

CONTENTS

01

Why this newsletter?

Reform, a participatory process

02

Calendar: a reorganised First Division

Three types of UCI Team

03

New UCI rankings

Rules of participation

Team and event selection processes

04

Main stages of the reform (2014-2020)

Summary

Next stages

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The objective of this newsletter is to inform you of various aspects of the reform of professional road cycling and the related stages of the reform process. The subjects discussed cannot be dealt with exhaustively and reference should be made to the UCI Regulations – which solely prevail – for further information.

Photos:
(p.1) V. Thibaut/Agence Zoom
(p.2, 3 et 4) Graham Watson

Why this newsletter?



Philippe CHEVALLIER,
Sport and Technical Director

This is a question that I am sure many of you will ask upon receiving this newsletter. Why publish a newsletter on the reform of professional road cycling when the Union Cycliste Internationale already publishes information on the activities of the Sport and Technical Department three times a year in its *Sport and Technical UPDATE*? The answer is simple: the reform of road cycling, our most popular discipline, is a flagship project for our sport as a whole and requires specific, targeted and sustained communication.

The launch of this newsletter will allow all the important aspects of the

reform to be explained accurately and in detail. It will be published as required, depending on our communication needs. The newsletter will accompany each stage of the reform throughout its implementation.

In this first issue, our aim is to provide an overview of the reform. It is essential that all members of the family of cycling are aware of how our sport will look in the future and what processes will be required to achieve this. The reform of professional road cycling is a collective task. The objective of this newsletter is to keep you well informed and involved in the process.

Reform, a participatory process

Reflect, listen, consult, work

The majority of those involved in professional road cycling agree that there is a **need for the structure of our sport to be improved together with the rules that govern it**. But not everyone is in agreement on how this outcome should be achieved. The reform will only be successful if all parties (riders, teams, organisers, sponsors, media, spectators) consider that it has met their expectations. In order to construct the best possible system, the UCI envisages drawing up the reform as a participatory process in which the opinions of all stakeholders are taken into account and contribute to the final result.

The UCI launched a **major consultation** in March 2013, the conclusions of which were published two months later. Conducted by a leading international audit company, the consultation comprised two sections, one focused on the

general public and the other on members of the family of cycling. In total, some 6,370 people voiced their opinions and listed their desires for the future of our sport. These opinions were incorporated in a process of reflection; the current reform represents the culmination of this process. In particular, the research highlighted the need for a **guarantee that ethics would be respected without compromise**, that circuits would become **more comprehensible and attractive** and that the **income** of the parties involved would be **safeguarded** – or indeed increased.

At the same time as the consultation, a **working group was set up by the UCI to bring the stakeholders of cycling together**. The working group comprises representatives of the riders (CPA and Athletes' Commission), teams (AIGCP) and organisers of all types of race (including AIOCC, ASO

and RCS) as well as the UCI. The working group first met in May 2013 to **define the guiding principles of the reform**, later approved by the UCI Management Committee and Professional Cycling Council. A second meeting was held in September to **reach agreement** on a draft version of the reform. The results of these discussions were also approved by the Management Committee and Professional Cycling Council in Florence during the UCI Road World Championships.

As a result of this complex but necessary process, the reform is currently **supported by all members of the family of cycling**. There are still some points that require work, but this can be conducted on the basis of the principles and factors that have been defined during joint discussions over the last two years.

Calendar: a reorganised First Division



New calendar

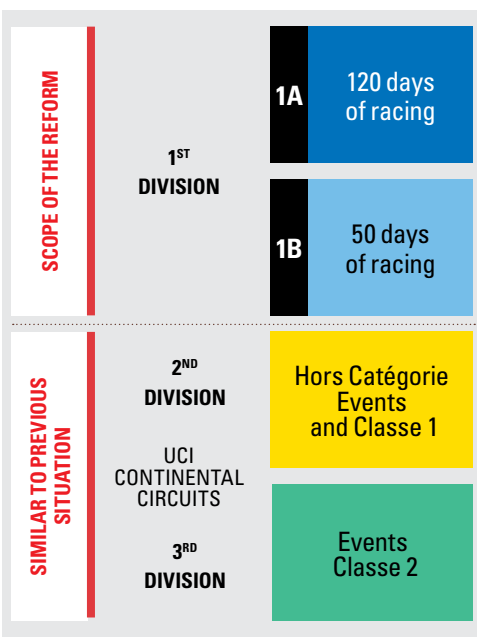
Ultimately the International Road Calendar will be made up of a First Division divided into two distinct categories of event (1A and 1B)*.

Category A of the First Division (1A) will consist of 120 days of racing. Although the list of races in this category has not yet been drawn up, it will include the biggest events on the calendar: Grand Tours, major stage races, classics and promising emerging events.

Category B of the First Division (1B) will be made up of 50 days of racing. The list of events in this category has also not yet been drawn up.

The Second and Third Divisions will not be affected by the reform. These divisions will still include events that are currently on the five UCI Continental Circuits (HC and Class 1 races making up the Second Division and Class 2 races the Third Division).

**It should be noted that many of the denominations used in this newsletter are provisional. The final versions of the names used will be subject to in-depth consideration, with the objective of making road cycling as attractive as possible. These will be communicated in due course.*



Three types of UCI Team

The structure for teams will be similar to the structure for events, in that there will be a First Division with Category A and Category B teams, as well as Second and Third Division teams.

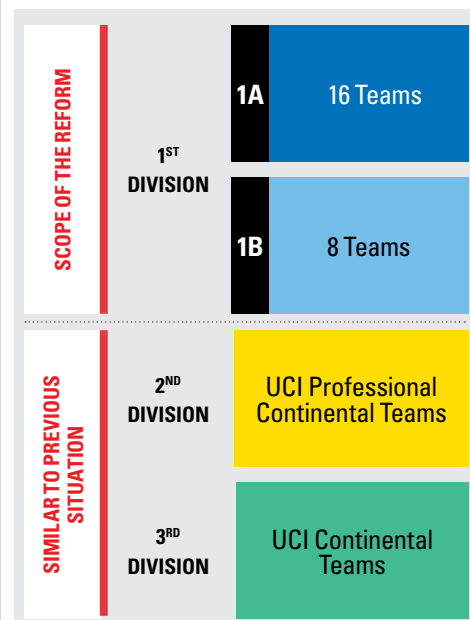
Category A of the First Division (1A) will be made up of 16 teams of 22 riders (maximum).

Category B (1B) will comprise 8 teams, also of 22 riders (maximum). Ultimately each of these 24 teams will also have a «development» team of 8-10 riders.

There will be no changes to Second and Third Division teams which will continue as in previous years as UCI Professional Continental Teams and UCI Continental Teams respectively.



Teams



New UCI rankings

A reshaped First Division

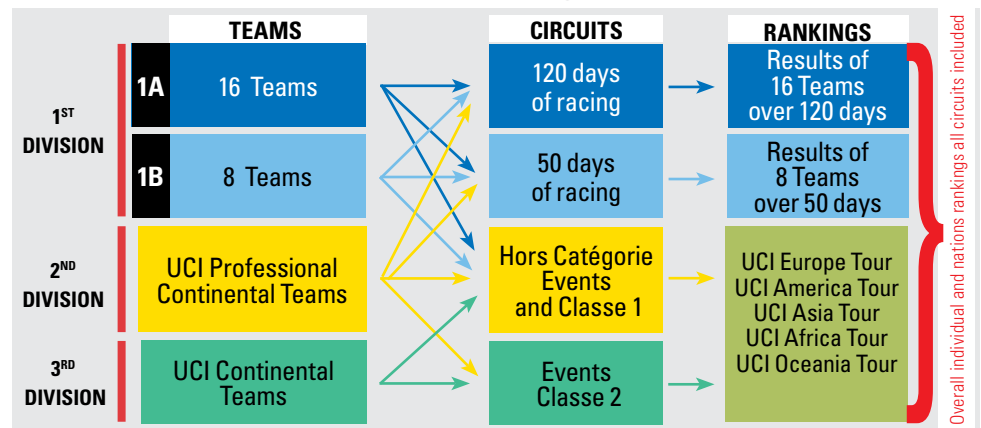
Individual and nation rankings covering all circuits. The riders of the 16 1A teams, the 8 1B teams, UCI Professional Continental Teams and UCI Continental Teams will score points in their respective circuits (120 days racing on the 1A calendar; 50 days racing on the 1B calendar; UCI Continental Circuits) and on other circuits in which they are entitled to compete (in accordance with the rules of participation). A «universal» individual ranking will be drawn up on this basis. The nation ranking, also covering all circuits, will be compiled from the individual ranking. These two rankings will faithfully reflect the hierarchy of global cycling and will improve interest in the media and among the general public.

Team rankings for different circuits. Seven different team rankings will also be drawn up on the basis of: the 120-day circuit (1A), the 50-day circuit (1B) and each of the five UCI Continental Circuits.

Team and event selection processes

In 2015, the 16 best teams on the 2014 UCI WorldTour ranking will be given UCI ProTeam status (providing that they satisfy the other necessary criteria, as discussed below). The two remaining places will be awarded to the two teams (UCI ProTeams, UCI Professional Continental Teams or new teams) with the highest accumulated points total from their best five riders on the UCI WorldTour individual ranking. The same system will be used **in 2016**. **In 2017**, the 16 best teams on the 2016 UCI WorldTour ranking will make up Division 1A. The teams ranked 17th and 18th will join Division 1B alongside the other teams registered in this category. **For 2018**, a promotion/relegation system will be introduced. Each year the top team in Division 1B will be promoted to Division 1A, while the bottom team in Division 1A will be relegated to Division 1B. Although the sporting criterion will be primary in deciding in which division a team is registered. Ethical, financial, administrative and organisational criteria will also be determining factors. This last criterion is of particular importance. On the basis of the recommendations of the University of Lausanne Institute of Sports Science (ISSUL), the working conditions (in particular training) of riders

UCI Rankings



Rules of participation

The main rules of participation will be as follows:

- the 16 teams from Division 1A will be required to participate in the 120 days of racing on the 1A circuit,
- the 8 teams from Division 1B will be required to participate in the 50 days of racing on the 1B circuit,
- 1A teams will have the opportunity to participate in events on the 1B circuit and HC and Class 1 events on

the UCI Continental Circuits under certain conditions. Furthermore, 1B teams will have the opportunity to participate in events on the 1A circuit and HC and Class 1 events on the UCI Continental Circuits under certain conditions.

The rules of participation for Second and Third Division teams (UCI Professional Continental Teams and UCI Continental Teams) will not change.

will be subject to special attention. This measure aims to professionalise the conduct of teams, a key factor in guaranteeing the respect of ethics.

The inclusion of events on the First Division calendar (1A or 1B) will depend on evaluations conducted on the basis of three major criteria: respect of the calendar's principles of organisation, respect of the relevant specifications by the organiser, the organiser's financial capacity.

The calendar will be organised to ensure a race every weekend of the season (mainly on Sundays) with no overlapping of events nor competition between 1A and 1B events. Furthermore, the spring classics will be held over an uninterrupted six-week period.

The specifications will focus on issues such as effective logistics, quality accommodation, exemplary organisational standards, respect of the applicable safety regulations, high-quality TV production together with global broadcasting and large spectator numbers.

Taken as a whole, these requirements guarantee that the riders, teams and media will enjoy good conditions at an event, wherever it is held, and that each race will present an excellent image.

Main stages of the reform (2014-2020)



2014 Status quo

There will be no changes in 2014: the same teams (18 UCI ProTeams, UCI Professional Continental Teams and UCI Continental Teams) will continue to participate in the same races as before. The UCI WorldTour series and the UCI Continental Circuits will still have individual, team and nation rankings.

2015-2016: Introduction of new rankings

In the following two years, there will still be 18 teams (although, as discussed, the method of selection will be slightly modified) participating in the same races as in 2014.

The first major change will be individual and nation rankings covering all circuits (UCI WorldTour and UCI Continental Circuits) replacing the previous rankings which were calculated separately. The team ranking will still however be linked to the different calendars.

The procedure for selecting First Division races (1A and 1B) will commence on the basis of the evaluation criteria described on the previous page.

Within the scope of the registration process for the 2016 season, all teams will endeavour to respect the organisational specifications mentioned. However, these will not yet be mandatory. The specifications

will have been voluntarily tested by certain teams the previous year and clarified if necessary depending on their experiences. Candidate events will also be evaluated in accordance with the specifications for organisers. But these first evaluations will also not be binding as yet.

2017: Implementation of the reform

After the new calendars have been drawn up, **the new season will be structured with a First Division divided into two categories (1A and 1B)**. Teams will now be part of one of the divisions of this structure: First Division A or B, Second Division or Third Division. First Division teams will be required to comply with the new specifications as will organisers. The new rules of participation for the different types of team for events on the various circuits will enter into effect from the beginning of the season. The system of rankings will continue to be that implemented in 2015.

2018-2020: Reform reaches maturity

The calendars will be finalised over these three years. The promotion/relegation system will be introduced from the 2018 season.



Summary

• Races:

First Division A comprising 120 days of racing, First Division B with 50 days of racing and five UCI Continental Circuits incorporating Second and Third Division events.

• Teams:

16 teams in Division 1A and 8 teams in Division 1B.

• Rankings:

Universal individual and nation rankings; team rankings linked to different circuits.

• Gradual implementation:

New rankings from 2015, introduction of main changes in 2017 and calendars finalised by 2020.



Summary

The next stages of the reform are as follows (this list is not exhaustive):

• 26-27 March:

Submission of the specifications for organisers and teams to the Professional Cycling Council for approval.

• 24 April (Brussels):

Information session for organisers. In particular, this will present the specifications for organisers and the system of applying to host 1A and 1B events (planned for 2017).

• June:

Launch of the procedure calling for candidatures to host 1A and 1B events (planned for 2017).

These stages will be discussed in forthcoming editions of this newsletter

(The dates and nature of these stages may change).