

REGLAMENTO, PREMIOS Y NORMATIVA TÉCNICO-DEPORTIVA

**RÈGLAMENT, PRIX ET MANUEL
DE RÈGLEMENTATION TECHNICO-SPORTIVE**

**SPECIFIC REGULATIONS, AWARDS &
TECHNICAL-SPORTS REGULATION HANDBOOK**



SPECIFIC REGULATIONS, AWARDS & TECHNICAL-SPORTS REGULATION HANDBOOK

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SPECIFIC REGULATIONS

66 EDITION VUELTA SPAIN

FEDERATION

PROFESSIONAL CYCLING COUNCIL of the ROYAL SPANISH CYCLING FEDERATION.
INTERNATIONAL CYCLING UNION

- Organizer: Unipublic S.A.
- License RFEC: M-1
- Address: C/ Fuerteventura 12.
28703 SAN SEBASTIÁN DE LOS REYES (ESPAÑA)
- Telephone: +34 91 623 27 31 • Fax: +34 91 623 27 40
- Edition and name of the event:
66ª VUELTA A ESPAÑA.
- UCI Category: Gran Vuelta (G.T.) World Calendar.
- Dates: 20 August to 11 September 2011
- E-mail: info@unipublic.es

DATES AND ROUTES

STAGE	DATE	DAY	ROUTE	Kms.
1	August 20	Saturday	Benidorm - Benidorm (CRE)	13,5
2	August 21	Sunday	La Nucía - Playas de Orihuela	174,0
3	August 22	Monday	Petrer - Totana	163,0
4	August 23	Tuesday	Baza - Sierra Nevada	170,2
5	August 24	Wednesday	Sierra Nevada - Valdepeñas de Jaén	187,0
6	August 25	Thursday	Úbeda - Córdoba	193,4
7	August 26	Friday	Almadén - Talavera de la Reina	182,9
8	August 27	Saturday	Talavera de la Reina - San Lorenzo de El Escorial (Etapa 7 Estrellas Comunidad de Madrid)	177,3
9	August 28	Sunday	Villacastín - Sierra de Béjar. La Covatilla	183,0
10	August 29	Monday	Salamanca - Salamanca (CRI)	47,0
	August 30	Tuesday	DAY OFF	
11	August 31	Wednesday	Verín - Estación de Montaña Manzaneda	167,0
12	September 1	Thursday	Ponteareas - Pontevedra	167,3
13	September 2	Friday	Sarria - Ponferrada	158,2
14	September 3	Saturday	Astorga - La Farrapona. Lagos de Somiedo	175,8
15	September 4	Sunday	Avilés - Alto de L'Angliru	142,2
	September 5	Monday	DAY OFF	
16	September 6	Tuesday	Villa Romana La Olmeda (Palencia) - Haro	203,6
17	September 7	Wednesday	Faustino V - Peña Cabarga	211,0
18	September 8	Thursday	Solares - Noja	174,6
19	September 9	Friday	Noja - Bilbao	158,5
20	September 10	Saturday	Bilbao - Vitoria	185,0
21	September 11	Sunday	Circuito del Jarama-RACE - Madrid	94,2

Total Kms: 3.328,7

RIDERS & TEAMS

- Riders per team: 9
- Technical personnel per team: 14
- Team categories:
UCI Pro Teams & Continentales Prof. UCI
- Team cars: 2

PLACE AND DATES FOR REGISTRATION

- Place: Terra Mítica. Ctra. de Benidorm-Finestrat-Camino del Moralet, s/n 03502 Benidorm
- Date: 18 & 19 August.
- Time: 10:00 a 14:00 h.
16:00 a 20:00 h.

STANDINGS & JERSEYS

- Overall Standing on Time: 1º Jersey
- Overall Points Standing: 2º Jersey
- Overall Climber Standing: 3º Jersey
- Overall Combined Standing: 4º Jersey
- Overall Team Standing

PLACE AND DATES FOR OFFICIAL MEETINGS

- Place: Terra Mítica. Ctra. de Benidorm-Finestrat-Camino del Moralet, s/n 03502 Benidorm
- College of Commissaries: 19 August - 10:00 a.m.
- General Management, Team managers, Commissaries Panel: 19 August / 11:00 a.m.

Scale of fines:

U.C.I. Cycling Regulations

Frequency of Radio-Tour:

80,800 mhz

SPECIFIC REGULATIONS

Article 1. ORGANISATION

The will of the organised by Unipublic S.A. and run under the sports authority and regulations of the International Cycling Union (UCI). These specific regulations govern specific aspects of the 66 edition of the race. For all matters not expressly set forth in these regulations, the UCI Regulation shall apply.

Article 2. TYPE OF RACE.

1. The race is reserved to elite riders and forms part of the UCI World Calendar.
2. Pursuant to Part two of the UCI Regulations, the point scales shall be that specified under article 2.10.002 and the Annex for the UCI world classifications.
3. In the event of an unforeseen incident that could impair the development of the race in general or of any stage in particular, the General Management, with the agreement of the President of the Commissaries Panel, may undertake any of the following actions:
 - a. Modify the route.
 - b. Establish the temporary neutralisation of the stage.
 - c. Consider the stage to be void.
 - d. Cancel part of the stage and all of the results of the eventual intermediate classifications, arranging a new start close to the location of the incident.
 - e. Maintain the results established at the time of the incident.
 - f. Established a new start taking into account the differences existing at the time of the incident.

Article 3. PARTICIPATION

1. Pursuant to article 2.1.005 of the UCI regulations, the race is open to the participation, by invitation of the organiser, to UCI ProTeams and UCI Professional Continental Teams participating in the biological passport programme.
2. Pursuant to article 2.2.003 of the UCI regulations, the number of team members is limited to 8 riders.
3. By registering or otherwise entering into the race, the riders, Sports Directors, technical personnel of the participating teams and support personnel in general declare that they know and will faithfully follow these Specific Regulations, as well as the rules and regulations of the Professional Cycling Council of the RFEC and the regulations of the UCI. They similarly declare that they know the "Safety and Technical-Sporting Regulations Manual" delivered during the Directors Meeting, which includes a risk prevention plan.
4. All of the Team members, including, but not limited to, the Riders and the Team managers, shall stay in the hotels designated by the Organiser started on the night of the dinner on Wednesday 16 August.
5. Drop-outs.
A rider dropping out of the race shall immediately remove his body number and transponder and hand them in to a commissary or to the broom wagon. Said body number and transponder shall be turned over to the finishing line judge for the stage.

A rider dropping out of the race may not compete in any other cycling events for the duration of the stage race that he abandoned. Pursuant to article 2.6.026 of the UCI cycling regulations, the event directors and the commissaries panel jointly may, however, grant exceptions at the request of a rider and with the agreement of the team manager.

These exceptions shall be granted to the riders abandoning prior to the 14th stage due to accident, illness or uncontrolled or rival when so requested. Any exceptions after said stage shall require the joint agreement of the team manager, event directors and commissaries panel.

6. Failure to register and exclusions.

- a. Pursuant to article 2.2.010 bis of the UCI Cycling Regulations, without prejudice to disciplinary sanctions laid down in the rules, any team or members of a team whose presence will seriously damage the image of cycling or of the event may be excluded from taking part in that event, particularly as regards the violation of anti-doping rules. Exclusion during the course of the race is decided by joint decision of the President of the College of Commissioners and the organization
- b. The shall also apply to the teams and team members that violate the general principles of the race as regards applicable regulations and legislation, including but not limited to:
 - Violations of Spanish law.
 - Indecent presentation or improper behaviour.
 - Acts of vandalism committed within the race or outside of it.
 - Actions that go against the fair play and good faith of the parties.
- c. Exclusion is requested by the organiser or the UCI. If the member(s) or team(s) in question does/do not agree to leave the event, the organiser or the UCI shall refer the case to the Court of Arbitration for Sport before a single judge and in accelerated proceedings. The CAS shall reach a decision taking account of all relevant interests.
- d. Participation in La Vuelta a España implies, for all team members and general participants, knowledge and acceptance of these regulations and the consequences of any violation hereof.

7. Image.

Each participating team, and, consequently, all of the members of said teams, recognise that their participation in the event authorises the organiser, as the sole owner of all of the rights of the public communication of the race and to reproduce and represent, without any financial consideration, their names, voice, image, biographies, sports records, team brands and sponsors in any form, format or media, whether existing or future, for any type of dissemination or broadcast to the public worldwide, including for advertising and commercial use without any restriction beyond those set forth herein and throughout such time as currently allowed under applicable regulations and legislation, for the purpose of the promotion and dissemination of the Vuelta a España.

The assignment by the organiser of the rights specified in the preceding paragraph to third parties for advertising or promotional purposes, shall not authorise the third-party to

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use the names, voice, image, biographies, sports records, team brands and sponsors for any direct or indirect association or endorsement between the rider, sponsor brand or team and a particular product or service, brand or commercial name of said third parties without the express authorisation of the rider, team or sponsor in question.

With the exception of books, any form of databases, video cassettes, CD-ROMs, DVDs, video grams or video discs, using any form of media or format, referring to Vuelta a España in whole or in part, the organiser shall not exploit or authorise the exploitation of the individual image of any rider.

Article 4. PERMANENT OFFICE

1. All Team members participating in an event must possess a license issued by the National Federation of the International Cycling Union, issued pursuant to the UCI Regulations and specifically, articles 1.1.006, 1.1.010, 1.1.022 and 1.1.023 and declare that they know these regulations.

The organiser assumes no liability whatsoever for any accidents as may arise or be incurred by the riders, technical personnel of the teams and fans in general of the race. Riders and technical personnel must be appropriately covered by personal accident and civil liability insurance pursuant to article 1.1.006 of the UCI regulations.

2. To receive the body numbers, frame numbers and transponders, the Team Manager shall present the original licenses for the riders and technical staff to the commissaries panel.

3. **Race management and official personnel.**

The organiser is responsible for the General Management and correct development of the race and is represented during the race by:

The General Manager.

The Technical Directors.

Race circulation controllers.

The Commissaries Panel, in collaboration with the General Management, is responsible for enforcing the regulations and the sports control of the event, and is comprised of the President of the Commissaries Panel and the International UCI Commissaries.

The Commissaries Panel shall be supported by:

The Commissary-Finish Line Judge and assistant.

The four motorcycle Commissaries.

The Timekeeper-commissary and assistant.

4. **Body numbers, frame numbers and transponders.**

- a. For identification purposes, the Organiser shall provide the riders with two body numbers, one frame number for the bicycle and one personal transponder. If any of these elements are lost, the rider can request a replacement at the sign in control on the following day.
- b. Riders shall see that their body numbers and bicycle frame numbers are clearly legible and visible. The number shall be appropriately placed and cannot be folded, re-cut or transformed, respecting the advertising contained thereon.
- c. The frame number plate shall be installed on the front of the bicycle if possible or otherwise in another suitable location where it will be clearly visible.
- d. Los transponders are required during all stages, including individual time trials, and shall be placed without any manipulation in the location and form established by the technicians of the organisers. In the event of the loss of

the transponder during eight states, the rider or team manager shall advise a member of the commissaries panel. This shall be handled in the same manner as the loss of the body number or frame number and apply the Table of Penalties set forth in article 12.1.040, section 4 and 5 of the UCI regulations.

- e. In the individual time trial stages, riders shall wear a single body number and the transponder provided by the Organiser. The frame number plate shall not be required.

Article 5. STARTING ORDER IN TIME TRIALS

1. The General Manager of the Race, in collaboration with the Commissaries Panel, shall establish the starting order in the teams time trials in the first stage.

The time interval between each team will be four minutes. The times, which will be taken on the fifth rider to pass the finish line, count for Overall Standing on Time and for the Overall Team Standing. The times of the runners off the hook is set for its true value.

2. The starting order in the 10th stage shall be the inverse order of the Overall Standing on Time in the previous stage. The Commissaries Panel shall prepare said order, which may be modified when there are riders from the same team that follow one another. The interval between each rider shall be one minute, except for the last 20 riders (twenty first of the Overall Standing on Time), which the time interval shall be two minutes.

3. Times are counted and one hundredths of a second.

Article 6. RADIO TOUR and CARS

1. "Radio Vuelta" a broadcast on the frequency 80.800 mhz.
2. All vehicles shall be equipped with receivers to pick up Radio Vuelta and identification plates, and all occupants must carry the accreditation provided by the Organisers in order to follow the race.
3. No vehicle may overtake the Race Management car or Commissaries Panel car without authorization and in no case when they fly a red flag.
4. All passengers shall remain well within the vehicles and refrain from hanging out of the windows.
5. The distribution of any type of propaganda from the vehicles is strictly prohibited, as is any literary or dropping of any objects.
6. The failure to comply with the obligations described in these regulations by any of the team vehicles or other vehicles shall exempt the Organisers from any liability, with the person or persons violating regulatory or legal dispositions being solely and exclusively liable therefore.

Article 7. NEUTRAL TECHNICAL ASSISTANCE and TEAM VEHICLES

1. The technical assistance service is provided by Shimano-Macario, who shall provide for fully equipped vehicles. For some stages that pose particular difficulty, to motorcycles may also be provided to give neutral assistants.

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- Has established in the regulations, each team may use two duly accredited vehicles carrying replacement parts. Each vehicle, reserved to the Team Manager and technicians, may carry a maximum of four passengers. The spaces in the vehicles are reserved to accredited personnel and, eventually, death of the Team Management who have been duly accredited by the Organisers. With the exception of the said personnel, it is strictly prohibited 14 vehicles to carry other passengers. Team managers shall be responsible for compliance with this rule.

Article 8. HILL-CLIMB FINISHES

The article 2.6.027 shall not apply to hill climb finishes. In this year's race, this includes:

- 23 - August - 2011
Stage 4. Baza - Sierra Nevada
- 24 - August - 2011
Stage 5. Sierra Nevada - Valdepeñas de Jaén
- 27 - August - 2011
Stage 8. Talavera de la Reina - San Lorenzo de El Escorial
- 28 - August - 2011
Stage 9. Villacastín - Sierra de Béjar. La Covatilla
- 31 - August - 2011
Stage 11. Verín - Estación de Montaña Manzaneda
- 3 - September - 2011
Stage 14. Astorga - La Farrapona. Lagos de Somiedo
- 4 - September - 2011
Stage 15. Avilés - Alto de L'Angliru
- 7 - September - 2011
Stage 17. Faustino V - Peña Cabarga

The arrivals of Valdepeñas de Jaen and San Lorenzo de El Escorial not count towards the Overall Climber Standing and not taken into account for the distribution of prizes.

Article 9. FEEDING

1. During time trial stage.

The evening before stage 10 (29 August 2011, Salamanca-Salamanca) the local weather forecast be taken into account for feeding plans during the stage.

2. During other stages.

Riders may receive refreshments from the team manager's car. Riders shall move slowly up level with their team manager's car and he shall supply them from the vehicle. Food and drink shall be provided exclusively behind the commissaries' car and the race manager's car.

If a group of 15 riders or less has broken away from the bunch, food and drink may be supplied at the rear of that group.

In addition to refreshments provided from the vehicles, the Organizers shall establish feeding zones in accordance with the distance of the stage. The feeding zones will be signposted. The food and drink shall be distributed on foot by the duly-accredited staff accompanying the team and by no-one else. They shall be positioned on one side of the road only, which must be the side on which road traffic circulates in the country concerned (right side of the road). Feeding is prohibited on climbs, descents and during the first 50 and last 20 km of each stage.

Race management and the commissaries panel may reduce the distance of 50 kilometres mentioned above,

depending on atmospheric conditions and the category, type and length of the stage, or for any other exceptional circumstance.

Article 10. BONUSES

Pursuant to articles 2.6.019 through 2.6.021 of the UCI Regulations, bonuses of 20, 12 and 8 seconds shall be awarded during all stages except 1, and 17, to the top three classified riders, respectively.

Bonuses of 6, 4 and 2 seconds, respectively, shall be provided in the above excluded stages for each sprint for the top three classified riders.

Article 11. CLOSING CONTROL

In accordance with the time used by each winner in each stage, the following closing control scale shall be applied in accordance with the average achieved:

GROUP 1. (Stages without difficulty). Scale:

Equal or less than 34 km/h	7%
From 34 to 36 km/h	8%
From 36 to 38 km/h	9%
From 38 to 40 km/h	10%
From 40 to 42 km/h	11%
From 42 to 44 km/h	12%
From 44 to 46 km/h	13%
From 46 to 48 km/h	14%
Over 48 km/h	15%

GROUP 2. (Stages with medium difficulty). Scale:

Equal or less than 34 km/h	6%
From 34 to 36 km/h	7%
From 36 to 38 km/h	9%
From 38 to 40 km/h	11%
From 40 to 42 km/h	13%
From 42 to 44 km/h	15%
From 44 to 46 km/h	17%
Over 46 km/h	19%

GROUP 3. (Difficult stages). Scale:

Equal or less than 32 km/h	6%
From 32 to 34 km/h	8%
From 34 to 36 km/h	10%
From 36 to 38 km/h	12%
From 38 to 40 km/h	14%
From 40 to 42 km/h	16%
Over 42 km/h	18%

GROUP 4. (Special mountain stages). Scale:

Equal or less than 30 km/h	6%
From 30 to 32 km/h	8%
From 32 to 34 km/h	10%
From 34 to 36 km/h	12%
From 36 to 38 km/h	14%
From 38 to 40 km/h	16%
Over 40 km/h	18%

GROUP 5. (Stage 10 Individual Time)

35% will be applied

GROUP 6. (Stage 1 Team Time)

40% will be applied

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Stages		Groups					
		1	2	3	4	5	6
1 ^a	Benidorm - Benidorm (CRE)						X
2 ^a	La Nucía - Playas de Orihuela	X					
3 ^a	Petrer - Totana		X				
4 ^a	Baza - Sierra Nevada				X		
5 ^a	Sierra Nevada - Valdepeñas de Jaén			X			
6 ^a	Úbeda - Córdoba		X				
7 ^a	Almadén - Talavera de la Reina	X					
8 ^a	Talavera de la Reina - San Lorenzo de El Escorial (Etapa 7 Estrellas Comunidad de Madrid)			X			
9 ^a	Villacastín - Sierra de Béjar. La Covatilla			X			
10 ^a	Salamanca - Salamanca (CRI)					X	
11 ^a	Verín - Estación de Montaña Manzaneda				X		
12 ^a	Ponteareas - Pontevedra	X					
13 ^a	Sarria - Ponferrada				X		
14 ^a	Astorga - La Farrapona. Lagos de Somiedo				X		
15 ^a	Avilés - Alto de L'Angliru				X		
16 ^a	Villa Romana La Olmeda (Palencia) - Haro	X					
17 ^a	Faustino V - Peña Cabarga		X				
18 ^a	Solares - Noja			X			
19 ^a	Noja - Bilbao			X			
20 ^a	Bilbao - Vitoria			X			
21 ^a	Circuito del Jarama-RACE - Madrid	X					

Pursuant to article 2.6.032 of the UCI Regulation, The commissaries panel may extend the finishing time limits after consultation with the organizer.

In exceptional cases due to inclement weather, traffic conditions, serious incidents, etc. the commissaries panel may increase the established scales after consultation with the organizer. Similarly, the commissaries panel can give one or more riders suffering an accident a second chance by applying the average for this stage taking into account the combatively and efforts made by the riders, the mile marker where the accident occurred or the place of a possible traffic pileup.

If the percentage of the riders eliminated exceeds 15% of the number beginning this stage, the finish deadline may be extended by the commissaries panel. In this case, the riders arriving within the new deadline shall be classified to continue in the race, without this second chance applying to any other stages.

Article 12. STANDINGS

A. THE FOLLOWING STANDINGS ARE IN PLAY

1. Overall standings on time.

This is obtained from the sum of the times recorded by each rider for each stage, applying the corresponding bonuses and penalties, with the best placed rider being the one with the lowest total time.

In the case of a tie between two or more riders, the hundredths of a second in the individual time trial stages shall be applied, with the winner being the rider with the lowest total hundredths of a second. If the result is still tied or if there are no individual time trial stages

the placing obtained in each stage shall be added and, as a last resort, the place obtained in the last stage ridden shall be taken into consideration.

With the exception of special cases to be resolved by the commissaries panel, all-time penalties of the riders shall be applied to the Overall Standing on Time after each stage.

2. Overall points standings.

This is obtained from the sum of the points earned by each rider in each of the 21 stages and in all of the intermediate sprints. If there is a tie in the total number of points, each of the riders in the tie shall be awarded the points corresponding to the starting position.

STAGE POINTS:

1°	25 points	9°	7 points
2°	20 points	10°	6 points
3°	16 points	11°	5 points
4°	14 points	12°	4 points
5°	12 points	13°	3 points
6°	10 points	14°	2 points
7°	9 points	15°	1 point
8°	8 points		

INTERMEDIATE SPRINTS:

1°	4 points
2°	2 points
3°	1 point

The top classification shall go to the rider with the best score after applying any penalties pursuant to the scale of penalties established in the UCI Regulations. Pursuant to article 2.6.017 of the said Regulations, In the event of

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a tie in the Overall Points Standing, the following criteria shall be applied in order until the riders are separated:

- Number of stage wins.
- Number of wins in intermediate sprints counting for the Overall Points Standing.
- Overall Standing on Time.

The General Management, upon consultation with the commissaries panel, reserve the right to move or suppress certain intermediate sprints counting for the Overall Points Standing.

3. Overall climber standings.

This is obtained from the sum of the points earned by each rider on the applicable climbs. The rider with the most points receives the top classification. In the event of a tie, the winner shall be the rider with the first place in the Cima Alberto Fernandez. If there is still a draw, the number of first places in the high-climb finished will be applied, and, if necessary, the number of first places on climbs in the next inferior category and so on.

If the tie still persists, the Overall Standing on Time will apply.

Points:

CIMA ALBERTO FERNÁNDEZ SIERRA NEVADA

1º	20 points
2º	15 points
3º	10 points
4º	6 points
5º	4 points
6º	2 points

CATEGORY 1 CLIMB

1º	15 points
2º	10 points
3º	6 points
4º	4 points
5º	1 point

CATEGORY 3 CLIMB

1º	3 points
2º	2 points
3º	1 point

Cima Alberto Fernández: Sierra Nevada

Stages climb finish (5):

Sierra de Béjar - La Covatilla, Estación de Montaña Manzaneda, La Farrapona - Lagos de Somiedo, Alto de L'Angliru, Peña Cabarga.

Category 1 climbs (9):

Sierra de Filabres, Puerto de Mijares, Alto de Folgueiras de Aigas, Puerto de Ancares, Puerto de San Lorenzo, Alto del Cordal, Puerto de Alisas, Puerto de Elosua, Puerto de Urkiola.

Category 2 climbs (13):

Alto de Valdepeñas de Jaén, Alto de Valdepeñas de Jaén, Alto del Catorce por ciento, Alto de San Bartolomé de Pinares, Alto de Santa María de la Almeda, Alto Da Gonza, Puerto de la Ventana, Alto de Tenebredo, Portillo de Lunada, Alto del Caracol, Alto el Vivero, Alto el Vivero, Alto de Karabieta.

Category 3 climbs (19):

Alto de Rellu, Alto del Berro, Alto de la Santa, Puerto de Blancas, Cruz de Hierro, Alto Fumaces, Alto da Ermida, Alto de Moscoso, Alto Ponte Caldeas, Alto O'Pico da Peña, Alto de O Lago, Puerto de Lumeras, Portillo de Bustos, Puerto de la Braguia, Puerto de la Cruz Usaño, Puerto de Fuente de las Varas, Puerto de la Granja, Puerto de las Muñecas, Alto de Kanpazar.

4. Overall combined standing.

This is obtained from the sum of the positions of obtained by the riders in the Overall Standing on Time, Overall Points Standing and Overall Climber Standing. To compete for this classification, the rider must have classified in each of the three mentioned classifications. If no rider classifies in each of the three, those classifying in two of the three will apply. In the case of a tie, the best classification in the Overall Standing on Time will decide.

5. Stage team standing

The team classification for the day shall be calculated on the basis of the sum of the three best individual times from each team in the stage ridden, with the lowest total time winning. In the event of a tie, the teams shall be separated by the sum of the places acquired by their three best placed riders on the stage. If the teams are still tied, they shall be separated by the placing of their best rider on the stage classification.

6. Overall team standing.

The team general classification shall be calculated on the basis of the sum of the three best individual times from each team in each stage ridden. In the event of a draw, the following criteria shall be applied in order until the teams are separated:

- Number of first places in the Stage Team Standing.
- Number of second places in the daily team classifications, etc.

If there is still a draw, the teams shall be separated by the placing of their best rider in the Overall Standing on Time. Any team reduced to fewer than three riders shall be eliminated from the Overall Team Standing.

7. Most combative rider prize.

Rewards the rider who displays the most generous in the effort and better sportsmanship. This award is set to stage online daily and will be determined by a jury chaired by the Director General of career and made up of career coaches. The rider so designated, shall be required to attend the ceremony podium and take the next step in topline red background.

The last day of the race, the jury will decide which runner is awarded the prize for "most combative Rider of La Vuelta."

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B. JERSEYS

The Organisers will provide a distinctive jersey to the leaders of the different classifications:

1. Leader of the Overall Standing on Time: red.
2. Leader of the Overall Points Standing: green.
3. Leader of the Overall Climber Standing: white with blue dots.
4. Leader of the Overall Combined Standing: white.

The order of priority of Jerseys by a single rider and other similar considerations shall conform to that specified under articles 1.3.071 and 2.6.018 of the UCI regulations.

If a single rider is leading more than one classification, he shall wear the corresponding jersey pursuant to the order of priority specified by the UCI. In this case, the jersey not warned by the leaders shall be worn during this stage by the next rider in the relevant classification if no other leadership jersey is warned thereby or is otherwise not required to wear a jersey pursuant to article 2.6.018. The daily income shall be distributed equally between the leader of the classification affected and the wearer of the jersey.

Article 13. AWARDS

VUELTA CICLISTA A ESPAÑA 2011 AWARDS (Euros)

First section.- Stage awards and Overall standings on time

STAGE STANDING ON TIME		OVERALL STANDING ON TIME	
1º	11.000	1º	112.000
2º	5.500	2º	57.000
3º	2.700	3º	30.000
4º	1.500	4º	15.000
5º	1.100	5º	12.500
6º	900	6º	9.000
7º	900	7º	9.000
8º	650	8º	6.000
9º	650	9º	6.000
10º al 20º (360 x 11)	3.960	10º al 20º (3.800 x 11)	41.800
Total by Stage	28.860	TOTAL	298.300
TOTAL STAGES	606.060		

Second section.- Specials awards

OVERALL TEAM STANDING		OVERALL POINT STANDING	
1º	12.500	1º	11.000
2º	7.500	2º	5.000
3º	5.500	3º	2.000
4º	4.300	TOTAL	18.000
5º	3.200		
6º	2.200	OVERALL COMBINED STANDING	
7º	1.100	1º	11.000
8º	1.000	2º	5.000
TOTAL	37.300	3º	2.000
		TOTAL	18.000
STAGE TEAM STANDING		INTERMEDIATE SPRINTS	
1º	400	1º	135
2º	200	2º	45
3º	100	3º	25
TOTAL (700 x 21)	14.700	TOTAL (205 x 19 x 2)	7.790
MOST COMBATIVE RIDER DORSAL FOR STAGE		MOST COMBATIVE RIDER DORSAL VUELTA 2011	
1º	200	1º	3.000
TOTAL (200 x 18)	3.600	TOTAL	3.000

MOUNTAIN AWARDS

OVERALL CLIMBER STANDING		CIMA ALBERTO FERNÁNDEZ	
1º	13.000	1º	1.000
2º	6.600	2º	520
3º	3.500	TOTAL	1.520
TOTAL	23.100	(Sierra Nevada)	
HIGH-CLIMB FINISHED STAGE		FIRST CATEGORY CLIMBS	
1º	690	1º	345
2º	460	2º	230
TOTAL (1150 x 5 climbs)	5.750	TOTAL (575 x 9 climbs)	5.175
SECOND CATEGORY CLIMBS		THIRD CATEGORY CLIMBS	
1º	170	1º	85
2º	115	2º	55
TOTAL (285 x 13 climbs)	3.705	TOTAL (140 x 19 climbs)	2.660

INCOME DAILY LEADERS

Overall Standing (160 x 21)	3.360
Overall Points Standing (95 x 21)	1.995
Overall Climber Standing (95 x 21)	1.995
Overall Combined Standing (70 x 21)	1.470
TOTAL	8.820

SUMMARY AWARDS

Overall standing on time	298.300
Stage standing on time	606.060
Stage team standing	14.700
Overall team standing	37.300
Mountain passes	17.290
Overall climber standing	23.100
Intermediate sprints	7.790
Overall points standing	18.000
Overall combined standings	18.000
Income daily leaders	8.820
Cima Alberto Fernández	1.520
Most combative rider dorsal for stage	3.600
Most combative rider dorsal Vuelta 2011	3.000
TOTAL AWARDS	1.057.480

SPECIFIC REGULATIONS

Pursuant to article 1.2.075 of the UCI regulations, the contribution made by the organiser to the travel and subsistence expenses of the teams or riders sadly established by contract with Unipublic.

Article 14. ANTI-DOPING

The anti-doping regulations of the UCI and the applicable legislation of the kingdom in Spain are applied in their entirety. Daily anti-doping controls shall be performed using a specially equipped vehicle provided by the Organiser at the finish lines.

Article 15. OFFICIAL CEREMONIES.

1. Has required for the television broadcasting of the race, official acts shall take priority and be performed during the first five minutes after the finish.
2. Pursuant to 1.2.112 and 1.2.113 of UCI regulations, all riders concerned shall, in accordance with their placing, classifications and performances, participate in official ceremonies, e.g. the leaders of the general classifications and winners of the prizes described in article 12.
3. Similarly, the representatives of the winning teams of the stage from the previous day must present themselves at the podium for the award ceremony. Said representation shall be comprised of at least three riders and one technician.
4. The winner of the stage and the leader in the Overall Standing on Time shall present themselves daily to the video conference wagon or press room as appropriate.
5. In addition, at the end of La Vuelta, the winner of the final stage, the leaders of the four Overall Standing, the second and third placed riders in the Overall Standing on Time, and the winner of the Overall Team Standing (with all of the riders in the race plus the team manager) and the rider named the most combative shall present themselves at the podium for the award ceremony.
6. Carriers of the jerseys should be obligatory the leader's jersey for the classification from the time of signature control until the end of the press conference stage. However, for the podium ceremony can go with his team jersey.

Article 16. FINES

The scale of fines of the UCI shall be applied exclusively.

Article 17. ADDITIONAL PROVISIONS

1. Signature control.

The riders shall present themselves at the plays indicated in the Route Book 40 minutes prior to the start of the stage for to sign in. Signature controls shall be closes 5 minutes prior to the time established for the call to positions.

2. Diversion of vehicles.

With the exception of the vehicles of race management, commissaries, medical service and the team manager for the lead rider shall start at least one minute ahead of the riders, all other vehicles (including motorcycles) are required to take the detour established by the Organiser. Exceptionally on some stages where a detour is not possible, the vehicles sell travel in single file on the rights and

strictly follow the instructions of the Race Management and Circulation Regulators.

3. Communications media.

Interviewing of riders during the race is strictly prohibited. UCI race specifications regarding interviews of team managers, circulation during the race, photographer motorcycles, radio and television reporters, press motorcade, etc. and specifically that set forth under articles 2.2.038 through 2.2.075 of the UCI Cycling Regulation shall apply. The failure to obey the instructions and indications of the circulation regulators during the race can lead to immediate expulsion.

4. Tunnels and level crossings.

All tunnels along the routes shall be communicated by the Organiser to the president of the commissaries panel, which shall assure prior to the race that the lighting is sufficient and meets the conditions specified in the UCI regulations. It is strictly prohibited to cross a closed level crossing. The rules established under article 2.3.035 of the UCI regulations shall apply.

Article 18. FINAL PROVISION

In all matters not expressly set forth in these Regulations, the Cycling Regulations of the International Cycling Union shall apply.

TECHNICAL-SPORTS REGULATION HANDBOOK

1. INTRODUCTION

With the making of this safety guide we try to provide information and advise for all the people taking part in La Vuelta a España in order to comply with all the security, traffic and sport regulations necessary to reduce the difficult situations that may happen during the race.

We all must try to make things easier for those co-working with us as well as for the entire organisation of the event. We are all fully aware of several basic rules that have to be taken into account before starting any kind of road journey; these principles also apply to the race, especially when we are travelling outside the space fenced in by flags where the riders are moving. Please, try to prevent sanctions and fines by following the instructions.

1. Seat belt.

It is compulsory to wear the seat belt for everyone travelling front or back inside the cars.

2. Mobile phones.

It is strictly forbidden the use of mobile phones or any other communication device lest this can be done without the use of hands or earphones and if this system complies with the Highway Code.

3. Alcoholic drinks.

The alcoholic drinks are strictly forbidden before or while driving a car or motorbike. We strongly advise all the people taking part in this event not to drink alcohol during the race.

4. Speed.

It is compulsory to abide with the traffic regulations at this respect.

5. Helmet.

There is nothing more useful and necessary than a helmet when driving a two-wheeled vehicle, a motorbike or a bicycle. We also advise to wear it when it is necessary to stop at the shoulder of a road or even the road itself where the rest of vehicles are driving.

6. Riders and pedestrians.

It is very important always to watch the riders and pedestrians who are the "weakest" travellers in La Vuelta a España.

7. Precaution against fire.

According to the law 11/2005, July 22nd, because of it's approved urgent measures on subject of fires in forests, so it's forbidden in the whole national territory among other things:

- To light on fire in all kinds of opened spaces.
- In mountain areas, to smoke, throw away or leave any object in combustion or any material capable of causing a fire.

8. Solidarity.

The security in the roads and the right development of the race are the key points during this event and it is something we all must always bear in mind especially when we are driving.

It is our main goal to keep to a minimum the risky situations that may happen during the race, therefore we recommend the reading of this safety guide as well as keeping it with you all the time you are travelling with La Vuelta as a reminder of the rules we all must take into account.

National regulations take priority over the rules contented in this safety guide.

The final aim of this handbook is to make everyone's life easier and safer while travelling with La Vuelta a España, making, in that way, this race one of the most important sport events of the year.

2. RACE ORGANISERS AND OFFICIAL STAFF

UNIPUBLIC S.A. is the firm responsible for the management and right development of the race. That includes the following roles:

- The General Manager of the race.
- The Technical Managers.
- The Traffic Supervisors (motorbikes).

The officials responsible for ensuring the observation of the regulations and control of the race, co-working with the General Managers, are the Commissaire's Panel, that includes:

- The President of the Commissaire's Panel.
- The International Commissaires.

The Commissaire's Panel is supported by:

- The Finishing Judge and Assistants.
- The Motorbike Commissaires.
- The Time-keepers.

The race will at the time be escorted by the National Security Forces under the name "Unidad de Movilidad y Seguridad Vial" (Road Security Forces), from the Guardia Civil (Civil Guard Brigade) led by a chief of Police. In the same way, the National Police will also travel with the race everyday. Regional police brigades will escort the riders on every different region of the country.

3. START

3.1. Operations Prior to the Race

- Signposting.
- Parking.
- Traffic.
- P.P.O. (point de passage obligé / compulsory crossing point).

TECHNICAL-SPORTS REGULATION HANDBOOK

For the riders as much as the attendants, the proper conduct of the start of the race depends on the operations prior to the beginning of the race. On the starting area map included on the route book there is a P.P.O. (point de passage obligé) (compulsory crossing point) that all the vehicles travelling with the race must cross to reach the Starting Area.

In order to avoid car or motorbike drivers being caught unaware at the time of the start, it will be necessary for them and people travelling with them to be ready ten minutes before the pre-start time.

3.2. Accreditation

3.2.1. Personal Accreditation

All the people taking part in La Vuelta a España, some way or other, must always wear their respective accreditation. These badges can be collected at the Permanent Office. Before that, all the applicants must fill in an application form with the following information: name, surname, position, firm they are working for, identity card number of similar document. This information will be added to a data computer file, **Unipublic, S.A.** ownership. The subscriber consents on the use of the information by the organisers of the event. As regards the information submitted by the subscriber, this one holds the possibility of exercising the rights of access, correction, cancellation and opposition according to the law 15/1999, 13th December.

It is compulsory for the organisers of the race to identify all the people taking part in it. The accreditation badges are useful to identify the areas the different users can access. For the right development of the event, not all the accreditation badges allow the access to all the reserved areas.

Having an accreditation means the observance of the regulations contented in this guide as well as the rules the organisers could suggest.

3.2.2 Vehicles Accreditation

For a vehicle to take part in the race motorcade it must be previously accredited by the organisers of it.

In order to get the accreditation it will be necessary to fill in the application form to accredit the vehicle. It will be necessary to hand in a copy and the following original documents: up-to-date driving licence of the driver responsible for the vehicle, the technical specifications and the insurance of the vehicle. (The copies will remain with the organisers and the original documents will be given back to their owners).

The organisers will have the right to decide which vehicles can be accredited and which cannot.

A board in a specific colour corresponding to the organiser's colour code will be attached to the front and back of the vehicles permitted to drive on the race itinerary.

Those vehicle following the race (motorbikes and cars) must be equipped with a race radio so that they can permanently pick up the Race Radio and be constantly aware of the race situation. If they are not equipped with this system, that will mean the expulsion of the vehicle.

Only duly accredited vehicles with the corresponding attached board of access to the finishing line will be allowed to cross it. They will only be allowed to do so if they do cross the finishing line at least a necessary time before the first rider, otherwise they must take the compulsory detour. The rest of the vehicles and those who do not do it in time must take the compulsory detour.

It is necessary for all the drivers taking part in the race motorcade that the board affixed to their vehicle does not confer any privilege with regard to the Highway Code. No legitimate reason can be given by anyone (team assistants, the press, guests, organisers, etc) to explain driving at high speed or breaking the Highway Code.

As there are so many accredited vehicles, so many people on the roads and due to the road infrastructure, the drivers of the vehicle who do not have a specific function in the race are kindly requested to start their way 15 minutes before the pre-start time.

3.3. Recommended Parallel Route

To make the race itinerary, which is sometimes lined with very large numbers of spectators, safe, it may be useful to reserve this route only for essential vehicles. Whenever it is possible, it will be established a recommended parallel route (with more important and faster roads) that allows accredited persons to get from the starting zone to the finish area without having to cover the whole stage. This recommended parallel route will be included in the route book.

4. RACE / ROUTE

4.1 Drivers and Motor - cyclist

When choosing drivers and motor-cyclist, priority must be given to their experience of cycling. Recruiting former riders is a guarantee of safety when it comes to driving in the motorcade, and to anticipating the movements of the bunch.

Drivers and motor-cyclist shall be responsible for their vehicles and must immediately comply with orders and instructions given by the Commissaires and by the race and event administration. They must respect the instructions given by the traffic supervisors of the race and by the motorcycle escort.

Very important: It is forbidden to overtake the bunch or the breakaway riders without authorisation from the Commissaires or the race administration.

Drivers and motor-cyclists shall be particularly careful not to slip in between, overtake or slow down the line of vehicles in:

- The last kilometre in sprints, mountain passes and hill-climbs.
- The refreshments areas.
- Danger areas announced by the Race Radio.

TECHNICAL-SPORTS REGULATION HANDBOOK

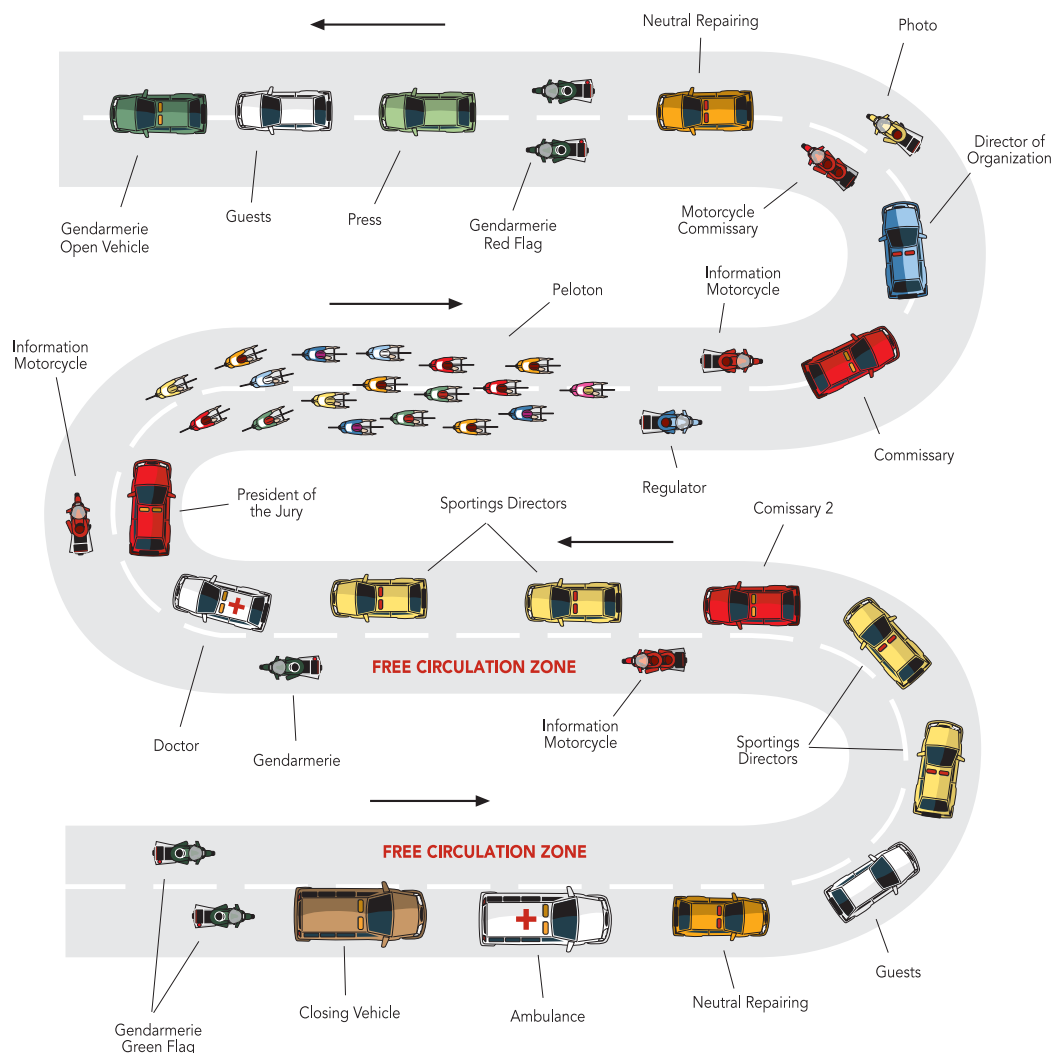
4.2. Race

Every stage starts with the pre-start time. During this pre-start time the peloton is led, at a quite slow speed and for a maximum of 10 kilometres, by an event manager's car carrying a Red Flag. This neutral route ends at a certain point known as kilometre 0. At this point and once the Red Flag has been put down, the riders can start to move freely. Sometimes the situation at this stage can become complicated if the riders decide to breakaway just as the race has started and the leading cars are very close. Therefore it is very important to pay close attention to the instructions given by the race organisers.

At the beginning of every stage, when crossing the Kilometre 0, the mileometres in every single vehicle (cars and motorbikes) must be moved down to zero, so that they can be aware of their situation inside and outside the race with regards to the Route book and therefore being able to understand the kilometre references given by the Race Radio.

4.2.1 The Race Motorcade

In the race motorcade, each person and each vehicle has a function and a well defined place, which is set out in detail below.



The race will be all the time preceded by an agent of the authority with a red flag, and ended by another one with a green flag, who will mark out for riders and the others users of the road, the start and the finish space taken for the competition.

Without prejudice of the previous, organisers of the race will incorporate a vehicle which precedes the race as well, the "lead race vehicle" of the marshals or the administration, serves as the reference point for the staff responsible for stationary security (marshals or volunteers) to proceed with effective

closure of the road to normal traffic. This vehicle will have a visible board with: "Atención: Prueba deportiva. STOP" (Sport event: STOP).

Between red and green flags, the others vehicles of marshals and organisation which signpost the race will carry yellow flags.

No non-accredited vehicles must then be able to enter the route, from the passage of this vehicle to that of the broom wagon behind the last rider.

TECHNICAL-SPORTS REGULATION HANDBOOK

At the head of the race, the press and organisation vehicles that drive between the chief marshal's car and the event manager's car drive in one line in the right.

Other official motor - Bikes in the race:

The motor-cycle-mounted Traffic Supervisor is a representative of the general management. He is clearly identifiable (clothing) and his role is concerned with the safety of the riders and the attendants and with the observance of the rules of driving in the motorcade. During the race, the traffic supervisor is in charge of managing the vehicles driving in the motorcade, in co-operation with the Commissaires and the race administration. He checks that all the motor-cyclist are wearing a cape and, in a specified place, a few kilometres before the finish, he signals to the press and radio motorbikes to move to the finish.

1. The information motor-cycle.

Describes the situation of the race (breakaways, mountain-passes, incidents, etc) this information is broadcast through the Race Radio.

2. The board motor-cycle.

Gives visual information to the riders about other riders in the breakaway, time, etc.; to do so, they will move in the left to show that information to the riders who are moving at the head of the race (the first twenty riders, more or less).

3. The neutral vehicles.

Carry spare material for the riders. The Commissaires set the position of these vehicles in the race. There are usually three neutral vehicles; two of them drive in front of the event manager's car (in order to help the riders in the breakaway) and another one travels behind the bunch for the disposal of the President Commissaire's panel. This president indicates the position of this car, usually behind the main bunch that does not have necessarily be the group where more riders are travelling but the most important group as regards the situation of the race. He is in charge of, along with the international commissaires and the motor-cycle-mounted commissaires, positioning the team vehicles regarding the circumstances of the race: left-behind riders, punctures, falls, refreshments areas, etc.

4.2.2 Code of Conduct for the Race Vehicles

The security and police motorbikes will be overtaken on the left-hand side of the road, as a general rule. The motor-cyclists driving in parallel will be an exception to this rule as they will be overtaken driving between them. Should any vehicle be overtaken outside the "yellow flags area", it will be done according to the Highway Code.

To overtake the bunch or any rider, the drivers must ask the permission of the race administration or any member of the Commissaires Panel and then allowing the riders to ride in their wake. Bends and curves are usually considered as the best road stretches to overtake the riders taking advantage of the side opposite the bend. Drivers will blow their horns several short times. In any case, it is strongly advised to avoid these kind of actions or even do not do them if drivers are not used to them.

When approaching special events (narrow village-crossing, sprints, refreshment, hill-climbs and mountain passes, kilometres point signposting and home stretches), the vehicles must always anticipate these by moving sufficiently far ahead. Motor-cyclists will drive along the middle of the road in these special places, as the main danger can be the people standing on the sides of the road as well as the signposting stands.

When approaching a refreshment area, drivers must also drive along the middle of the road as these are places when a lot of people are gathered to pick up the bags and cans the riders throw to the ditch. The team members in charge of handing the food and drinks to the riders are usually placed on the right-hand side of the road; under no circumstances should the vehicles drive behind them as they are waiting for the riders to arrive and they trust the drivers to move along the middle and the right-hand side of the road, one by one and at a quite slow speed. It is strongly advised to anticipate the refreshment areas by moving sufficiently far ahead so that it is possible to cross these places at a slower speed without creating a holdup.

When driving behind the bunch or a breakaway group, no one should obstruct the way to the team manager's vehicles who have the priority. Traffic must be supervised by one of the traffic supervisors whose instructions must be strictly observed. In any case, along the narrow stretches, especially when the Race Radio advises to drive in a single line, all these vehicles must place themselves behind the team manager's vehicles.

They must endeavour not to obstruct the progress of the race nor allow riders to ride in their wake. In exceptional cases, where the motor-cycle may be caught unaware, too close to the riders, it shall let the riders and the race organiser's vehicles overtake it.

Vehicles in the race must, whenever it is possible to ride on the right-hand side of the road in the direction of the race. If any of the vehicle has to stop, for any reason, they must do it on the right-hand side and as far away of the road as possible. The vehicles riding behind the bunch will move in parallel with the second line of team manager's vehicles. The left side of the road between the peloton and the second line of team manager's vehicles is reserved for the work of the directors.

If there is a fall, or intervention by the team managers, the vehicles driving on the left side must without fail let these cars pass under the best possible conditions. They must neither slow down and create a holdup, nor stop.

Any vehicle instructed by the event or race administration to move to a specific place in the race has absolute priority.

All the people travelling inside a vehicle, driver or guest, will always stay within the car, without improperly leaning out of the windows.

4.2.2.1 Time Trials

The vehicle will always keep behind the rider they are following. In the case that two or more riders are riding very close to each other but unable to leave the others behind, the vehicles shall keep behind the last rider until they get enough space between them.

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No vehicle is allowed to overtake the riders. Only the motor-cycles can do it, prior agreement from an official. This must be done when the road is wide enough. In this case no filming must be done while overtaking. During the race, filming is effected from behind.

The following vehicle of a rider who is about to be caught up shall, as soon as the distance between the two riders drops below 100 metres, drop behind the vehicle of the other rider.

The vehicle of a rider who catches up with another may not take up position between the riders until they are at least 50 metres apart. Should this gap subsequently be reduced, the vehicle shall drop back behind the second rider.

4.2.3. Broom Wagon

It is the last vehicle of the line just before the vehicle at the rear. This vehicle picks up the riders who abandon the race, taking their number and the transponder, informing the Race radio.

4.2.4. Vehicle at the Rear

Just as there is a head race vehicle, there will be too a organisation vehicle at the rear of the race, without prejudice of the agent of the authority who indicates the closure of the same one. This vehicle is clearly identifiable and with the board: "Fin de carrera. CONTINUE" ("End of race. MOVE ON"). This vehicle plays a very important role because it signals to the stationary marshals that the race is finished and that the road can be re-opened to normal traffic users.

4.3. Press - Radio - Television - Photographers

Each press organ is responsible for the driving skills of the driver or the motor-cyclist appointed by it. They must be experienced, familiar with cycle races and how to drive in them, know in particular the UCI regulations and the articles relating to the press specifications and to driving in the race.

Basic rules:

- It is forbidden to take photographs or filming the riders from a moving press car.
- No vehicle is allowed to overtake the riders along the last ten kilometres of the race.
- At the home stretch, no press vehicle, whatsoever, shall be permitted to accompany the riders during the last kilometre up to the finishing line if it is not done at least ten minutes before the first driver. Otherwise they will have to take the compulsory detour.
- Members of the Commissaires Panel, in agreement with the race organisers, are allowed to withdraw accreditation even during the stage.

4.3.1. Motorbikes

In the same way as for cars, there is an order of priority for motor-cycles driving in the race, which is:

Before the live broadcast:

1. ENG motor-cycles.
2. Photographer's motor-cycles.
3. Radio motor-cycles.

During the live broadcast:

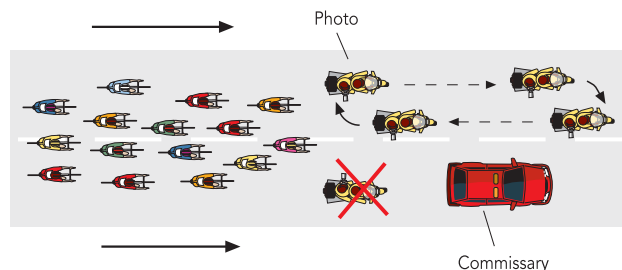
1. Live broadcasting motor-cycles.
2. Photographer's motor-cycles.
3. TV sound motor-cycles.
4. Radio motor-cycles.
5. ENG motor-cycles.

General rules:

- No press, radio, TV or photographer's motorbikes may drive without the media holder for who it has been accredited.
- Motor-cyclists shall take care not to hinder the riders or the official cars, nor help the riders in any occasion.
- All the motor-cyclist come under the authority of the traffic supervisor or the race organisers or the Commissaires Panel, who have every power to intervene during the race.
- Behind the bunch or any group of riders, the motor-cyclists must not hinder the team manager's cars and must drive on the left. On the narrow stretches or near the finishing stretch, they must place themselves behind the first line of team manager's cars.
- To the rear of the race, motor-cyclist shall drive in single-file behind the last team manager's car.
- The bunch can not be overtaken during the last kilometres of the race.
- When several motor-cycles are behind the same rider, only one TV motorcycle and one photographer's motor-cycle are authorised to work. The other motor-cycles will drop behind the official car and team manager's cars.

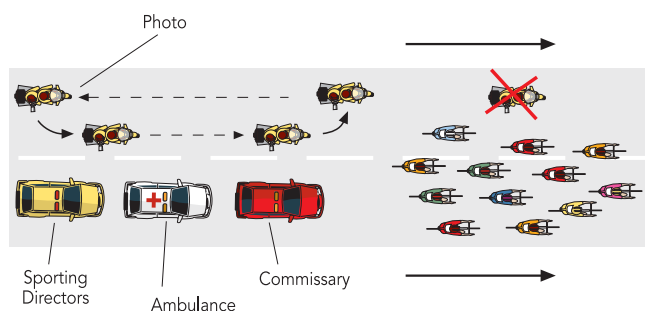
MOTOR-CYCLE-MOUNTED PHOTOGRAPHERS:

- A pool motor-cycle can be designated. It will be the only one authorised to move to the front of the race when required by the race administration and the Commissaires Panel, depending on how the race is going.
- At the head of the race, motor-cycles must always drive in front of the commissaire's car.
- To take photos, they shall, in turn, prior permission, move slowly up to the front of the race; the photographer takes his photo and the motor-cyclist shall immediately move back to his place in front of the commissaire's car.

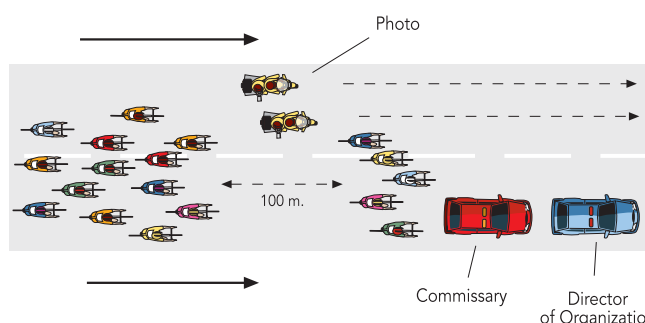


- No motor-cycle may remain between the head of the field and the leading commissaire's car. In exceptional cases, where the motor-cycle may be caught unaware, too close to the riders, it shall let the riders overtake it. It shall not return to its position until authorised so to do by the Race Manager.
- In mountains and hill-climbs, photographers, in principle, shall be stationary when taking their photos.
- To the rear of the race, motor-cyclist shall drive in single-file on the left side behind the race Manager's car and shall make their way for vehicles that have to attend the bunch.

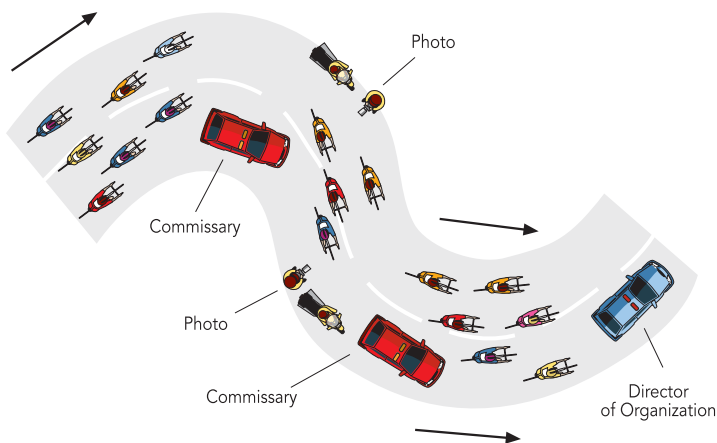
TECHNICAL-SPORTS REGULATION HANDBOOK



- During the race, all the photographers who are placed behind the bunch ahead, must overtake it as soon as the distance drops below 100 metres.



- In mountains and hill-climbs, motor-cyclist shall take care not to hinder the riders or the official cars and. In principle, photographers shall be stationary when taking their photos.

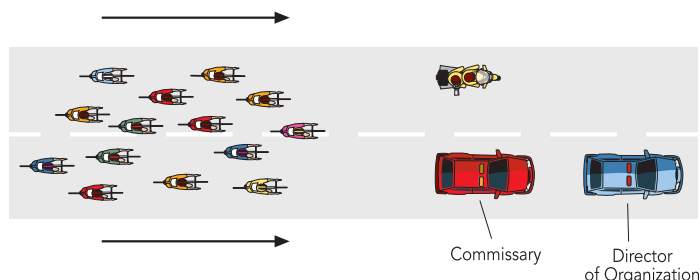


MOTOR-CYCLE RADIO AND TV REPORTERS:

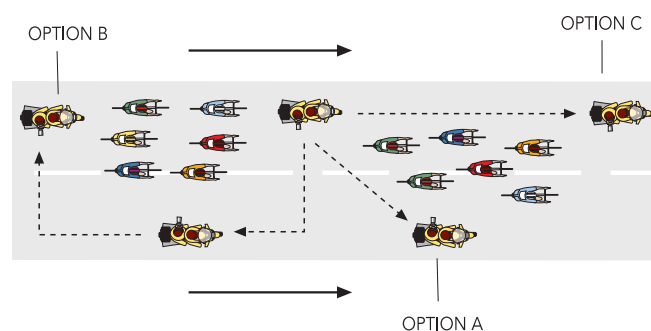
- They must drive in front of the photographers.
- They may only keep level with the riders when they are broadcasting live.
- In principle, they may not overtake the riders:
 - in the last kilometres of intermediate sprints,
 - in the last kilometres of mountain passes and hill climbs.
 - in the refreshments zones.
- They must not take up position between the commissaire's car and the riders.
- It shall be forbidden to interview the riders as they race.
- Team managers may be interviewed except during the last 20 kilometres.

TV MOTOR-CYCLES:

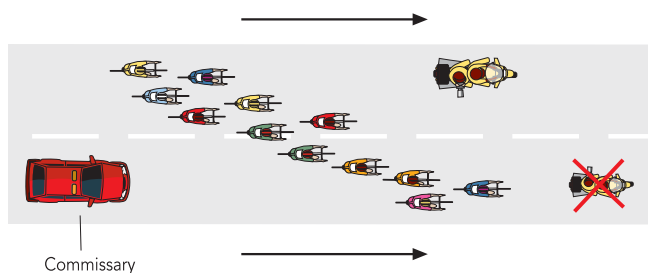
- They must not hinder or favor the riders way; they shall film in profile or rear view.
- They are not allowed to slip between two groups of riders if there is not enough distance.
- In the mountains and hill climbs, filming shall be effected from behind.
- Motor-cycles shall never remain near riders unless filming.
- Grouped bunch:**
When the bunch rides at a moderate speed, there may be one TV motor-cycle in action at one time.



- Bunch riding at high speed:**
There may not be any TV motor-cycle driving in front of a group riding at high speed. They shall film beside the first rider (3/4 rear view) or to the fore of the bunch.
- Catching up of a group:**
When the distance between two groups is less than 50 metres, the TV motor-cycle behind the first group has three possibilities:
 - Slip beside the first group.
 - Wait for the second group and place behind it.
 - Move up in front of the two groups.

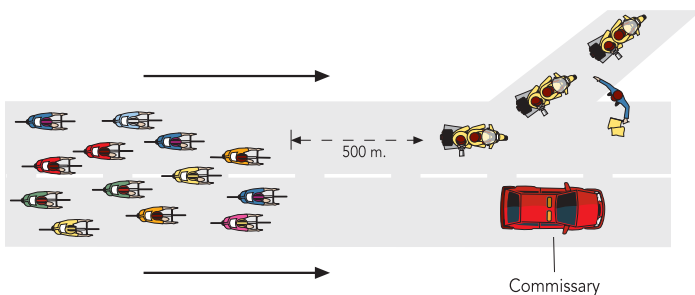


- Riders fanning out: the TV motor-cycle will film beside the bunch.



TECHNICAL-SPORTS REGULATION HANDBOOK

- Only one motor-cycle is permitted at the same point of the race. When the breakaway riders are caught up by those following or by the bunch, one of the two motor-cycles following one of the groups must disappear.
- The motor-cycle driving level with the bunch must not permanently remain on the inside of the bunch.
- Only the motor-cycles involved in live broadcasting shall be permitted to drive just behind the bunch. The other TV motor-cycles must drive in single line, on a level with the last team manager's car.
- Cameramen shall film in profile or rear view. They may not film as they overtake the bunch unless the road is wide enough.
- In the mountains and hill climbs, filming shall be effected from behind.



- Filming or broadcasting for the last 500 metres is not allowed. However, if there is a small group of breakaway riders who are getting ready for the final sprint, one TV motor-cycle will be allowed to film from behind this small group.
- At the final sprint, the TV motor-cycles will necessarily take the detour provided by the organisers. If the detour is very far away from the finishing line, they will not be authorised to film or broadcast for the last 500 metres and they will head as soon as possible to the finishing line.

5. FINISH

5.1. Access to the Finishing Stretch

Access to the finishing line is the organiser's responsibility in co-operation with the marshals who will ensure that only duly accredited people are allowed on the final stretch of the road.

The motor-cycle-mounted photographers arrive with the race and, once they have crossed the finishing line, they will have to get off their motor-cycles 50 metres ahead so as not to hinder the riders on the finishing area and then walk back to the reserved area placed 15 metres from the finishing line, following the race organiser's instructions who is in full control of this area.

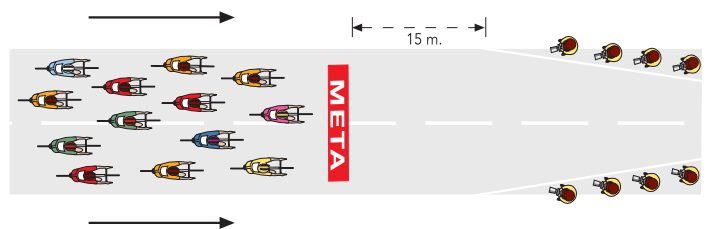
General rules:

- The race organiser's vehicle that precedes the race speeds up in the last 1.500 metres, in such a way as to cross the finishing line as well as the photographers' area at least 10 seconds before the first rider.
- The organiser arranges a reserved area for the photographers and delegates a representative who is responsible for making sure that orders are followed.

5.2. Photographers Positioned on the Finishing Stretch

The duly accredited photographers wearing a capes are positioned behind the two white lines drawn on the road 15 metres away from the finishing line.

There must be a distance of at least 15 metres between the finishing line and the first photographers.



6. SPECIAL SITUATIONS

The general management of the race and the Commissaires Panel will provide the necessary information for some special stages.

INFORMATION FILE ON WORKPLACE SAFETY RISK

GENERAL INSTRUCTIONS

Workers must protect their own safety and health, and that of other persons who might be affected by their professional activity. Specifically, workers must:

- Correctly use machinery, devices, tools, hazardous substances, transport equipment and, in general, any other resources used in their work; they must use the individual protection gear placed at their disposal correctly and according to instructions.
- Not take safety equipment out of operation, and correctly use facilities, machinery, devices, tools, etc.
- Immediately report to a superior, the contact person for the Organisation of Vuelta a España (hereinafter "the Vuelta") and, in the event, the Health and Safety Department (Departamento de Prevención y Salud), in regard to situations which, in their view, might reasonably involve a risk for workers' health and safety.
- Contribute to compliance with the obligations established by the Competent Authority in order to protect workers' health and safety at the work-place.
- Cooperate with the entrepreneur and workers charged with specific tasks in prevention in order to guarantee safe working conditions.
- Maintain the work area and its surroundings clean and tidy.
- Not consume alcoholic beverages at work.
- Not smoke nor light fires in areas where there is a risk of fire spreading, and in areas where it is expressly forbidden to do so.
- When moving from one place to another, use only roads and/or places designated for such purposes, and refrain from entering areas where access is restricted or which could pose a risk. If it is necessary to move around other areas, permission must be requested.

RISK AND ANOMALIES IDENTIFIED, SOURCE AND CAUSE

RISK AND/OR ANOMALY	COURCE AND/OR CAUSE
FALLS AT GROUND LEVEL	In moving around the various areas of the Vuelta, it is possible to trip over irregular grounds, crubs, cables, advertising items, billboards, etc., and/or to slip in wet areas.
KNOCKS AND BUMPS BY OBJECTS AND/OR TOOLS	In moving around areas of the Vuelta, it is possible to knock into billboards, advertising arches and other advertising elements.
FALLS AT DIFFERENT LEVELS	Some works will be performed from a mobile platform, from the rig of a truck storing various materials, placing advertising arches or banners, and therefore at a height.
ACCIDENTS INVOLVING VEHICLES	Involving vehicles in circulation around the Meeting point, Start, Race Route, Finish and Stage.
EXPOSURE TO EXTREME TEMPERATURES	Since works is in the open air and workers are therefore subject to possible inclement weather conditions.

PREVENTIVE MEASURE TO BE IMPLEMENTED BY WORKERS

- Move from one place to another in a calm manner, without running, looking where you are going and without reading documents, newspapers, magazines, etc.
- Move only in the areas expressly designated for that purpose, never leave the marked routes.
- Be especially vigilant in areas such as the Meeting Point, Starting Line, Race Route, Finishing Line and Stage, Spectacle, since there are a number of advertising items such as billboards, tents, advertising arches, banners and many vehicles driving around these areas.
- Whenever possible, remain in the shade to avoid possible sunstroke. Drink water regularly and in small amounts, preferably before you actually feel thirsty.
- Pedestrians, when walking around race areas, must do so in the areas specifically designated for that purpose and on the road the must always remain on the sidewalks, preferably on the left-hand side so as to be able to see oncoming traffic.
- Whenever possible, avoid using vehicles inside areas such as the Meeting Point, Starting Line, Race Route, Finishing Line and Stage, Spectacle, and in any case you must always be duly identified and authorised by the Vuelta's Organisations.

INFORMATION FILE ON WORKPLACE SAFETY RISK

If you must drive along a road, the vehicle must be duly identified and authorised, supplied with Vuelta radio and subject at all times to the regulations imposed by the Organisation of the Vuelta for road traffic.

- Movement in vehicles in areas such as the Meeting Point, Starting Line prior to race start, Finishing Line prior to race end before the arrival of the race and Stage will be at slow speeds, the maximum being 20 km/h.
- All vehicles must be parked allowing a safety margin for emergency vehicle access.
- When you arrive at an area, locate the fire extinction devices.
- Always follow the instructions issued by members of the Organisation of the Vuelta.

INDIVIDUAL PROTECTION GEAR (IPG)*

All Individual Protection Gear (IPG) must be homologated, and the company employing the worker must make the necessary individual equipment available for each worker who needs it to perform their scheduled tasks; gear will include items such as helmets, gloves, boots, safety belts, water devices, etc.

WHAT TO DO IN CASE OF EMERGENCY

1. How to avoid fires?

- Obey no-smoking signs.
- In areas where smoking is allowed, use ashtrays and do not throw lighted cigarette butts or cigarettes that are not fully extinguished onto the ground or into litter bins.
- Do not allow intense heat sources to come close to combustible materials.
- Inspect your place of work and disconnect all devices at the end of each day.
- Do not overload electrical sockets by plugging in too many appliances or using several adaptors or multi-socket blocks.
- Disconnect electrical appliances not in use.
- At the end of the day, always switch off electrical appliances and devices.

2. If you discover a fire

- Keep calm. Do not shout
- Inform the emergency services on 112.
- Give them the following information:
 - Exact location of the fire.
 - State of the fire (start, advanced, etc.).
- If you have been trained to use a fire extinguisher and there is one close at hand, try to put out the fire, after you have informed the emergency services and always with help.
- Await instructions.

3. In an evacuation situation

- Remain calm and orderly.
- Obey the instructions of the safety teams and personnel.
- Leave the Building Zone and/or Area quickly and in an orderly fashion using the route indicated.
- Do not run and do not shout.
- Do not go back and keep going until you reach the designated Meeting Point.
- Do not stop to pick up objects or personal belongings.
- Under no circumstances must you try to return to your workplaces to collect something.
- If there is someone who is handicapped or in some way disabled, a person must be designated to help them at all times.
- Do not use elevators.
- Once outside, do not stay near the door, continue until you reach the Meeting Point.
- Do not return to the Building Zone and/or Area affected until expressly authorised.

4. In the event of general evacuation alarm

- Prepare to evacuate the zone and/or building when told to by the security forces and fire services.
- Keep calm and follow the instructions given.
- Follow the instructions given by the members of the security forces and fire services.
- Evacuate the Building Zone and/or Area quickly, but do not run.
- Do not take large objects with you.
- During evacuation, do not go back to collect personal belongings or find other people.
- Do not use elevators.
- When you leave the building and/or area, go to the outside Meeting Point.

5. If you see a suspicious package

- Keep calm.
- Do not shout.
- Do not touch it.
- Do not move it.
- Do not run away madly.
- Immediately informs the person in charge from the Organisation of the Vuelta, who will contact the designated official from the security forces.
- When contacting the Organisations, you must:
 - Identify yourself.
 - Report the exact locations of the package.

Emergency Telephone Numbers

**EMERGENCY
TELEPHONE**

112

www.112.es

**National Institute
for TOXICOLOGY**
(Instituto Nacional de Toxicología)

91 562 04 20

www.mju.es/toxicologia