulty, permitted fi-

nishing times vary according to the application of the following coefficients:

### Coefficient 1 (stages with no particular difficulty)

The permitted finishing time is calculated according to the winner's finishing time plus:

- 4% if the average speed is less than or equal to 36 km/h;
- 5% between 36 km/h & 38 km/h;
- 6% between 38 km/h & 40 km/h;
- 7% between 40 km/h & 42 km/h;
- 8% between 42 km/h & 44 km/h;
- 9% between 44 km/h & 46 km/h;
- 10% between 46 km/h & 48 km/h;
- 11% between 48 km/h & 50 km/h;
- 12% over 50 km/h.

### Coefficient 2 (stages presenting medium difficulty)

The permitted finishing time is calculated according to the winner's finishing time plus:

- 6% if the average speed is less than or equal to 35 km/h;
- 7% between 35 km/h & 36 km/h;
- 8% between 36 km/h & 37 km/h;
- 9% between 37 km/h & 38 km/h;
- 10% between 38 km/h & 39 km/h;
- 11% between 39 km/h & 40 km/h;
- 12% between 40 km/h & 41 km/h;
- 13% between 41 km/h & 42 km/h;
- 14% between 42 km/h & 43 km/h;
- 15% between 43 km/h & 44 km/h;
- 16% between 44 km/h & 45 km/h;
- 17% between 45 km/h & 46 km/h;
- 18% over 46 km/h.

### Coefficient 3 (stages presenting intense difficulty)

The permitted finishing time is calculated according to the winner's finishing time plus:

- 7% if the average speed is less than or equal to 30 km/h
- 8% between 30 km/h & 31 km/h;
- 9% between 31 km/h & 32 km/h;
- 10% between 32 km/h & 33 km/h;
- 11% between 33 km/h & 34 km/h;
- 12% between 34 km/h & 35 km/h;
- 13% between 35 km/h & 36 km/h;
- 14% between 36 km/h & 37 km/h;
- 15% between 37 km/h & 38 km/h;
- 16% between 38 km/h & 39 km/h;
- 17% between 39 km/h & 40 km/h;
- 18% over 40 km/h

### Coefficient 4 (short stages presenting intense difficulty)

The permitted finishing time is calculated according to the winner's finishing time plus:

- 9% if the average speed is less than or equal to 30 km/h
- 10% between 30 km/h & 31 km/h;
- 11% between 31 km/h & 32 km/h;
- 12% between 32 km/h & 33 km/h;
- 13% between 33 km/h & 34 km/h;
- 14% between 34 km/h & 35 km/h;
- 15% between 35 km/h & 36 km/h;
- 16% between 36 km/h & 37 km/h;
- 17% between 37 km/h & 38 km/h;
- 18% between 38 km/h & 39 km/h;
- 19% between 39 km/h & 40 km/h;
- 20% over 40 km/h

### Coefficient 5 (individual time trials):

The permitted finishing time is calculated according to the best time plus 25%.

### Coefficient 6 (team time trials):

The permitted finishing time is calculated according to the best time plus 25%

(time calculated on the fifth racer of the winner team, increase by 25%.

### Elimination coefficients

Finishing times may be adapted under exceptional situations (weather conditions, blocked roads, serious accident or incident, etc.) according to the assessment of the stewards committee, with the agreement of the race management. If the percentage of eliminated riders rises above 20% of starters in the stage, permitted finishing times may be increased upon the decision of the stewards committee, with the agreement of the race management.

It is understood that the riders who finish within the new permitted times will qualify for following stages, without a precedent being set for the rest of the race.

### Possible exceptions

The stewards committee may exceptionally allow one or several particularly unlucky riders to qualify, after informing the race management.

In this case the following factors will be taken into consideration:

- The average speed of the stage;
- The point at which the incident or accident occurred;
- The effort made by the rider or riders delayed by such incidents or accidents;
- The possible degree of impassability of the roads.

As these finishing times are calculated in relation to the winner of the stage, disqualifications resulting from the decisions once taken by the stewards committee and made available thereafter cannot in any case give rise to an entitlement to any exception for any rider.

Coefficients des étapes		1	2	3	4	5	6
1 <sup>st</sup> st	Monaco (C.l.m. individuel)					x	
2 <sup>nd</sup> st	Monaco/Brignoles	x					
3 <sup>rd</sup> st	Marseille / La Grande-Motte	x					
4 <sup>th</sup> st	Montpellier/Montpellier (C.l.m. équipe)						x
5 <sup>th</sup> st	Le Cap d'Agde/Perpignan	x					
6 <sup>th</sup> st	Gérone/Barcelone	x					
7 <sup>th</sup> st	Barcelone/Andorre Arcalis			x			
8 <sup>th</sup> st	Andorre-La-Vieille/ Saint-Girons			x			
9 <sup>th</sup> st	Saint-Gaudens / Tarbes			x			
10 <sup>th</sup> st	Limoges / Issoudun	x					
11 <sup>th</sup> st	Vatan / Saint-Fargeau	x					
12 <sup>th</sup> st	Tonnerre/Vittel	x					
13 <sup>th</sup> st	Vittel/Colmar		x				
14 <sup>th</sup> st	Colmar/Besançon	x					
15 <sup>th</sup> st	Pontarlier/Verbier			x			
16 <sup>th</sup> st	Martigny/Bourg-Saint-Maurice				x		
17 <sup>th</sup> st	Bourg-Saint-Maurice/ Le Grand Bornand				x		
18 <sup>th</sup> st	Annecy/Annecy (C.l.m. individuel)					x	
19 <sup>th</sup> st	Bourgoin-Jallieu/Aubenas	x					
20 <sup>th</sup> st	Montélimar/Mont Ventoux				x		
21 <sup>th</sup> st	Montereau-Fault-Yonne / Paris Champs-Élysées	x					

## ARTICLE 23

### INDIVIDUAL TIME TRIALS

The starting order for the individual time trials is the following:

- In Monaco: at 1-minute intervals. The starting order is in the reverse order of the general ranking established at the finish of the 3<sup>rd</sup> stage.
- In Annecy: at 2-minute intervals, then 3-minute intervals for the last starters. Riders start in reverse order of the general ranking established following the 17<sup>th</sup> stage.

The time interval may be reduced or increased for all or some of the riders following a decision by the race management in agreement with the

stewards committee. The starting order may be changed by the stewards committee and the race management, if the one established by the reverse order of the general classification should cause two riders from the same team to start consecutively. In this event, the lower-ranked of the two must take the place of the rider who should have preceded him.

The starting order may be changed according to the same conditions, if there appears to be a risk of this affecting the fairness of the race.

As soon as the first rider starts, training is forbidden along the route.

Riders are under the control of the same steward at the starting line. They must present themselves with their bicycles

at the signature registration point at least 15 minutes before their start. Any rider arriving late for his allotted starting time incurs a time penalty.

If one rider catches up with another rider, neither rider is allowed to lead the other or benefit from the other's slipstream.

A rider who catches up with another must maintain a lateral distance of two metres from the other rider.

The caught rider must remain at least 25 metres from the other rider.

Riders are forbidden to help each other.

Any assistance may only be rendered when riders have stopped.

Food and drink will be supplied by the team staff in the designated feeding area. Each rider is accompanied by a car carrying their spare equipment. Each team car must maintain a distance of ten metres behind its rider and must never drive at a level even with its rider. Information is to be given from this rear position only. A team car is only allowed to come between two riders if they are at least 50 metres apart. If this distance is reduced, the team car following the lead rider must immediately drop back behind the other rider.

In the exceptional event that there should be insufficient vehicles, the organisers reserve the right to allocate one car to two or three riders, and so on according to the starting order.

## ARTICLE 24

### TEAM TIME TRIALS

Starter's orders for the team time trial are given every seven minutes in reverse order of the overall standings for

teams established on completion of the 3<sup>rd</sup> stage. From the moment the 1<sup>st</sup> team starts, training is forbidden on the route. A warm-up zone will be made available to the teams.

The standings for the trial are based on the time recorded, for each of the teams, by the competitor who crosses the finishing line in 5<sup>th</sup> position (to a level of precision of 1/100<sup>th</sup> of a second).

An identical finishing time is recorded for all team members arriving at the same time, or before.

In the overall individual standings, the actual times are carried over for each competitor as follows:

- The time of the 5<sup>th</sup> team member to finish from each team for competitors awarded this time in accordance with the rule above.
- The actual time for competitors who finish after the 5<sup>th</sup> team member.

However, competitors who finish outside the cut-off times stipulated by the rules (coefficient 6) are eliminated.

For the overall team standings, the actual time of the 5<sup>th</sup> team member to finish is taken into account.

In the case where a team no longer has at least 5 competitors, those remaining in the race are obliged to finish the course within the cut-off time set out in article 22 (coefficient 6). The time taken into account for the overall team standings is therefore the time of the last competitor to finish from this team.

Assisting team-mates by pushing is forbidden.

In a designated zone, the teams' personnel will be able to pass on provisions to the competitors, from the sporting director's vehicle at the rear of the group.

## ARTICLE 25

### RANKINGS

The race features the following general rankings:

- Individual time ranking;
- Individual points ranking;
- Individual best climber ranking;
- Young rider ranking;
- Team time ranking;
- Most aggressive rider prize.

#### a) General individual time ranking

The general individual time ranking is established by adding together the times achieved by each rider in the 21 stages, including time penalties.

In the event of a tie in the general ranking, the hundredth of a second recorded by the timekeepers during the individual time trial stages will be included in the total times in order to decide the overall winner and who takes the yellow jersey. If a tie should still result from this, then the places achieved for each stage are added up and, as a last resort, the place obtained in the final stage is counted.

#### b) Individual points ranking

The individual points ranking is obtained by adding together the points recorded in the individual rankings for each stage, according to the following tables, and taking into account penalty points:

- For the "flat" in-line stages (art. 22-coeff. 1): 35, 30, 26, 24, 22, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point for the first 25 riders to finish;
- For the "medium mountain" in-line stages (art. 22-coeff. 2): 25, 22, 20, 18,

16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point for the first 20 riders to finish;

- For the "high mountain" in-line stages (art. 22-coeff. 3 and coeff. 4): 20, 17, 15, 13, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1 point for the first 15 riders to finish;

In the event of a dead heat in a stage finish, the riders are credited with the number of points they would receive, divided by the number of riders concerned. These points are then rounded up to the nearest ½ point.

- For the individual time trial stages (art. 22-coeff. 5): 15, 12, 10, 8, 6, 5, 4, 3, 2 and 1 point to the first 10 riders to finish.
- For each intermediate sprint, the first 3 riders to finish will receive 6, 4 and 2 points respectively.

In the event of a tie in the general ranking, the number of stage victories are added up for each rider, followed by the number of intermediate-sprint victories; if there is still no clear winner, the individual time ranking is used.

In order to appear in the general points ranking, riders must finish the Tour de France.

In case competitors finishing after the cut-off time are reinstated by the race officials' committee, the equivalent of the points attributed to the winner of the stage concerned will be removed from the reinstated competitor's score in the overall individual points standings.

#### c) General best climber ranking

The general best climber ranking is established by adding together the points obtained on all passes and hills, according to the following tables:

- "Non-graded" passes: 20, 18, 16, 14,

12, 10, 8, 7, 6 and 5 points respectively for the first 10 riders to finish.

- Category 1 passes: 15, 13, 11, 9, 8, 7, 6 and 5 points respectively to the first 8 riders to finish.
- Category 2 passes: 10, 9, 8, 7, 6 and 5 points respectively to the first 6 riders to finish.

Points awarded for the category "non-graded", 1 and 2 passes are doubled for the final pass of the stage.

- Category 3 passes: 4, 3, 2 and 1 point, respectively to the first 4 riders to finish;
- Category 4 passes: 3, 2, and 1 point, respectively to the first 3 riders to finish.

In the event of a tie between two riders in the general best climber ranking, the rider with the most first places at non-graded pass summits is declared the winner. If the riders are still tied, the first places obtained in the category 1 passes will be used to determine the winner. If necessary, the first places achieved at the summits of category 2, category 3 or category 4 passes will be taken; as a last resort, the final general time ranking will be used.

Riders must finish the Tour de France in order to appear in the best climber ranking.

#### d) Young-rider ranking

The young-rider ranking is reserved for riders born since January 1<sup>st</sup>, 1984. The daily leader of this ranking is the highest placed young rider in the general individual time ranking. After the final stage, the leader of this ranking is declared the winner of the young-rider ranking.

#### e) General team ranking

The general team ranking is established by adding together the three best individual times of each team in all the stages.

If there is a tie between teams in stage rankings, the three best places achieved in that stage by each team are added together.

If there is a tie between teams in the general ranking, the teams are separated by adding up the number of stage victories per team, then by the number of second places, and so on, until the number of places obtained by one or the other team allows for a clear ranking to be established. If there is still a tie, the winner will be the team with the rider in the best position in the general individual classification.

Any team reduced to fewer than three riders will be disqualified from the general team ranking.

#### f) General most aggressive rider

The competitiveness prize rewards the rider who has made the greatest effort and who has demonstrated the best qualities of sportsmanship. The prize is awarded for each in-line stage by a jury chaired by the director of the organisation.

The competitiveness winner of a stage wears red bibs in the following stage. A Super Competitor is designated by members of the jury at the end of the Tour de France.

## ARTICLE 26

### BONUSES

No bonuses will be awarded during the 96<sup>th</sup> Tour de France.

## ARTICLE 27

### PENALTIES

The table of penalties in the regulations of the UCI rules, is applied in all cases. All sanctions and penalties count in the general rankings.

They may, depending on their severity, and after a decision is taken by the stewards committee, also apply to the individual stage rankings.

If the stewards committee judges that the offence committed by a rider benefits his team's general time ranking, the team receives a 30-second penalty.

## ARTICLE 28

### ANTI-DOPING CONTROL

A.S.O. and each of the teams participating believe it is absolutely necessary to strictly respect the rules and recommendations set out by the competent authorities in anti-doping as well to display totally irreproachable conduct in this respect. The teams participating hereby undertake to apply the said rules and recommendations and shall be solely responsible for ensuring that they are respected by their team members and more generally by all their employees and service providers.

The Tour de France is subject to the rules of the UCI and the Fédération Française de Cyclisme (French cycling federation) concerning anti-doping control testing designed to reveal the use by competitors of forbidden substances. For anti-doping control tests, the organisers have put in place a certain number of facilities for competitors and the designated officials:

- Installation on each stage, next to the finishing line, of a mobile home

specially equipped for taking samples in the most comfortable and discrete conditions.

- Transfer as soon as practicable, notably by private plane, of the samples intended for the designated anti-doping test laboratories, in order to speed up the analysis procedures and notification of results.

With regard to prizes, the results of a positive anti-doping control test are as follows:

- Any competitor declared positive following a given stage shall forego all earnings obtained during this stage.
- Any competitor disqualified from the race shall forego all earnings and prizes acquired from the day of the control test in question.

## ARTICLE 29

### DISQUALIFICATION - EXCLUSION

29.1 A.S.O. believes it is vital to preserve its image and reputation, as well as those of the event.

In compliance with article 2.2.010 bis lines 7 and 8 of the UCI governing cycling sports, A.S.O. expressly reserves the right to refuse the participation in – or disqualify from – the event, a team or one of its members whose presence is liable to damage the image or reputation of A.S.O. or those of the event.

In case of disagreement with UCI and/or the team and/or one of its members concerning the decisions thus taken by A.S.O., the dispute will be referred to the Chambre Arbitrale du Sport (the French sports arbitration agency), Maison du sport français, 1 avenue Pierre de Coubertin, 75640 Paris Cedex 13, France.

29.2 Furthermore, A.S.O. may exclude from the event any team or any of its members in the following cases:

- A breach of the event's rules, including those concerning the event's internal discipline (rules concerning accommodation, for example).
- A serious breach of French law.
- Indecent appearance or inappropriate behaviour.
- Acts of vandalism performed during or outside the race.
- Failure to use the collective means of transport provided by the organisers for transfers.
- Customs fraud, etc.

In case of disagreement with UCI and/or the team and/or one of its members concerning the decisions thus taken by A.S.O., the dispute will be referred to the Chambre Arbitrale du Sport (the French sports arbitration agency), Maison du sport français, 1 avenue Pierre de Coubertin, 75640 Paris Cedex 13, France.

## ARTICLE 30

### IMAGE

To allow for the widest possible broadcast and promotion of the Tour de France, each team, and therefore each rider composing it, recognises that participation in the race authorises the organisers and their entitled parties to reproduce and to show, without any compensation whatsoever, their names, voices, images, biographies and, in general, their sporting performance in the Tour de France as well as the brand(s) of their equipment and sponsors, in any

form, or any medium existing or future, in any format, for purposes of communication to the public throughout the world, for any use, including advertising and/or commercial purposes without any limitation other than those listed hereinafter, and for the entire period for which these uses are protected by legal and regulatory provisions, by legal decisions and/or rulings of any country, as well as current or future international agreements, including any extensions that may be made to this period of protection.

However, the organisers, when they authorise a third party to use images from the race for purposes of advertising and promotion, will not authorise these third parties to use the name, voice, image, biographies or the riders' sporting performance nor the brands of their sponsors or equipment makers for purposes of establishing a direct or indirect association between riders, sponsors' and or equipment makers' brands and the product, service, brand or commercial name of the said third parties without obtaining prior express authorisation of riders, sponsors or equipment makers concerned.

Likewise, the organiser will not use and will not permit the use of an individual image of a rider as part of the commercialisation or merchandising of derivative products, with the exception of books, photographic albums, comics and cartoons, in whatever published form, videocassettes, CD-ROMs, DVDs or more generally all videograms or videodiscs, in whatever medium or format of which the subject is wholly

or partly Tour de France, posters, log-books, autograph books, postcards and official programmes relating to the Tour de France.

## **ARTICLE 31**

### **LANG**

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These regulations were written in French, language which will have probative force in the event.

