

Regulations of the race

TOUR DE FRANCE
2004

Le
de TOUR
France

du 3 au 25 juillet



Le
de TOUR
France

91st Tour de France

July 3rd - 25th 2004

REGULATIONS & PRIZE MONEY



The stages of the 91th Tour de France

Saturday July 3rd

Prologue (time trial) • 6.1 km

Liège >> Liège

Sunday July 4th

Stage 1 • 202.5 km

Liège >> Charleroi

Monday July 5th

Stage 2 • 197 km

Charleroi >> Namur

Tuesday July 6th

Stage 3 • 210 km

Waterloo >> Wasquehal

Wednesday July 7th

Stage 4 (team time trial) • 64.5 km

Cambrai >> Arras

Thursday July 8th

Stage 5 • 200.5 km

Amiens >> Chartres

Friday July 9th

Stage 6 • 196 km

Bonneval >> Angers

Saturday July 10th

Stage 7 • 204.5 km

Châteaubriant >> Saint-Brieuc

Sunday July 11th

Stage 8 • 168 km

Lamballe >> Quimper

Monday July 12th

Rest day • **Limoges**

Tuesday July 13th

Stage 9 • 160.5 km

Saint-Léonard-de-Noblat >> Guéret

Wednesday July 14th

Stage 10 • 237 km

Limoges >> Saint-Flour

Thursday July 15th

Stage 11 • 164 km

Saint-Flour >> Figeac

Friday July 16th

Stage 12 • 197.5 km

Castelsarrasin >> La Mongie

Saturday July 17th

Stage 13 • 205.5 km

Lannemezan >> Plateau de Beille

Sunday July 18th

Stage 14 • 192.5 km

Carcassonne >> Nîmes

Monday July 19th

Rest day • **Nîmes**

Tuesday July 20th

Stage 15 • 180.5 km

Valréas >> Villard-de-Lans

Wednesday July 21th

Stage 16 (time trial) • 15.5 km

Bourg-d'Oisans >> L'Alpe d'Huez

Thursday July 22th

Stage 17 • 204,5 km

Bourg-d'Oisans >> Le Grand Bornand

Friday July 23th

Stage 18 • 166.5 km

Annemasse >> Lons-le-Saunier

Saturday July 24th

Stage 19 (time trial) • 55 km

Besançon >> Besançon

Sunday July 25th

Stage 20 • 163 km

Montereau >> Paris-Champs-Élysées



Article 1 - Participation

(art. 2.2.002, 2.6.003 bis of the UCI)

The 91st Tour de France takes place from Saturday the 3rd of July to Sunday the 25th of July 2004, with 21 teams of 9 riders each, making a total of 189 competitors.

Each rider must present themselves at the Tour de France office for the starting formalities. For the UCI individual ranking, in accordance with article 2.10.010 of the UCI, the Tour de France awards: 500-375-300-275-250-225-200-175-150-125-116-107-99-91-83-75-73-71-69-67-36-31-59-57-55-53-51-49-47-45-43-41-39-37-35-33-31-29-27-25-23-22-21-20-19-18-17-16 and 15 points to all finishers in the final general ranking, 70-50-35-20-15-10-5-3-2 and 1 point for the ranking for each stage, 20 points daily to the race leader and 70-50-35-20-15-10-5-3-2 and 1 point for the general ranking by teams.

POINTS FOR THE OTHER RANKINGS ARE AS FOLLOWS:

Ranking by points:

70, 50, 35, 35, 20, 15, 10, 5, 4, 3, 2 and 1 point for the final general ranking by points.

Mountain ranking:

70, 50, 35, 20, 15, 10, 5, 4, 3, 2 and 1 point for the general ranking of the best climbers.

Article 2 – Identification of riders

(art. 2.2.028 and 2.2.029)

Riders must attach a plate bearing their number to the front of their bicycle frame, as well as two (small) number bibs to their backs just above their hips, one on the left and one on the right.

For individual time trials, a single number bib (large) must be placed in the middle of the back. It must be well attached and not changed in any other way, even if a bodysuit is worn.

For time trials, the number plate on the frame is not obligatory. The number plates and bibs are supplied by the organisers. They are provided only upon the presentation of the sports manager's licence and that of their deputy.

It is forbidden to make any changes to an official item (number plate or bib).

Article 3 – Permitted types of bicycle

(art.1.3.004 to 1.3.025)

In road stages, only standard bicycles are permitted.

The use of special bicycles for time trial stages is permitted as long as they comply with the provisions of articles 1.3.004 to 1.3.025 of the UCI general regulations.

Article 4 - Technical assistance

(art. 2.3.029 to 2.3.033)

All competitors 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 permitted only between riders of the same team.

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

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



Riders who have dropped behind may on occasion be assisted by staff from the cars of rival teams. Whatever a rider's position in the race, any technical assistance is permitted only at the back of the peloton in which they find themselves, on the right-hand side of the road and while remaining stationary.

Article 5 – Wearing of helmets

(art. 1.3.031)

It is compulsory for riders to wear rigid helmets during the Tour de France. Notwithstanding legal provisions to the contrary, riders taking part in the Tour de France may, at their own risk, take off their helmets during the final climb to a summit finish, according to the following conditions:

- The climb must be at least 5 km long.
- Helmets may not be taken off before the start of the climb.

Clothing

(art. 1.3.026, 1.3.029, 1.3.030, 1.3.033 and 2.3.013).

Any competitor wishing to put on or take off a waterproof, over-garment or leggings, etc., must do so by dropping back level with one of 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.

Any other initiative must be authorised by the race officials.

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

Article 6 - Feeding

(art. 2.2.025 à 2.2.027 and 2.3.025 to 2.3.027)

COMPETITORS MAY BE SUPPLIED WITH FOOD AND DRINK IN TWO WAYS:

At feeding stations

Supplies at feeding stations are handed out by the staff accompanying the teams. They take place only in the areas clearly marked out by the official banners and signs, except in specific cases when other provisions have been indicated clearly beforehand.

Outside of feeding stations

Supplies of drinks from the organiser's motorcycles are permitted for riders who have made breakaways and when their sports manager's car is not at the front of the race. Feeding will take place according to the distance rules set out in the UCI regulations.

Feeding made be carried out from the sports manager's car.

Supplies may be made using feeding bags or bottles.

The rules for feeding are as follows:

- In general, permanent supplying is authorised between the sign located near to the 50th kilometre and the sign announcing the end of the feeding zone 20 kilometres from the finish. The race directors may, in consultation with the stewards, modify these provisions in the course of a stage according to weather conditions or any exceptional circumstances.
- Riders must slip back to their sports manager's car behind that of the race director or stewards;
- In the event of a breakaway, supplying is permitted at the back of the group, as long as the group contains no more than fifteen riders;



- In general, no call may be made on Radio-Tour 12 kilometres before each feeding station and 10 kilometres afterwards.
- It is strictly forbidden for any competitor to be sprayed from a vehicle.

If competitors accept food or drink from spectators, then they do so at their own risk, including criminal proceedings.

In order to prevent several riders falling, spectators being injured or encouraged to cross the road, it is forbidden to carelessly throw away food, feeding bags, drinks containers or any other accessory. The carrying or use of glass containers is strictly forbidden.

Competitors may not throw anything onto the road; they must move towards the side of the road and safely jettison the object there.

Article 7 – Race offences

Slipstreaming or being pulled along by a motor vehicle, whether that be 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 non-authorized manoeuvres are forbidden and will be penalised.

To ensure that sprints proceed in the correct manner, riders who deviate from the line that they have chosen will be subject to the appropriate penalties as foreseen in the table of penalties.

Article 8 - Retirements

(art. 2.2.032 and 2.6.025)

Any rider who retires must give his number bibs to the steward in the "broom-wagon". At the finish, the number bibs of riders who have retired are then given to the steward assisting the timekeeper. Any notably unjustified retirement may lead to the withdrawal of all prizes won since the start of the race.

Any rider who has left the race (retirement, disqualification) may not continue in it.

He may not take part in any other cycling competitions for the duration of the race.

Exceptions may be made however, following approval by the race directors and stewards committee of a request from the sports managers concerned.

Article 9 – Team obligations

(art. 1.2.078 to 1.2.081, 2.2.072, 2.3.012 and 2.3.014)

Riders and sports managers must obey the discipline and rules required both by the desire for fair and equal treatment and by the image and the reputation of the Tour de France.

In particular:

- Sleeping and eating in the premises chosen by the organisers, to the exclusion of any other;
- Being present and ready for the starting checks at the times set by the organisers;
- Complying with all protocol requirements (see art. 21);
- Using only the means of transport provided by the organisers for all individual or group journeys;
- Not using mobile telephones during the race, except if it is a pre-fitted link between a rider and his sports manager.



Any collusion between riders from different teams is forbidden and will be penalised. Assistance may only be given between teammates if they are at the same kilometre mark in the race (if on a circuit). Competitors who commit assault, utter insults, threaten, or who wilfully cause delays or demonstrations will be penalised.

Competitors, sports managers and team staff may not be involved in commercial or advertising activities other than those that are either a normal part of the race or else involving the usual sponsors of their teams. It is also forbidden for competitors and sports managers to give exclusive interviews or undertake any other sort of collaboration with the press, radio or television for the duration of the race.

Interviews with sports managers are tolerated, except during the last 10 kilometres, according to the following conditions:

- They are carried out from a motorcycle;
- They are short;
- The race conditions permit them.

Article 10 – Leader jerseys

(art. 1.3.051 to 1.3.055, 1.3.071 and 2.6.017)

During all stages, with the exception of the world champion and national champion jerseys (which must be worn), each competitor may only wear their own team's jersey, cycling shorts and cap, which must comply with UCI regulations.

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

Bodysuits are given to the leaders of the various rankings for the time trial stages. There is an order of priority for the various leader jerseys: yellow jersey, then green jersey, then red polka dot jersey, then white jersey. When a rider is leader of several general rankings, he obviously wears only one jersey, according to the order of priority. The other jerseys are therefore worn by the runners-up, the 2nd, 3rd or 4th places in the corresponding general ranking. However, if this rider has to wear their world champion or national champion jersey, in accordance with articles 1.3.062 and 1.3.063, then that is the jersey that he must wear. The wearing of the leader's yellow, green, red polka dot and white jerseys (short or long-sleeved) is obligatory, from the signing-in before the stage up until the press conference after the stage. However, the leader of a ranking may turn up for the prize-giving ceremony wearing their team jersey.

Also, the leader of the general ranking of the most competitive rider will be identified by two specific number bibs bearing white figures on a blue background.



Article 11 – Race officials

(art. 1.2.030 to 1.2.034, 1.2.071 and 1.2.072)

The officials in charge of ensuring the general organisation and the proper running of the race are:

- The Director General of the Tour de France;
- His deputy;
- The race manager;
- His deputy;
- The sports director (assistance to the race management);
- The regulators on motorcycles.

The officials in charge of ensuring the general organisation and the proper running of the race are:

- The chairman of the stewards committee;
- The international stewards;
- The finish judges;
- The timekeepers,
- The stewards.

Article 12 – Stewards committee

(art. 1.2.108, 1.2.109, 1.2.111, 1.2.115, 1.2.119, 1.2.120, 1.2.121)

The stewards committee, who work in French (official language of the UCI) is composed of:

- The chairman of the committee;
- Three international stewards.

The committee is informed of any breaches of the regulations noted by the stewards and the race officials, undertakes completely independent discussions and decides upon the penalties that they consider necessary in accordance with the present regulations and those of the UCI and the FFC. The chairman has the deciding vote.

All of the committee's decisions are communicated to the race management immediately, who are responsible for bringing them to the attention of the sports managers and then to the media as soon as possible.

Article 13 – Finish judges

(art. 1.2.112, 1.2.113)

The finish judge and their deputy oversee the intermediate rankings during a stage and the ranking at the finish. In they are unable to do so, then their duties may be carried out by any other steward or, failing that, by any other authorised member of the organisers.

Article 14 – Chronométrage

(art. 1.2.098 to 1.2.101, 2.3.040 and 2.3.041)

At the finish, all of the riders in the same peloton receive the same finish time. The timekeeper records a new time for each separate peloton or lone rider as they finish. He officiates until the arrival of the broom-wagon. He also records the times of the riders who arrive outside of the permitted times, and gives the list, with the corresponding times, to the chairman of the stewards committee. All of the times recorded by the timekeeper are rounded down to the nearest second, and only these times are recorded in the general rankings. The ranking for time trial stages is determined using hundredths of a second, since several riders may well finish within a second of each other.



Article 15 – Medical care

(art. 1.2.060 to 1.2.062, 2.2.021 and 2.2.022)

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

Interventions during the race may take place only at the back of the peloton, where the rider requiring the intervention must be. It should be noted, however, that in the event of serious treatment needing to be administered, or during climbs of passes and hills, the doctor and rider must be stationary for treatment to be given.

Outside of the race, sports managers may call upon the services of the organisers' doctors; their telephone numbers appear on the accommodation plan given to the team.

They may also call upon the services of a doctor of their choice.

The work of the medical service may well change in the event of new legal provisions coming into force.

Article 16 – Sports managers

(art. 1.1.130, 1.1.133, 1.1.139, 1.2.078 to 1.2.080, 2.2.038, 2.3.029, 2.3.045, 2.6.032, 2.6.033)

Each team is directed by a sports manager assisted by a deputy, both of whom must be members of a federation that is affiliated to the Union Cycliste Internationale.

During the race, they must remain in one of their two accredited technical vehicles at all times. They must ensure that the regulations are respected by their riders and their staff, and respond to convocations on the part of the race management within the allotted time.

They are obliged to attend:

- The meeting to be held at the start on the morning of Friday the 2nd of July;
- At the general briefing to be held by the race directors with the riders, the sports managers and the assistants of the teams on the afternoon of Friday the 2nd of July.

As is the case for riders, the regulations provide for penalties against them should they miss these meetings.

A maximum of four people may ride in the two vehicles following the race that are reserved for the sports manager and his deputy. These places are reserved for accredited staff and guests of the team who have been permitted to do so by the organisers.

During the race, the various sports directors' vehicles must drive on the right-hand side of the road in the order of the leading rider of each team in the general individual time ranking, but behind the race management's vehicle and that of the doctor. The deputy sports managers' vehicles take their place in the second group of vehicles, according to an identical order, separated from the first group by a neutral zone of at least 200 metres.

Any sports manager wishing to overtake a race management vehicle without having been requested to do so by Radio-Tour may only do so after being authorised by an official. After making their intervention, they must take their place again as quickly as possible.

Passengers must stay inside the vehicle; they are also forbidden from holding any spare equipment out of the vehicle.

In the event of a contravention of this article, those responsible face not only sporting penalties, but may also be subject to legal action.



Article 17 – Stage starts

(art. 1.2.088 to 1.2.092, 2.3.009 and 2.3.010)

For in-line stages, riders and their sports managers must present themselves to the signature registration point at least 10 minutes before it closes.

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

- “Standing”: from the signature registration point, if the route permits it;
- “Deferred standing”: if the place selected by the race organisers is quite some way away from the signature registration point;
- “Rolling”: If the place chosen by the race organisers is not very far away from the signature registration point, at “km 0”.

Article 18 – The route

(art. 2.2.031)

The riders must always follow the official race route. It is forbidden to take any other route, particularly shortcuts. In the event of a change of route, the race management will inform the sports managers and riders at the registration before the start. Riders are obliged to sign the bulletin informing them of the changes to the route.

In the event of an incident or accident that might interrupt the running of the race, The race management may decide at any moment, in consultation with the stewards committee and after having informed the timekeepers, either:

- to change the route;
- to temporarily halt the stage;
- to consider that the stage has not been run and to cancel the results;
- to cancel part of the stage, as well as any intermediate rankings that have been competed for, and to start the stage again near to where the incident took place;
- to retain the results acquired and to restart the stage, taking into account the gaps recorded at the time of the incident.

Article 19 – Level crossings

(art. 2.3.034 to 2.3.035)

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

The following rules apply:

- If one or several riders who have broken away are halted by a level-crossing, but the level-crossing opens before the other riders arrive, then no decision is taken and the closure of the level-crossing is considered to be a race incident.
- If the lead is less than 30”, then the closure of the level-crossing is considered to be a race incident.
- If one or several breakaway riders have a lead of more than 30” and are halted by a level-crossing and one or several pursuers catch them up at the closed level-crossing, then the race is stopped and restarted with the same gaps, after the official vehicles preceding the race have been let through.
- If one or several riders in the lead cross the level-crossing before it closes and one or several pursuers are blocked, then no decision is taken and the closure of the level-crossing is considered to be a race incident.
- Any other situation will be decided upon by the stewards committee.



Article 20 – Finishes

(art. 1.2.095, 2.3.005, 2.3.006, 2.3.037, 2.3.038 and 2.6.026 to 2.6.029)

GENERAL PROVISIONS

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

In the event that a rider suffers a fall, puncture or mechanical incident after passing the “red flame”, and if such an incident has been duly recognised, then the rider concerned is credited with the same finishing time as that of riders they were with when the incident occurred. However, his ranking is confirmed only when he crosses the finishing line. If a rider is unable to cross the finishing line following a fall, then he will be ranked as having finished last in the stage.

In any exceptional cases the decision of the stewards committee is final.

This measure does not apply to:

- The finishes of the Prologue and of the 16th and 19th stages, which are individual time trials;
- The finish of the 4th stage, which is a team time trial;
- The summit finishes of the 12th, 13th and 15th stages.

SPECIFIC PROVISIONS

The race management and the stewards committee may have to take the following measures for the finish of the 20th 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 1st crossing of the finishing line;
- If the road surface of the Champs-Élysées becomes slippery once the riders have commenced their circuits on it, then the times may be taken at the next crossing of the finishing line;

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

Article 21 – Prize-giving and protocol

(art. 1.2.105 to 1.2.106)

After each stage finish, the prize-giving ceremony is led by the town's mayor or their representative.

The following awards are made 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.

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;
- The winner of the previous stage's competitiveness prize.



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 at the finish.

Any award-winner who refuses to take part in the official proceedings at the start and finish in their race outfit will be penalised (except for exceptional cases outside of their control that have been duly recognised by the officials).

Article 22 – Permitted finishing times

(art. 2.6.031)

ACCORDING TO THE TYPES OF STAGES AND THEIR DIFFICULTY, PERMITTED FINISHING TIMES VARY ACCORDING TO THE APPLICATION OF THE FOLLOWING COEFFICIENTS:

Coefficient 1 (stages of no particular difficulty)

The permitted finishing time is calculated according to the true finishing time of the winner plus:

% if the average speed is less than or equal to 34 km/h;

5% between 34 km/h and 36 km/h;

6% between 36 km/h and 38 km/h;

7% between 38 km/h and 40 km/h;

8% between 40 km/h and 42 km/h;

9% between 42 km/h and 44 km/h;

10% between 44 km/h and 46 km/h;

11% between 46 km/h and 48 km/h;

12% over 48 km/h.

Coefficient 2 (stages of medium difficulty)

The permitted finishing time is calculated according to the true finishing time of the winner plus:

6% if the average speed is less than or equal to 31 km/h;

7% between 31 km/h and 32 km/h;

8% between 32 km/h and 33 km/h;

9% between 33 km/h and 34 km/h;

10% between 34 km/h and 35 km/h;

11% between 35 km/h and 36 km/h;

12% between 36 km/h and 37 km/h;

13% between 37 km/h and 38 km/h;

14% between 38 km/h and 39 km/h;

15% between 39 km/h and 40 km/h;

16% between 40 km/h and 41 km/h;

17% between 41 km/h and 42 km/h;

18% over 42 km/h



Coefficient 3 (long stages of particular difficulty)

The permitted finishing time is calculated according to the true finishing time of the winner plus:

- 5% if the average speed is less than or equal to 26 km/h;
- 6% between 26 km/h and 27 km/h;
- 7% between 27 km/h and 28 km/h;
- 8% between 28 km/h and 29 km/h;
- 9% between 29 km/h and 30 km/h;
- 10% between 30 km/h and 31 km/h;
- 11% between 31 km/h and 32 km/h;
- 12% between 32 km/h and 33 km/h;
- 13% between 33 km/h and 34 km/h;
- 14% between 34 km/h and 35 km/h;
- 15% between 35 km/h and 36 km/h;
- 16% between 36 km/h and 37 km/h;
- 17% between 37 km/h and 38 km/h;
- 18% over 38 km/h

Coefficient 4 (individual time trials) :

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

Coefficient 5 (individual time trial stages of a special nature)

The permitted finishing time is calculated according to the best time plus 33%.

Coefficient 6 (team time trials) :

The permitted finishing time is calculated according to the best time (time of the 5th man in the winning team) plus 25%.

PERMITTED FINISHING TIMES**Elimination coefficients**

These permitted finishing times may be modified in exceptional cases (weather conditions, blocked roads, serious accident or incident, etc.) according to the judgement of the stewards committee and in consultation with the race management. If more than 20% of riders who started the stage are eliminated, then the permitted finishing time may be extended. Such a decision will be made by the stewards committee in consultation with the race management.

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

Possible exceptions

The stewards committee may exceptionally let one or several particularly unlucky riders qualify, after having informed the race management.

In such a case the following factors will be taken into account:

- The average speed of the stage;
- The point at which the incident or accident occurred;
- The effort made by the rider(s) who failed to finish within the permitted time;
- The degree of possible blocking or impassability of the roads.



Since these times are calculated in relation to the finishing time of the stage winner, no possible exception may be made for disqualified riders once the stewards committee has made its final decision.

Stage coefficients		1	2	3	4	5	6
Prologue	Liège / Liège						
1 st stage	Liège / Charleroi	X					
2 nd stage	Charleroi / Namur	X					
3 rd stage	Waterloo / Wasquehal	X					
4 th stage	Cambrai / Arras						X
5 th stage	Amiens / Chartres	X					
6 th stage	Bonneval / Angers	X					
7 th stage	Châteaubriant / Saint-Brieuc	X					
8 th stage	Lamballe / Quimper	X					
9 th stage	Saint-Léonard-de-Noblat / Guéret	X					
10 th stage	Limoges / Saint-Flour			X			
11 th stage	Saint-Flour / Figeac		X				
12 th stage	Castelsarrasin / La Mongie			X			
13 th stage	Lannemezan / Plateau de Beille			X			
14 th stage	Carcassonne / Nîmes	X					
15 th stage	Valréas / Villard-de-Lans			X			
16 th stage	Bourg-d'Oisans / L'Alpe d'Huez					X	
17 th stage	Bourg-d'Oisans / Le Grand Bornand			X			
18 th stage	Annemasse / Lons-le-Saunier		X				
19 th stage	Besançon / Besançon				X		
20 th stage	Montereau / Paris-Champs-Élysées	X					



Article 23 – Individual time trials

(art. 2.6.022)

The starting order for the individual time trials is as follows:

- In Liège: at 1 minute intervals; the starting order is that drawn up by the race management and team managers.
- In Bourg-d'Oisans: at 1 minute intervals, then at 2 minute intervals for the last starters. Riders start in reverse order of the general ranking established following the 15th stage.
- In Besançon: at 2 minute intervals, then at 3 minute intervals for the last starters. Riders start in reverse order of the general ranking established following the 18th stage.

The time interval may be reduced or increased for all or some of the riders, following a decision by the race management in consultation with the stewards committee. The starting order may be changed by the stewards committee and the race management, if that established by the reverse order of the general ranking causes two riders from the same team to start consecutively. In this case the less well 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 it affecting the fairness of the race. As soon as the first rider starts, training is forbidden along the route; a separate warm-up area is provided. Riders will all be under the control of the same steward on the starting line. They must present themselves to the signature registration point at least 15 minutes before their start. Any rider who turns up after their starting time incurs a time penalty equal to the amount of time that they were late by.

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

The rider who catches up must keep a lateral distance of two metres from the other rider.

The caught rider must remain at least 25 metres behind the other rider, unless they themselves are then able to catch and pass the other.

Riders are not allowed to help each other.

All assistance must be rendered only when the riders have stopped.

Food and drink will be supplied by team staff in the designated feeding area. Each rider is accompanied by a car carrying their spare equipment. Each team car must stay a dozen metres behind its rider and must never drive up level 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, then the team car following the leading rider must drop back behind the other rider.

In the rare event that there is not a sufficient number of vehicles, the organisers reserve the right to allocate one car for two or three riders and so on, according to the starting order.

Article 24 – Team time trials

(art. 2.6.023 to 2.6.024)

Teams start their team time trial at 5 minute intervals in the reverse order of the team ranking established following the 3rd stage. As soon as the 1st team starts, training is forbidden along the route; a separate warm-up area is provided. The stage ranking is established for each of the teams based on the finishing time of the 5th rider in each team (to the nearest hundredth of a second). An identical time is given to all teammates who arrive within this same time, even if they actually finish quicker.



The procedure for establishing the general individual time ranking is as follows:

Times for all riders are calculated according to the gap between them and the 5th man of the winning team (scratch time).

If this gap is less than that given in the table below, then the actual time recorded by the timekeepers will be taken.

If the gap is more than that given in the table below, then the rider will receive the time of the winning team plus the additional number of seconds indicated in the table below according to the place of their team.

20"	for the 2 nd team
30"	for the 3 rd team
40"	for the 4 th team
50"	for the 5 th team
1'	for the 6 th team
1'10	for the 7 th team
1'20	for the 8 th team
1'30	for the 9 th team
1'40	for the 10 th team
1'50	for the 11 th team
2'00	for the 12 th team
2'10	for the 13 th team
2'20	for the 14 th team
2'30	for the 15 th team
2'35	for the 16 th team
2'40	for the 17 th team
2'45	for the 18 th team
2'50	for the 19 th team
2'55	for the 20 th team
3'00	for the 21 st team

Riders who arrive on their own after the 5th rider in their team will be credited for the general ranking with the actual time they took to complete the stage.

However, riders finishing outside of the permitted finishing times (coefficient 6) will be disqualified.

As far as the general team ranking is concerned, the actual time of the 5th man in each team will be the time recorded for this ranking.

In the event that a team no longer has at least five riders, those remaining must finish the stage within the permitted finishing time cited in article 22 (coefficient 6). The time recorded for the general ranking will be the finishing time of the last rider in that team.

Riders from the same team are forbidden from pushing or pulling each other along.

Food and drink will be supplied by the team staff from the sports director's car at the back of the group, once they have reached the designated feeding area.



Article 25 – Rankings

(art. 2.6.013 to 2.6.015)

THE RACE HAS THE FOLLOWING GENERAL RANKINGS:

- Individual time ranking;
- Individual points ranking;
- Individual best climber ranking;
- Young-rider ranking;
- Team time ranking;
- Competitiveness ranking.

A) GENERAL INDIVIDUAL TIME RANKING

(art. 2.6.014 to 2.6.015)

The general individual time ranking is established by adding together the times achieved by each rider in the Prologue and the 20 stages, including bonuses and time penalties.

In the event of a tie in the general ranking, the hundredths of a second recorded by the timekeepers during the individual time trial stages are included in the total time so as to decide who wins overall and takes the yellow jersey. If there is still a tie, then the places achieved in each stage are added up; as a last resort the place obtained in the final stage is considered.

B) GENERAL INDIVIDUAL POINTS RANKING

(art. 2.6.016 bis)

The general individual points ranking is obtained by adding together the points recorded in the individual rankings of the Prologue and in each stage, according to the following tables, and including point penalties:

- For "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 "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): 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 dead heat in a stage finish, the riders are credited by the number of points that they would get, divided by the number of riders concerned. These points are then rounded up to the nearest _ point).

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

In the event of a tie in the general ranking, then the number of stage victories are added up for each rider, followed by the number of intermediate-sprint victories; failing that, the general time ranking is used.

Riders must finish the Tour de France in order to appear in the final general ranking on points.



C) GENERAL BEST CLIMBER RANKING

(art. 2.6.016 bis)

The general best climber ranking is established by adding up the points won 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 for the first 8 riders to finish.
- Category 2 passes: 10, 9, 8, 7, 6 and 5 points respectively for the first 6 riders to finish.

The points awarded for 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 for the first 4 riders to finish;
- Category 4 passes: 3, 2 and 1 point respectively for 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 concerned are still tied, then the first places achieved in category 1 passes will be used to determine the winner. Failing that, 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 general best climber ranking.

D) YOUNG-RIDER RANKING

The young-rider ranking is reserved for riders born after January 1st 1979. The daily leader of this ranking is the highest placed young-rider in the general individual time ranking. The leader of this ranking after the final stage is declared to be the winner of the young-rider ranking.

E) GENERAL TEAM RANKING

(art. 2.6.016)

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

If there is a tie between teams in stage rankings, then 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, then 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 other team allows a clear ranking to be declared. Any team reduced to less than three riders will be disqualified from the general team ranking.

F) GENERAL COMPETITIVENESS RANKING

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

- The competitiveness winner for a particular stage wears blue number bibs in the following stage.
- A Super Competitor is declared by members of the jury at the end of the Tour de France.



Article 26 – Bonuses

(art. 2.6.014 – 2.6.018 – 2.6.020)

Bonuses are awarded at all in-line finishes from the 1st to the 20th (except for the 4th, 16th and 19th stages, which are time trials): 20", 12" and 8" for the first three riders to finish.

In each intermediate sprint, from the 1st to the 20th stage, 6", 4" and 2" are awarded to the first three riders to cross the intermediate-sprint finish line. The race management, in consultation with the stewards committee, reserves the right to move or to cancel certain intermediate sprints for which bonuses are awarded.

The bonuses are included in the general individual time ranking.

Article 27 – Penalties

(Chapter 12 of the UCI)

The UCI table of penalties applies to all situations. All sanctions and penalties count for the general rankings.

Article 28 – Drugs testing

(Chapter 14 of the UCI)

The Tour de France is subject to the regulations of the Union Cycliste Internationale and the Fédération Française de Cyclisme, which oversees the drugs testing that has been set up to discover if riders are using banned substances. The organisation has made a certain number of provisions for riders and the officials appointed to carry out drugs testing:

- The setting up of a specially equipped caravan near the finish line of each stage to allow samples to be taken in the most comfortable and discreet conditions;
- Transport of sample bottles by private plane to the National Drugs Screening Laboratory so that the analysis procedures may be undertaken and the results communicated as quickly as possible.

As far as prizes are concerned, the consequences of a positive drugs test are as follows:

- Any rider testing positive following a given stage will lose all points and advantages gained during that stage;
- Any disqualified rider loses all of the points and advantages gained since the day that the sample was taken.

Article 29 – Disqualification

(art. 2.6.035)

In the event that the image and the reputation of the Tour de France would be harmed by the actions of any member of any team, the organisers, in consultation with the stewards committee, reserve the right to disqualify or exclude the rider(s) and/or team member(s) at any moment during the race.

Without affecting the penalties foreseen to this effect, the race management reserves the right to disqualify or exclude from the Tour de France any rider or accredited team member of whom it has been proven that they have infringed the general principles of the race, as covered by the present regulations, as well as by the internal discipline regulations:

- Infringement of French law;
- Infringement of the Tour de France Ethical Code;
- Indecent dress or unsuitable behaviour;



- Acts of vandalism perpetrated both during and outside of the race;
- Failure to use the means of collective transport provided by the organisers during transfers;
- Fraud when going through customs, etc.

Family or friends of riders may not be admitted to the race area, unless they have accreditation from the organisers. An Elite licence rider "with contract" may not follow the Tour de France, unless authorised to do so by the race management.

Participation in the Tour de France requires every member of a sporting team, as well as any accredited people, to be familiar with and to respect these present sporting regulations and to accept the consequences of violating them.

Article 30 – Image

In order to permit the widest possible broadcast and promotion of the Tour de France, each team, and consequently each of the riders comprising it, recognises that their participation in the race authorises the organisers and their eligible parties to reproduce and to show, without any kind of remuneration, 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, in any existing or future medium, in any format, for communication to the public of the whole world, for any use, including for publicity and/or commercial purposes, with no limitations other than those listed below, 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 publicity or promotional purposes, will not authorise this third party to use the name, voice, image, biography or sporting performance of a rider, nor their sponsor's or equipment provider's brand with the view to making a direct or indirect association between that rider, their sponsor's or equipment provider's brand and the product, service, brand or commercial name of the said third party without the express permission of the rider, sponsor or equipment provider concerned.

In the same way, the organiser will not use and will not permit the use of an individual image of a rider as part of a commercialisation of derivative products or merchandising, 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 and format of which the subject is wholly or partly the Tour de France, posters, logbooks, autograph books, postcards and official programmes relating to the Tour de France.



Article 31

The present regulations were written in French; it is the French version that will have probative force in the event that there is a difficulty of interpretation of its terms and provisions in another language.

TABLE OF UCI PENALTIES

(Specific to the Grands Tours)

DISCIPLINE AND PROCEDURES

The chapters that follow cover infringements of the statutes and regulations of the UCI, as well as the sanctions and procedures relating to them, in as much as they are not covered by specific provisions.

These specific provisions concern:

- Discipline (articles 12.1.001 to 12.1.038),
- Competence and procedures concerning discipline (articles 12.2.001 to 12.2.031),
- Disputes (articles 12.3.001 to 12.3.007),
- The procedure in front of the appeal committee (articles 12.4.001 to 12.04.046),

As far as the table of penalties for race incidents is concerned (see below), the following should be noted:

Article 12.1.039 (UCI)

Without affecting the sanctions listed in the table below, the UCI licence-holder who commits a serious fault may be immediately disqualified by a steward.

If the race incident is of a nature that would harm the image, reputation or interests of cycling or the UCI, the UCI-licence-holder will also have to appear before the disciplinary board of the UCI and sanctioned according to article 12.1.005.2.

Article 12.1.040 (UCI)

Without affecting article 12.1.039, the race incidents cited in the table below are sanctioned as indicated in the table.

