



**SPECIFIC REGULATIONS
2021**

UPDATED ON JULY 2021

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1. DEFINITION

a. Organizing Committee

Organization CEO:	Nicolas HALE-WOODS
Organization GM:	Joris VAUTIER
Race Director:	Benjamin CALMEL
Project Manager:	Laurent BESSE
Logistic Coordinator:	Yann DAUBY
Safety Coordinator:	Claude-Alain GAILLAND
Chief Medical:	Marc KOENIG
Time keeping responsible:	MSO _ Jeremy MULLER

b. CALENDAR

24-25 June 2022 (TBC)	EBWT FLAUCHAU AUSTRIA
30-31 July 2021	EBWT TIGNES/VAL D'ISERE
11-13 August 2021	EBWT/E-TMB VERBIER

c. TYPE OF EVENT

The EBWT is a series of E-Bike stage races on trails and mountain roads. Competitors will race individually in FLACHAU and TIGNES/VAL D'ISERE and be divided into teams of 2 pilots in VERBIER. Classification will be done based on overall time, individually for Flachau, Tignes/Val d'Isere and overall EBWT ranking and by team for E-TMB.

d. POINT SYSTEM

RANK	POINTS		
	FLACHAU	TIGNE/VAL D'ISERE	VERBIER
1	10000	10000	15000
2	8800	8800	13200
3	7920	7920	11880
4	7200	7200	10800
5	6560	6560	9840
6	6000	6000	9000
7	5520	5520	8280
8	5120	5120	7680
9	4760	4760	7140
10	4420	4420	6630
11	4100	4100	6150
12	3800	3800	5700
13	3520	3520	5280
14	3260	3260	4890
15	3020	3020	4530
16	2800	2800	4200

17	2600	2600	3900
18	2420	2420	3630
19	2260	2260	3390
20	2120	2120	3180
21	2000	2000	3000
22	1900	1900	2850
23	1820	1820	2730
24	1760	1760	2640
25	1720	1720	2580
26	1680	1680	2520
27	1640	1640	2460
28	1600	1600	2400
29	1560	1560	2340
30	1530	1530	2295
31	1495	1495	2245
32	1465	1465	2200
33	1430	1430	2145
34	1400	1400	2100
35	1370	1370	2055
36	1340	1340	2010
37	1310	1310	1965
38	1280	1280	1920
39	1250	1250	1875
40	1220	1220	1830
41	1190	1190	1785
42	1160	1160	1740
43	1130	1130	1695
44	1100	1100	1650
45	1070	1070	1605
46	1040	1040	1560
47	1010	1010	1515
48	980	980	1470
49	950	950	1425

2. TERMINOLOGY

Bulletin:

Official document with information which is an integral part of the specific regulations and is intended to modify, clarify or complete it.

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 will be given by the organizer who will detail all necessary informations 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 is not able to finish the stage within this time, they can be stopped by the organizers at any road-crossing. In this case, they will receive the MTA for the stage and might start the following stage last.

PC Course:

Race Control: The operational coordination center. The PC Course will be operational from the start and until the last competitors arrives.

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 that case, a regrouping will be organized, and a new start will be given, conditions permitting.

Route:

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

Stage:

Each part of the event that is separated from the next by a refueling point is called a stage. Each event will be multi-stage.

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. The sum of this timed sections will determine the race classification

3. REGISTRATION & LEGISLATION

Mountain Sports Organisation is organizing the 3 stops of the EBWT, a series of international events held in Flachau Austria, Tignes/Val d'Isere France and Verbier Switzerland.

The race course might also cross over neighbor countries and will accept competitors of all nationalities by invitation only.

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

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

4. REGULATIONS & AMENDMENTS

a. General

The ETMB is conducted in line with these Specific Regulations and no other documentations.

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 competitor 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 not authorized by the present regulations is strictly forbidden.

5. RACE FORMAT

The EBWT races are e-bike stage races, held on trails and mountain roads and might cross villages and asphalt roads.

Flachau and Tignes/Val d'Isère are individual races. This means that each rider will receive a plate number and be timed for her/his individual performance and acquire points that will be valid for the EBWT individual overall ranking.

Verbier (E-Tour du Mont Blanc) is a team race.

Competitors will race in teams of 2 and must remain united - within sight - from start to finish of each stage, mainly for safety reasons as we consider the teammate as the first person in contact for first-aid in case of accident / injury.

A Team cannot be split. If a rider is not able to continue / finish the stage, the entire team has to withdraw.

Classification of each stage will be done by the real time spent to cover the route.

Overall classification will be the sum of all stages and eventual penalties.

Overall winners will be the fastest to cover the complete route without any infringement.

6. RIDERS

a. Eligibility Requirements

The Organizer have decided to open the EBWT via invitation only, based on their own selection criteria.

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

All competitors must 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 tracks.

The riders entering the EBWT are in full knowledge 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 platform, pay the corresponding fee and accept the current regulations.

c. Categories

The overall classification will be divided in 2 categories:

- Women: open all ages above 18 yo
- Men: open all ages above 18 yo

The same categories remain for Verbier (E-TMB), but Men and Women will race in teams of two riders.

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

7. ELIGIBLE E-BIKES

The following criteria must be respected in order to start (norm EN15194):

- Electric assistance only to pedals (pedelec)
- No limitation on wheel type but they must remain the same type during the whole race
- Engines, frames and suspensions can receive unlimited maintenance but their exchange will result in time penalties.

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 2021 editions:

- EBWT Flachau: 2800wh per rider per day maximum capacity allowed.
- EBWT Tignes/Val d'Isere : 2800wh per rider per day maximum capacity allowed.
- EBWT Verbier/E-TMB: 2800wh per rider per day maximum capacity allowed

The Organizer will organize 1 refueling point per day, where competitors will have access to their spare batteries that they will exchange with used batteries. This point will be communicated in the final route in order to allow teams to adapt their strategy and their timing in function with the location of the refueling point.

Refueling time for changing batteries at mid-stage is limited to 30', after that chronometer will restart automatically.

b. Other information

The exchange of batteries is permitted inside 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 if they have decided to withdraw from the race.

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

Batteries will be marked with paint.

9. IDENTIFICATION

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

The name of the rider and their blood type must be written on their helmet in case of emergency.

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

10. NUMBER PLATES & ADVERTISING

a. General

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

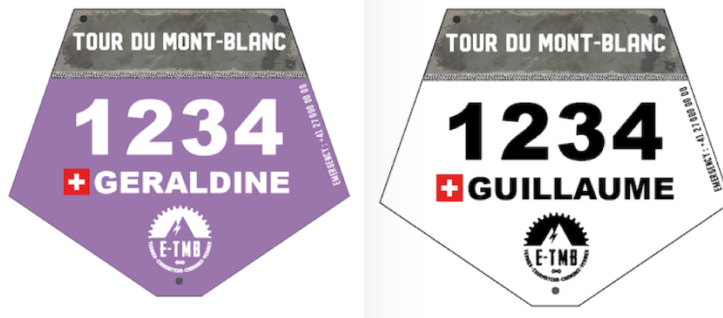
b. Number plates

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

A different colored background will help to identify categories, men and women.

- Men: black numbers on white background
- Women: white numbers on violet background

Example for illustration only:



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 together on the same line at the same moment.

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

A dedicated starting order might be confirmed for some stages.

It might be the Women's category starting first, followed by Men based on the previous stage ranking.

Starting ahead of time will be penalized by disqualification.

12. OFFICIAL ITINERARY / GPS

a. General / GPS

The official route of the EBWT will be described and published 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, and will be prepared and shared as follow:

- By a GPS file
- By marks on the ground when possible
- By tapes / flags where possible

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

Brand, model and kind of GPS is unlimited, but it is mandatory for all riders to have at least 1 GPS per person. No limitation on this point, watches, smartphone, portable devices, Competitors must make sure they have sufficient power to cover the whole race days 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.

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

b. Podium Start Stage

Before the official Start, a team presentation will take place for media and public.

c. Opening / Closing of the track

An opening team will ride the entire route prior the Event, to ensure that 100% is feasible on the race days and check if indications are in place where necessary.

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

d. Inspection

As the details of the itinerary won't be shared before the scrutineering, 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 those 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 riders must be helped by their team-mate and wait for the arrival of the safety crew. If necessary, the team-mate can create a safe area around the injured rider and inform the followers 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 in order to evaluate the situation and take the necessary actions for intervention.

Riders must carry their prescriptions / first-aid medication.

b. Assistance to other 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 for a time back due to assistance to another, asking the Race Director directly.

The race director will be able to ask for a GPS download in order to check how much time the team stopped to assist.

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 wait for team's assistance.

14. RIDERS CODE

a. Rider's code

All riders must behave with respect both on the route and with regards to:

- All people crossed during the Event (Authorities, Tourists, Trekkers, Families, ...)
- Other riders (let them pass if fastest, ...)
- The nature (no shortcuts, no littering...)
- The organizer

Any incorrect, unsporting action or behavior will be judged by the race director who may impose a penalty up to disqualification.

b. Radios and transmissions

No limitation on 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 during all times while on course.

d. On board camera

Riders can have their own cameras 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

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

Damaged batteries can be exchanged only at the refueling point, only after the damaged batteries have been given to organization team, new batteries will be marked.

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

Going back to the refueling point after leaving it is strictly forbidden.

b. Penalties for forbidden service

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

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 the classifications will be based on real time spent to cover the stages.

Start time will be the official timing. Any delay to the start from the riders will count on the race time.

Only 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, the reason for this delay doesn't matter as long as it is not the organizer's responsibility.

c. Maximum time allowed (MTA)

In case a team cannot finish a stage for any reason but is able to restart the day after, they will take the MTA for the unfinished stage.

The MTA will be calculated on the slowest real time of the stage plus 1 hour.

18. SELECTIVE SECTIONS / REGROUPINGS

a. General

During a selective section, 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 particular case, riders will be informed by phone or at the next check point.

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 EBWT uses trails that are open to hikers. The safety of hikers and fair play must be observed by all riders at all times.

d. Time deductions

A time deduction can be requested by a team who stopped for an accident.

The request must be directly transmitted to the race director who will decide to go further into detail before awarding the time deduction.

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

19. ADMINISTRATIVE CHECKS / SCRUTINEERINGS

a. General

All riders have to appear at the administrative checks, with a valid ID card / passport to receive the equipment's (tracking system, GPS file, race numbers, stickers, ...).

Their team manager can assist them.

During Administrative checks, batteries will be marked and a technical scrutineering might take place to control the bikes and safety mandatory equipment's.

20. PROTEST

All protests to organization committee must be made in accordance with these rules and must be made in writing and given to the race director, accompanied by the sum of 500CHF, 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 and the company named MSO CHRONO are responsible for the timekeeping.

Race time will be expressed in hours, minutes, and seconds.

Penalties will be expressed in hours, minutes, and seconds.

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

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 at 7pm the day of the arrival.

22. PRIZE MONEY

- **FLACHAU**

1st Men	3.000 \$ + a trophy
2nd Men	1.500 \$ + a trophy
3rd Men	500 \$ + a trophy
1st Women	3.000 \$ + a trophy
2nd Women	1.500 \$ + a trophy
3rd Women	500 \$ + a trophy

Only finishers could pretend to the prize money.

- **TIGNES/VAL D'ISERE**

1st Men	3.000 \$ + a trophy
2nd Men	1.500 \$ + a trophy
3rd Men	500 \$ + a trophy
1st Women	3.000 \$ + a trophy
2nd Women	1.500 \$ + a trophy
3rd Women	500 \$ + a trophy

Only finishers could pretend to the 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 could pretend to the prize money.

According to each country 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
- First Aid kit*
- Batteries compartment key

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*
- Batteries compartment key

FIRST AID KIT must be composed of:

- 1 antiseptic (Dakin or Biseptine)
- Paracetamol or Paracetamol codeine or Tramadol
- Pills of Cortisone (Cortancyl or Solupred)
- 1 bandage
- medical tape

c. Clothes & Helmets

The wearing of homologated helmet is mandatory throughout the event, including 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	Disqualification
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	15' 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