



SPECIFIC REGULATIONS 2023

UPDATED ON 18th of July 2023

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1. DEFINITION

a. Organizing Committee

Organization CEO:	Nicolas HALE-WOODS
Race Director:	Joris Vautier
Event Manager:	Jonas Verest
Logistic Coordinator:	Laurent BESSE
Safety Coordinator:	Claude-Alain GAILLAND
Chief Medical:	Marc KOENIG
Time keeping responsible:	Jeremy MULLER

b. CALENDAR

13-14 August 2023

EBWT, E-Tour du Mont-Blanc, Switzerland

c. TYPE OF EVENT

The EBWT is a series of E-Bike stage races that take place on trails and mountain roads. The 2023 E-Tour du Mont Blanc will be a part of this series and will take place over two days. Competitors for the 2023 E-Tour du Mont Blanc will be divided into teams of two riders. The event will be organized in the form of an alternation of timed sections and non-timed neutralized sections.

2. TERMINOLOGY

Bulletin:

An official document with information that is an integral part of the specific regulations, and is meant to be clarified, completed and modified.

Machine:

The electric bicycle used for the event; the bike must comply with all criteria detailed in the specific regulation.

Assistance / Service:

Unrestricted work on the machine.

Briefing:

The briefing is given by the organizer who will detail all necessary information regarding safety and route.

GPS Point:

Is a geographical point defined by coordinates in latitude and longitude.

Maximum Time Allowed (MTA):

Maximum Time given to each race section. If a team of competitors are not able to finish the stage within the allocated time; they can be stopped by the organizers at any road-crossing. In this case, they will receive the MTA for the stage and may be allowed to start the following stage last.

PC Course:

Race Control: The operational coordination center. The PC Course will function from the start and until the arrival of the last competitors.

Real Time:

Time actually taken to cover the route of a specific section.

Regrouping:

The Organizer can decide to stop the race at any moment for any reason. In this case, a regrouping will be organized, and a new start will be given if conditions allow.

Route:

The official itinerary, defined by the GPS track and is delivered by the Organizer. The route will be divided into stages and specific sections.

Stage:

A section of the event that is separated from the next by a refueling point is called a stage.

Each event will be a multi-stage event.

Timed section (TS):

Speed test in real time. Start and Finish of the TS will be indicated by the start and stop of the timing.

3. REGISTRATION & LEGISLATION

Mountain Sports Organization is organizing the E-Tour du Mont Blanc in Verbier, Switzerland.

The race course may also cross into neighbouring countries and will accept competitors of all nationalities.

To facilitate the global understanding, the regulations and all official documents will be written only in English.

The Events are registered in the UCI International Calendar but are not linked to any other rules than those outlined in this document.

4. REGULATIONS & AMENDMENTS

a. General

The races are conducted in line with these Specific Regulations and no other documents.

b. Amendments

Any amendment or any additional articles / notes will be announced by official bulletins signed by the Organizer.

These bulletins will be communicated to the competitors through our different channels (mail / website / official board / ...).

Any critical change will be communicated during the pre-race briefing.

c. Litigation

Any protests will be studied by the Race Director and the race officials, as well as the organizer. Anything that is not authorized by the present regulations is strictly forbidden.

5. RACE FORMAT

Each team will participate in the race as a unit and must remain united within sight from start to finish of each stage. The reason behind this rule is mainly for safety, as we consider the teammate the first person in contact for first-aid in case of an accident or injury. Therefore, it is mandatory for each team to race together within sight of each other.

The overall rankings for the E-Tour du Mont-Blanc 2023 will be calculated by summing up the registered time of each team on the timed sections of the two days of the race. The overall classification will be determined by summing up the time taken by each team on all the timed sections.

It is important to note that a team cannot be split during the race. If a rider is not able to continue or finish the stage, the entire team must withdraw. In case of a sprint finish, the last rider of a team across the line will determine the result.

These rules are strictly enforced to ensure the safety of all competitors and to provide a fair and competitive environment for all teams participating in the E-Tour du Mont Blanc 2023.

In case of a tie at the first second or third place; the best result of the last timed section will be

used as tie breaker.

6. RIDERS

a. Eligibility Requirements

Each rider is responsible for their fitness and their ability to join the EBWT races. Time cuts will be applied to each stage.

Any last-minute changes must be communicated immediately to the Organizer who must then acknowledge and accept the identity of the new rider.

All competitors must be over 18-years of age.

b. General

The natural conditions such as altitude, the steepness of the terrain, meteorological conditions could be extreme. Both hot and cold temperatures can be expected as part of the route will be on high-mountain trails.

The riders entering the E-TMB are conscious and aware of the potential risks involved with such participation.

The organizer cannot be considered as responsible for any race accident.

To be officially registered to the event, all riders must fill out the entry form on our website, pay the corresponding fee and accept the current regulations.

c. Categories

Open and Women will race in teams of two riders.

- Women: Teams of two women
- Open: Teams of one man minimum

7. ELIGIBLE E-BIKES

Any bicycle operating with two sources of energy within the limits of European regulations (EN15194) and of which human power is a mandatory part is considered as an electrically assisted mountain bike.

Only homologated E-bikes will be admitted:

- 250w motor,
- pedal assistance only,
- motor assistance up to 25km/h (+10%)

It is authorized to have a start-up assistance without relying on pedaling, but this cannot exceed 6 km/h.

Unclamping kits, as well as electric bicycles using a kit are prohibited.

The speed sensor must correspond to a moving magnet on the wheel and remain with it.

There is no limit imposed on the wheel type but they must remain the same throughout the whole race.

Engines, frames and suspensions can receive unlimited maintenance but their exchange will result in time penalties.

Any competitor that disregards the equipment regulations will not be allowed to start.

Technical control

Equipment (overall appearance and rear wheel circumference) will be checked during the registration. The top 5 bikes of the men and women categories, will be checked at the end of each racing day.

Random checks of equipment may take place during the event. E-mountain bike power checks may take place during the event. In case of non-compliance with the rules, the rider will be penalized.

8. BATTERIES / TECHNICAL SPECS

a. Batteries specs

As we consider that R&D is part of the EBWT spirit, we do not wish to limit more than a daily Energy capacity per rider.

For 2023 edition:

- E-Tour du Mont-Blanc: 2250wh per rider per day maximum capacity allowed
 - o For engines with 880 Wh batteries, 3x 880Wh batteries are allowed but the riders has to return it with at least 15% of remaining capacity ($880 - 132(15\%) = 748$). If the battery returned has less than 15% remaining capacity, then the team is DNF.

The Organizer will provide 1 or more refueling points per day. Allowing competitors to have access to their spare batteries whilst exchanging their used batteries.

The race format may require the charging of used batteries for a successful change over in batteries at the next refueling point.

This point will be communicated in the final route confirmation, to allow teams to adapt their strategy and their timing depending on the location of the refueling point.

The time will be announced during the riders meeting. After that chronometer will restart automatically.

b. Other information

The exchange of batteries is permitted within the team, for example if a rider is consuming less energy than his team-mate. It is not permitted to exchange with other teams even in the case of a withdrawal from the race.

Refueling outside of the official refueling points or battery exchanges given by friends or left alongside the racetrack is strictly forbidden.

9. IDENTIFICATION

During examination, the Organizer will supply each rider with a number plate which must be placed on the front of their bike and must remain visible throughout the whole event.

Each rider will receive a document with the emergency number and rescue procedure.

10. NUMBER PLATES & ADVERTISING

a. General

The teams or riders are allowed to display any kind of advertising on their machine, clothes, helmets, but it must not cover the official number plate provided at the scrutineering.

b. Number plates

Number plates will show the race number, the rider's name and the organizer's partners.

c. Attribution of Race numbers

The organizer is the only entity to attribute race numbers.

11. STARTING ORDER

a. General

The first stage will begin with a mass start: all riders are together on several lines at the same moment.

The placement on the starting lines for men and women will follow the subsequent procedure:

- 1- The order of the previous years' E-TMB classification
- 2- VIP and riders classified on international E-MTB cups and championships
- 3- Riders classified on international MTB cups and championships
- 4- Riders who do not meet the following criteria above

All competitors should be ready to start at their official time, any delay to the start will count (1 to 1) in the real time of the stage.

b. Starting Order of other stages

The starting order on each stage will be based on arrival order and the time gap between each competitor in the previous stage (minimum time gap for start on stage between 2 riders: 15 seconds).

Starting ahead of time will be penalized by disqualification.

In the event of last minut cancellation of a timed section, the riders (or teams) must follow the directives given by the race committee for the starting order of the next TS.

12. OFFICIAL ITINERARY / GPS

a. General / GPS

The official route of the E-TMB will be described and published at the latest the day before the start.

The entire route will be controlled and tracked by the organizer and validated by the opening team.

The whole itinerary will be the same for all competitors: Men and Women categories respectively. This will be prepared and shared as follow:

- By a GPS file
- By marks on the ground as much as possible
- By tapes / flags as much as possible

The entire route will be given to the riders in “.gpx” format during the administrative scrutineering, in order to upload it into the competitor's GPS.

The brand, model and kind of GPS is unlimited, but it is mandatory for all teams to have at least 1 GPS per person. There are no limitations regarding this point, it can take the form of watches, smartphone, portable devices, ...

Competitors must make sure they have sufficient power to cover the entire race day without turning off their GPS devices.

The itinerary must be completed in its entirety; if not the riders/teams will receive penalties. Shortcuts are not permitted and will be controlled by the tracking system. A download of the GPS will be done if necessary.

In the event of a difference between the course marking on the ground and the GPS track, the GPS track is the one to follow.

Some sections of the itinerary will be on open roads / routes / tracks where competitors must respect the rules and codes.

The itinerary must be completed in the direction indicated by the GPS file and ground signage. Any rider riding in the opposite direction, for whatever reason, will be disqualified. If needed, a rider can walk back to help their teammate or gather any lost device, but they should not be on their bike.

In the event of a last-minute change (cancellation of a timed section, change of liaison, etc.), the riders (or teams) must follow the directives given by the race committee.

b. Opening / Closing of the track

The course checkers will ride the entire route prior the Event, to ensure that 100% is feasible on the race days and check that signs are in place where necessary.

As well, a closing team will start after the last competitors to cover the track and to be certain that nobody remains without assistance.

c. Inspection

As the details of the itinerary will not be shared before the examination, no official inspection will be organized.

Competitors are allowed to make their own inspection, but the Organizer cannot be held responsible for any incident / accident that happens during the inspection.

13. ACCIDENT / WITHDRAWAL

a. Accident – injury

In case of injuries, it's imperative that the team informs the PCO immediately by phone or by pushing the SOS button on their tracking system.

The injured rider must be helped by their team-mate and await the arrival of the safety crew. If necessary, the team-mate can create a safe area around the injured rider and inform the coming riders by placing a bike at least 50m ahead of the accident. All riders must keep their helmet on at all time when riding their bikes.

In case of illness or serious health incident (loss of consciousness, hallucinations, fainting, altitude sickness, vomiting, ...), the rider / team-mate must inform the PCO by phone to allow an evaluation of the situation and to take the correct necessary actions when intervening.

Riders must carry their prescriptions / first-aid medication.

b. Assistance to another rider / competitor

Ethics demand that a rider / team who sees that an accident has occurred, must stop in order to provide assistance in the most appropriate manner until the rescue team arrives onsite.

In case a team stops to help another team / competitor, it is possible to ask directly the Race Director for time back due to assisting another

The race director can ask for a GPS download in order to check how much time the team stopped when assisting.

The amount of time spent on zone can be re-credited in the stage classification.

c. Withdrawal

In case of withdrawal, for any reason, it is mandatory to inform the PC Course immediately. PC Course will transmit to the following locations / check points that those riders won't arrive.

The PC will be able to indicate the easiest way to get back on civil roads and to wait for team's assistance.

14. RIDERS CODE

a. Rider's code

All riders must act respectively on the road and regarding:

- All individuals during the Event (Authorities, Tourists, Trekkers, Families, ...)
- Other riders (let them pass if they are faster, ...)
- The nature (no shortcuts, no littering...)
- The organizer

Any incorrect, unsporting actions or behavior will be judged by the race director who consequently may impose a penalty that can lead to disqualification.

b. Radios and transmissions

No limitations are imposed for this point. Competitors are allowed to communicate with their teams, but the Organizer's radio frequencies will remain restricted during the event.

c. Tracking

The organizer will provide a tracking system, in order to know the position of each rider in real-time and keep the competition under control.

The tracking system will be distributed during the scrutineering.

All competitors must carry their tracking device system on them at all times while on course.

d. On board camera

Riders can have their own cameras positioned where they wish, (on the bike or on the rider) but the organizer won't be responsible in case of accident / injury.

15. SERVICE

a. Authorized service

Servicing is permanently authorized between riders – except the exchange or donation of batteries-but team's mechanics will be authorized to operate at refueling points or authorized areas marked on the map only.

Damaged batteries can be exchanged only at the refueling points. New batteries will only be marked once the damaged batteries have been handed to the organizing team.

In the refueling area, the organizer will provide tools to any competitors in need or to those without official assistance.

It is strictly forbidden to return to the refueling point after leaving it.

b. Penalties for forbidden service

In case of clear infraction, the race director can decide to penalize a team, up to disqualification.

c. Battery exchange

Riders carrying a spare battery are allowed to change it during timed and neutralized sections as well as at the refueling point.

16. INSURANCE

a. Assistance / Third party

The organizer has his own liability insurance.

b. Individual insurance

Each competitor must have a personal insurance that covers this kind of activity and its dangers.

17. TIME CONTROL

a. General

All starting times will be based on the reflected real time needed to cover the stages.

The start time will be the official start of the timing: any delay will be considered as a penalty. The minutes lost will not be discounted from the official timing.

Only the time spent in indicated liaisons or ski-lifts will be neutralized, having a check point at the bottom of the lift and another at the top for the restart.

b. Late at start

As written above, any delay at the start will count in the race time for each Timed Section, the reason for this delay does not matter, as long as it is not the organizer's responsibility.

c. DNF/DNS

Riders (or teams) who cannot start or finish a stage or a timed section will be considered as DNS (did not start) or DNF (did not finish).

However, they will be able to continue to participate to the race (without being in the ranking) if they stay in the MTA on the other sections.

d. Maximum time allowed (MTA)

A maximum time will be defined at some checkpoints, if a rider is behind the given time, they will not be able to finish the race.

18. SELECTIVE SECTIONS / REGROUPINGS

a. General

During specific sections, any service is forbidden, other than between riders or inside the authorized areas mentioned on the map.

Any complaint about local traffic on the trails won't be accepted as the SS are on open roads / trails.

b. Interruption of a selective section

In case of a special event, the organizer can decide to interrupt a SS at any moment if necessary. In that case, riders will be informed by phone or at the next check point.

The Download of GPS / tracking system will be used to calculate the real time at this point and make the classification.

c. Safety

Selective sections are open to public. The greatest care is recommended to other users of the same tracks. More specifically, the ETMB uses trails that are open to hikers. The safety of hikers and fair play must be always respected by all riders.

d. Time deductions

A time deduction (and therefore points) can be requested by a team who stopped for an accident. The request must be directly communicated to the race director who will decide to go further into detail before awarding the time deduction.

All time deduction must be confirmed before the start of the next stage as overall classification will be influenced.

19. ADMINISTRATIVE CHECKS

a. General

All riders have to appear at the administrative checks, with:

- a valid ID card or passport
- a national federation license, a day license, or proof of accident insurance and a medical certificate (for French event)

to receive the equipment (tracking system, GPS file, race numbers, stickers, equipment boxes...). Their team manager can assist them.

A technical check might take place to control the mandatory safety equipment.

E-bikes will be checked during the technical control organized during the withdrawal of the bibs.

National Federation Commissioners can perform:

- a check of the engine cut-out at 25km/h (+10%) via a bike test on a roller home trainer
- verification of the real circumference of the rear wheel.

b. During the race

At the start: Reset of the counters for models with console on the handlebar, of the mobile application for models equipped with a mobile phone control.

During the event: Visual/video control by the commissioners.

After the event: the top 5 bikes can be consigned to a closed park to be controlled by commissioners:

- verification of data km travelled,
- stickers check
- verification of the tire circumference value
- all other verifications allowing the control of the respect of the rules.

20. PROTEST

All protests to organization committee must be made in accordance with these rules, in writing and given to the race director, accompanied by the sum of 500 EUR which will be retained if the protest is judged unfounded and unjustified.

All protest must be brought to the Race Director at the latest 1 hour after publication of classifications.

21. CLASSIFICATIONS

a. General

The Race Director, the UCI Commissaires and the timing company are responsible for the timekeeping.

The results for the Timed Sections will be expressed in hours, minutes, and seconds.

Final Race results will be expressed in points as explain on chapter 1.c

Penalties will be expressed in points.

For team races, teams must cross the finish lines together. The Real time will be taken from the 2nd rider of each team. The team who achieves the smallest cumulative of points at the end of the final stage, will be proclaimed winner of the race.

b. Classifications

2 different classifications will be set:

- Men (at least 1 man in the team)
- Women

A daily classification will be set.

Provisional stage and overall classification will be posted as soon as possible after the arrival of the last competitor each day.

Final stages and overall classifications will be posted the latest 2 hours after the arrival of the last competitor each day.

The Overall classification of the Event will be posted the latest 2 hours after the arrival of the last rider.

22. PRIZE MONEY

- **VERBIER**

1st Team Men	6'000.- + a trophy
2nd Team Men	3'000.- + a trophy
3rd Team Men	1'000.- + a trophy
1st Team Women	6'000.- + a trophy
2nd Team Women	3'000.- + a trophy
3rd Team Women	1'000.- + a trophy

Only finishers can claim the prize money.

According to each country's taxes department, some income taxes could be deducted from prize money.

23. RIDER'S SAFETY

a. MANDATORY Equipment

For safety reasons, each rider must carry with them the following material:

- 1 switched-on Phone (number given to the organizers)
- 1 GPS
- Helmet
- Goggles / sunglasses
- Headlamp/night mode equipment in order to have a night start
- 1 foil survival blanket

b. RECOMMENDED Equipment

For safety reasons, each rider must carry with them the following material:

- Gloves
- Camelback or water bottle at least 0,5l per rider
- Multitool
- Energy bars/food
- Insulated jacket
- Sun block
- First Aid kit*

c. Clothes & Helmets

The wearing of homologated helmet is mandatory throughout the event, including during transfers.

Race clothes must be adapted to all weather conditions as any kind of weather could occur (hot / cold, dry / wet).

24. PENALTIES

ART.	INFRACTIONS	PENALTIES
5	1 Team member is not able to finish	DNF: Did Not Finish
15b	Damaged batteries exchange	10' penalty
15b	Mechanical assistance outside of refueling point	Disqualification
7	Bike not respecting the eligibility criteria's	Disqualification
7	Changing frame or suspension	10' penalty
7	Changing engine	10' penalty
7	Wheel exchange	10' penalty
8a	Rider using more capacity than specified on this SR	Disqualification
8b	Exchanging batteries between teams	Disqualification
8b	Receiving batteries outside the assistance areas	Disqualification
8b	Riding with batteries not marked	Disqualification
11a	Anticipation of the start	30' penalty
12a	Rider not having a GPS	Did Not Start
12a	Cuts of the official itinerary	According to the cut up to race director
12a	Riding opposite direction of GPS track or back to refueling point	Disqualification
14a	Un-respectful / Un-sportive behavior	Race Director decision Up to Disqualification
17c	Incapacity of a team to finish a stage	MTA + 1 hours
20	Protest to organization committee without 500chf caution deposit	invalid
23	No (or incomplete) safety equipment	Did Not Start