

ADDENDUM – GUIDE TECHNIQUE

AMENDEMENTS

➤ Règlements Particuliers - Article 21

• **CLASSEMENT PAR POINTS**

Le classement général sera obtenu par l'addition des points des 7 premiers de chaque étape.

Ce classement portera l'attribution d'un maillot de leader

- **Maillot Bleu.**

>Classement sur les 7 premiers de chaque étape :

1 ^{er}	15 pts
2 ^{ème}	12 pts
3 ^{ème}	9 pts
4 ^{ème}	7 pts
5 ^{ème}	5 pts
6 ^{ème}	3 pts
7 ^{ème}	1 pt

En cas d'égalité au classement et conformément à l'article 2.6.016 bis du règlement UCI, il est fait application des critères suivants, jusqu'à ce que l'on puisse départager les concurrents :

1. Nombre de victoires d'étapes,
2. Classement général individuel au temps.

Pour bénéficier des prix du classement général final, tout concurrent doit avoir accompli la totalité du parcours de l'épreuve dans les délais réglementaires.

Si celui-ci est déjà porteur du maillot jaune, c'est le 2ème du classement qui portera le maillot

• **CLASSEMENT DU MEILLEUR GRIMPEUR**

A chaque étape incluant des passages montagneux, un classement sera établi par l'addition des points attribués

au passage au sommet de chaque col, selon le barème suivant :

	3 ^e Cat	2 ^e Cat	1 ^e Cat	HC
1 ^{er}	5 pts	10 pts	15 pts	20 pts
2 ^{ème}	4 pts	8 pts	12 pts	16 pts
3 ^{ème}	3 pts	6 pts	9 pts	12 pts
4 ^{ème}	2 pts	4 pts	6 pts	8 pts
5 ^{ème}	1 pt	2 pts	3 pts	4 pts

Un classement général sera établi par l'addition du nombre de points de chaque étape et mènera à l'attribution d'un maillot de leader - **Maillot Blanc à Pois Rouges.**

Conformément à l'article 2.6.016 bis du règlement UCI, en cas d'égalité au classement, il est fait application des critères suivants, jusqu'à ce que l'on puisse départager les concurrents :

1. Nombre de premières places dans les cotes de la catégorie la plus élevée,
2. Nombre de premières places dans les cotes de la catégorie suivante, et ainsi de suite,
3. Classement général individuel au temps.

Pour bénéficier des prix du classement général final, tout concurrent doit avoir accompli la totalité du parcours de l'épreuve dans les délais réglementaires.

Si celui-ci est déjà porteur du maillot jaune, c'est le 2ème au classement de la montagne qui portera ce maillot.

➤ Liste des véhicules officiels & techniques

VOITURE/MOTO	IMMATRICULATION	CONDUCTEUR
Régulateur de Course	4369U	Thierry Lagane

➤ Etape 3 – Rush et point kilométrique

Veuillez ignorer dans l'itinéraire de la 3ème étape le rush prévu à Macondé au Km 7.6 et le point kilométrique 6.1 de La Prairie - le lieu et le point kilométrique de ce rush sont inexacts.

- ✓ **Le rush se fera à La Prairie au Km 8.5**

SPECIAL RULES

ARTICLE 1 : ORGANISATION

The SKODA TOUR DE MAURICE is organized by the Mauritian Cycling Federation (FMC), headquartered at Les Kocottes, 2nd Maisonnette, Old Post Office Road, Industrial Zone, Saint Pierre 81407. The event will take place from Tuesday, June 11th to Friday, June 14th, 2024, under the regulations of the UCI, and will consist of 1 Prologue and 3 stages

ARTICLE 2 : TYPE OF EVENT

The SKODA TOUR DE MAURICE is open to riders in the Men Elites and under 23 years old (U23) categories. It is part of the UCI Africa Tour calendar in class ME 2.2.

As per UCI regulations, following points will be awarded for the individual UCI World Ranking and individual UCI Africa Tour Ranking:

- 7, 3, 1 point(s) per stage
- 1 point per stage for the race leader
- 40, 30, 25, 20, 15, 10, 5, 3, 3, 3 points for the final classification of the event.

ARTICLE 3 : PARTICIPATION

In accordance with article 2.1.005 of the UCI regulations, the event is open to UCI Pro Teams, UCI Continental Teams, professional Cyclo-Cross teams, National Elite teams, Regional Elite teams, and club teams.

According to article 2.2.003 of the UCI regulations, the number of riders per team is a minimum of 4 and a maximum of 5 riders, with 2 team officials.

ARTICLE 4 : SECURITY STRUCTURE

The security structure for the SKODA TOUR DE MAURICE includes:

- > 1 car from the Mauritius Police Force (MPF) in front of the race,
- > 20 MPF motorcyclists,
- > 10 private motorcycle marshals,
- > Fixed police officers along the route as per the agreement with the Mauritius Police Traffic Branch.

Riders and convoy vehicles should abide to instructions of the police, race commissaires, and adhere to Mauritian traffic regulations. All roads will remain open to normal traffic, but the police will gradually close each stage for the event.

ARTICLE 5: RACE HEADQUARTERS

The race headquarters is located at Le Domaine de Grand Baie, Grand Baie 30513.

The confirmation of starters and the collection of race numbers & transponders by team managers will take place at the headquarters on Monday, June 10, 2024, from 2:30 PM to 4:30 PM.

The technical meeting of the Race Management, organized according to article 1.2.087 of the UCI regulations, in the presence of the Members of the Commissaires' panel, with the Sports Directors, will be held at 5:00 PM on Monday, June 10, 2024, at the same location.

The Security Briefing will take place on Monday, June 10, 2024, at 7:00 PM at the same venue – attendance is mandatory for all convoy drivers.

ARTICLE 6: TRANSPONDERS

Riders must securely attach a transponder to their bicycle at the location indicated by the technicians. They will be fully responsible for any damage or loss of the transponder.

These transponders will be provided against a deposit of EURO 100, which will be refunded upon return of the devices. Any missing parts will be charged for. The purpose of the transponder is to verify the rider's presence in a group and may not necessarily serve as a reference for final timing.

ARTICLE 7: RADIO TOUR

The race information will be broadcasted via a cellular network - "Radio Tour" on network 1, while networks 2 and 3 will be reserved for the commissaires' panel and security respectively.

ARTICLE 8: TIMING

The timing of the SKODA TOUR DE MAURICE will be ensured by electronic timing, operated by WEB SERVICES.

ARTICLE 9: IN-RACE COMMUNICATION

According to article 2.2.024 of the UCI regulations, the use of radio links or other means of long-distance communication with riders is now allowed.

ARTICLE 10 : NEUTRAL TECHNICAL SUPPORT

The neutral assistance service is provided by the organization using two cars.

ARTICLE 11 : FOLLOWING VEHICLES

The race doctor's vehicle will follow the main peloton and will be positioned at the request of the commissaires, typically behind the President of the Jury.

A broom wagon will follow the last riders of the race. Upon crossing the finish line, its driver must stop and hand over the bibs of the riders who have abandoned to the finish judge.

A race regulator (on a motorcycle) will transmit race information. A motorcycle with a chalkboard will briefly indicate gaps to the riders.

Two ambulances will provide assistance during the stages.

ARTICLE 12 : STAGE STARTS

A designated starting area will accommodate all accredited vehicles according to their racing position.

Teams must present themselves at the signature/control of official team presentations at a time that will be communicated the day before each stage by the organizer. The signature/control of official team presentations will end ten minutes before the start time.

Failing to attend the signature/control of official team presentations for races may result in disqualification.

ARTICLE 13 : ROUTES

In the event of an accident or incident that may distort the course of the race in general or of a particular stage, the Jury President of Commissaires, in agreement with the Organizer and after notifying the timekeeper, may decide:

1. To modify the route,
2. To determine a temporary neutralization of the race,
3. To consider the stage as void and cancel the result.
4. To cancel part of the stage as well as all results of intermediate classifications previously contested on this stage and to restart nearby where the race was stopped.
5. To keep the achieved results and to proceed with a new race start considering the time gaps recorded at the time of the incident.

ARTICLE 14 : PROVISIONS FOR THE PROLOGUE

A draw between teams will be conducted during the technical meeting, determining the starting order of riders. The Prologue classification is reflected in both the individual general classification by time and the general team classification.

The Prologue classification will determine the order of cars at the start of Stage 1.

A rider involved in an accident or who retires due to mechanical issues during the prologue and could not finish

the stage may, at the discretion of the officials, start the following day. They will be credited with the time of the last rider.

ARTICLE 15 : OBSTACLES ON THE ROUTE

Obstacles that riders may face on the route will be indicated by panels placed at a useful distance from the dangerous sections.

Furthermore, MPF motorcyclists or private marshals will be positioned nearby the dangerous sections and will warn riders using a yellow flag of the proximity of a danger.

The various obstacles identified by the organizer will be listed in the technical guide.

ARTICLE 16 : FEEDING

During the race, feeding is allowed according to the indications contained in the document called 'Stage.'

During the race, feeding from the team's Director Sportif car is permitted. The rules are as follows:

- From the sign indicating the 30th kilometer of the race and up to the sign indicating arrival within 20 kilometers, Riders must slide behind the race director's vehicle at the level of their Director Sportif,
- In the event of an escape group composed of 15 riders or fewer, refueling is allowed at the back of the group, The race commissioners' jury may modify these rules depending on weather conditions or exceptional circumstances.
- Outside the limits indicated above and in case of recurrence, infractions may result in time penalties (in the last 20 kilometers, 20 minutes per infraction) and may lead to the disqualification of the involved riders and penalization of the technical director.

ARTICLE 17 : ARRIVALS

The finishes of stages are signaled by a 3 km sign as well as 2 'flamme rouge' (red flame) signs located one kilometer from the finish line on either side of the road.

Additionally, signs indicate the remaining distance to the finish line: 500m, 300m, 200m, 100m, 50m.

During circuit finishes, a lap counter will inform the riders of the number of laps they have to complete after crossing the finish line for the first time.

In the event of a fall, puncture, or incident duly noted by the commissaires after crossing the 3 km mark, the injured riders will be credited with the time of the peloton they were in at the time of the incident and ranked according to their crossing of the finish line or last in the stage if unable to cross the finish line.

ARTICLE 18 : FINISHING TIME LIMITS

Any rider arriving with a time exceeding 10% of the winner's time in road stages (except for stage 2 where the limit will be 15%) will no longer be ranked. The time limit may be extended in exceptional circumstances by the Commissaires' panel, in consultation with the Organizer.

ARTICLE 19 : RACE INCIDENTS IN LAST 3 KMS

The article 2.6.027 of the UCI regulations, known as the "3-kilometer rule," will apply to all stages.

ARTICLE 20 : PENALTIES

The UCI penalty scale is the only one applicable.

ARTICLE 21 : CLASSIFICATION

The race comprises nine classifications:

- > Individual General Time Classification: Yellow Jersey "SWAN"
- > Points Classification: Blue Jersey "COURTS MAMMOUTH"
- > Best Climber Classification: Red Polka Dot Jersey "SM-EVENTS/CHÂTEL"
- > Rush (Intermediate Sprints) Classification: Green Jersey "SKODA"
- > Best Young Rider Classification: White Jersey "VISIT MAURITIUS"
- > Best Regional (Indian Ocean/Africa) Rider Classification: Orange Jersey "ESPACE MAISON"
- > Best Mauritian Rider Classification: Black Jersey "ALTAVIDA" (Honorary Jersey)
- > Combativity Prize: Red Jersey "OEUFDOR" (Honorary Jersey)
- > Team Classification: Cap "PEPSI".

• GENERAL INDIVIDUAL TIME CLASSIFICATION

The general individual time classification is established by adding up the times recorded for each rider in the prologue and stages 1 to 3, taking penalties into account. This classification leads to the attribution of a leader's jersey - **Yellow Jersey**.

In accordance with article 2.6.015, in case of a tie in the general individual time classification, in order to separate the riders, the fractions of seconds recorded during the prologue are reintegrated into the total time to differentiate the tied riders. If the riders are still tied, the sum of the places obtained in each stage is considered, and as a last resort, the place obtained in the last stage contested.

• POINTS CLASSIFICATION

The general classification will be obtained by adding the points of the top 7 riders in each stage.

This classification will lead to the attribution of a leader's jersey - **Blue Jersey**.

>Classification based on the top 7 riders of each stage:

1st	15 pts
2nd	12 pts
3rd	9 pts
4th	7 pts
5th	5 pts
6th	3 pts
7th	1 pt

According to article 2.6.016 bis of the UCI regulation, in the event of equal points the final decision is made by the following criteria:

1. Number of stage wins,
2. Individual general time classification.

To collect the prize of the general points classification, each rider has to make the whole route of the event into the regulatory deadline.

If the wearer of this jersey already has the yellow jersey, it will be worn by the second-ranked rider in the classification.

• BEST CLIMBER CLASSIFICATION

At each stage including mountain passages, a classification will be established by adding up the points awarded at the summit of each mountain pass, according to the following scale:

	3^e Cat	2^e Cat	1^e Cat	HC
1st	5 pts	10 pts	15 pts	20 pts
2nd	4 pts	8 pts	12 pts	16 pts
3rd	3 pts	6 pts	9 pts	12 pts
4th	2 pts	4 pts	6 pts	8 pts
5th	1 pt	2 pts	3 pts	4 pts

A general classification will be established by adding the number of points from each stage and will lead to the attribution of a leader's jersey – **Red Polka Dot Jersey**.

According to article 2.6.016 bis of the UCI regulation, in the event of equal points the final decision is made by the following criteria:

1. Number of 1st place on highest level climbs,
2. Number of 1st place on second level climbs, and so on,
3. Individual general time classification.

To collect the prize of the general points classification, each rider has to make the whole route of the event into the regulatory deadline.

If the wearer of this jersey already has the yellow jersey, then the second-ranked rider in the mountain classification will wear this jersey

• **INTERMEDIATE SPRINTS CLASSIFICATION**

At each stage, a classification will be established by adding up the points awarded at each "Intermediate Sprint" according to the following scale:

1st	10 pts
2nd	8 pts
3rd	6 pts
4th	4 pts
5th	2 pts

The best ranking will break ties among the top performers in case of equality. A general classification will be established by adding the number of points from each stage and will lead to the attribution of a leader's jersey - **Green Jersey**.

If the wearer of this jersey already has the white jersey with red polka dots, then the second-ranked rider in the classification will wear this jersey

• **BEST YOUNG RIDER CLASSIFICATION**

The best young rider classification is reserved for riders under 23 years old (U23). The top-ranked U23 rider in the individual general time classification becomes the leader of the young rider classification. This classification leads to the attribution of a leader's jersey - **White Jersey**.

If the wearer of this jersey already has the yellow jersey, then the second-ranked rider in the U23 classification will wear the white jersey.

• **BEST REGIONAL RIDER (INDIAN OCEAN/AFRICA) CLASSIFICATION**

The best regional rider classification is reserved for riders from Africa and the islands of the Indian Ocean.

The top-ranked rider from these regions in the individual general time classification becomes the leader of the regional classification.

This classification leads to the attribution of a leader's jersey - **Orange Jersey**.

• **BEST MAURITIAN RIDER CLASSIFICATION**

The best Mauritian rider classification is reserved for riders of Mauritian nationality.

The top-ranked Mauritian rider in the individual general time classification becomes the leader of the Mauritian classification.

This classification does not lead to the attribution of a jersey - **Black Jersey**.

This jersey is not worn during the race.

• **TEAM CLASSIFICATION - CAP**

At each stage, a team classification will be conducted by adding the times of the three highest-ranked riders from

each team in the stage. This classification leads to the attribution of caps to the five relevant riders. Teams with fewer than three riders still in the race will no longer participate in the classification. The overall team classification will be determined by adding the times of each team across all stages. In case of tie times between multiple teams in the stage classification, the sum of the places of the three highest-ranked riders from each team in the stage classification will break the tie.

ARTICLE 22 : PROTOCOL

The leader of each classification is required to wear the distinctive jersey provided by the organizer at the end of each stage.

Any rider who does not attend the protocol ceremony for the stages and the final arrival will be sanctioned by the jury of commissioners according to the UCI penalty scale and will not receive the prizes awarded for these classifications.

The protocol ceremony for the presentation of jerseys to the leaders on the podium at the end of stage arrivals will follow the following order of priority:

1. The stage winner ;
2. The leader of the individual general time classification;
3. The leader of the points classification;
4. The leader of the best climber classification;
5. The leader of the rush classification;
6. The leader of the best young rider classification;
7. The leader of the regional classification (Indian Ocean/Africa);
8. The best Mauritian rider jersey;
9. The Best team in the team classification;
10. The Combativity Prize.

The jersey of the 1st ranked rider in the category "" will be given to the second or third ranked rider in that category if they are already wearing the jersey of the individual general time or points classification

ARTICLE 23 : COMBATIVITY PRIZE

During stages 1, 2 & 3, the combativity prize will reward the most generous rider in effort and displaying the best sportsmanship.

This prize is conferred by a jury composed of the official in charge of the press and sports journalists present.

The daily winner receives, on the protocol podium, a **Red Jersey** - this jersey is not worn during the race.

Article 24 : ENVIRONMENT

The organizer sets up waste collection areas. Riders are not allowed to throw their waste and any other objects except in these areas; however, riders are permitted to offer their

bidons to spectators only on climbs located within the last 50 kilometers of the stage, ensuring that discarding their bidon poses no danger to either spectators or riders. Riders and support staff must adopt responsible behavior towards the environment at all times.

In accordance with article 2.12.007, the disposal of waste outside the designated areas is penalized as follows:

1. First offense: fine of 250 CHF and 15 points in the UCI rankings,
2. Second offense: fine of 500 CHF, 30 points in the UCI rankings, and a 1-minute penalty,
3. Third offense: fine of 1,000 CHF, 50 points in the UCI rankings, and disqualification from the competition.

ARTICLE 25 : ANTI-DOPING CONTROL

Anti-doping controls will be conducted in accordance with the current national legislation in the vehicle parked near the finish line. Escorts will take charge of the riders upon their arrival to accompany them to the anti-doping control.

Article 26 : EXCLUSION

Without prejudice to penalties and disciplinary sanctions, the race management reserves the right to refuse participation in or exclude from the Tour de Maurice any team or individual whose presence may harm the image or reputation of cycling, the organizer, or the event. The same applies to any team or individual who violates the general principles of the event regarding this regulation, including:

- > Breach of Mauritian law.
- > Indecent attire or inappropriate behavior.
- > Acts of vandalism committed during or outside of the race.
- > Customs fraud, etc.

The exclusion is requested by the Race Director.

ARTICLE 27 : IMAGE RIGHTS

In order to enable the widest possible dissemination and promotion of the Tour de Maurice, each invited team, and consequently each of its riders, acknowledges that their participation in the event authorizes the organizer and its successors or assigns to reproduce and represent, without

any form of remuneration, their names, voices, images, biographies, and more generally their sporting performance within the framework of the Tour de Maurice, as well as the brand(s) of their equipment suppliers and sponsors, in any form and on any existing or future medium, in any format, for any communication to the public, for any use for advertising or commercial purposes without any limitation. However, when the organizer authorizes a third party to use images of the event for advertising or promotional purposes, the organizer will not authorize this third party to use the name, voice, image, biography, or sporting performance of a rider, nor the brand of their sponsor or equipment supplier, for the purpose of a direct or indirect association between the rider, the brand of their sponsor or equipment supplier, and the product, service, brand, or trade name of said third party without the express authorization of the concerned rider, sponsor, or equipment supplier. Similarly, except for books, photos, comics, in any form of publishing, video cassettes, CD-ROMs, DVDs, or more generally any video recordings or video discs on any support and format whose subject concerns in whole or in part the Tour de Maurice, posters, postcards, roadbooks, signature books, cards, official programs relating to the Tour de Maurice, the organizer will not exploit and will not authorize the exploitation of the individual image of a rider in the context of the commercialization of so-called merchandising products.

ARTICLE 28 : GENERAL AGREEMENT

Participation in the SKODA TOUR DE MAURICE implies that each rider and each team manager accepts the conditions of this regulation, which also specifies that any consumption not provided for in the contract for hosting sports groups and participants in the SKODA TOUR DE MAURICE, as well as any additional comfort expenses for teams in hotels, will be billed and deducted from the prices or allowances to be paid to said groups.

This regulation has been drafted in the French language, which shall prevail in case of disputes regarding the interpretation of its terms in another language.