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SPECIFIC REGULATIONS

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

- Organiser: Unipublic, S.A.U.
- Licence R.F.E.C.: M-1
- Address: C/ Isla de El Hierro 7.
28703 SAN SEBASTIÁN DE LOS REYES (SPAIN)
- Telephone: +34 912 301 431
- Edition and name of the event:
76th LA VUELTA A ESPAÑA.
- UCI Category: UCI WORLD TOUR (Class 2. UWT) International Calendar.
- Dates: 14th of August to 5th of September 2021
- E-mail: sfernandez@unipublic.es

DATES AND ITINERARY

STAGE	DATE	DAY	ROUTE	KILOMETERS
1	14 th of August	Saturday	Burgos. Catedral VIII Centenario 2021 – Catedral - Individual Time Trial -	7.1
2	15 th of August	Sunday	Caleruega. VIII Centenario de Santo Domingo de Guzmán – Burgos. Gamonal	166.7
3	16 th of August	Monday	Santo Domingo de Silos – Espinosa de los Monteros. Picón Blanco	202.8
4	17 th of August	Tuesday	El Burgo de Osma – Molina de Aragón	163.9
5	18 th of August	Wednesday	Tarancón – Albacete	184.4
6	19 th of August	Thursday	Requena – Alto de la Montaña de Cullera	158.3
7	20 th of August	Friday	Gandia – Balcón de Alicante	152
8	21 st of August	Saturday	Santa Pola – La Manga del Mar Menor	173.7
9	22 nd of August	Sunday	Puerto Lumbreras – Alto de Velefique	188
	23 rd of August	Monday	Rest Day	
10	24 th of August	Tuesday	Roquetas de Mar – Rincón de la Victoria	189
11	25 th of August	Wednesday	Antequera – Valdepeñas de Jaén	133.6
12	26 th of August	Thursday	Jaén – Córdoba	175
13	27 th of August	Friday	Belmez – Villanueva de la Serena	203.7
14	28 th of August	Saturday	Don Benito - Pico Villuercas	165.7
15	29 th of August	Sunday	Navalmoral de la Mata – El Barraco	197.5
	30 th of August	Monday	Rest Day	
16	31 st of August	Tuesday	Laredo – Santa Cruz de Bezana	180
17	1 st of September	Wednesday	Unquera – Lagos de Covadonga	185.8
18	2 nd of September	Thursday	Salas – Altu d'El Gamoniteiru	162.6
19	3 rd of September	Friday	Tapia – Monforte de Lemos	191.2
20	4 th of September	Saturday	Sanxenxo – Mos. Castro de Herville	202.2
21	5 th of September	Sunday	Padrón – Santiago de Compostela - Individual Time Trial -	33.8
APPROX. TOTAL				3,417

RIDERS & TEAMS

- Riders per team **8**
- Technical personnel per team **(in accordance with UCI WT financial obligations)**
- Categoría de equipos:
UCI WorldTeams **19**
UCI ProTeams **4**
- Team cars **2**

CLASSIFICATIONS & JERSEYS

- General Individual Time Classification **Red Jersey**
- General Individual Points Classification **Green Jersey**
- General Individual King of the Mountain Classification **Blue Polka dot Jersey**
- General Individual Best Young rider Classification **White Jersey**
- General Team Classification

Table of Penalties:

UCI Cycling Regulations

DATE AND PLACE FOR REGISTRATION

- Fórum Evolución Burgos - Palacio de Congresos y Auditorio Paseo Sierra Atapuerca 09002 -Burgos (ESPAÑA)
- Date: 12th of August – from 10am to 2pm

DATE AND PLACE FOR OFFICIAL MEETINGS

- Fórum Evolución Burgos - Palacio de Congresos y Auditorio Paseo Sierra Atapuerca 09002 -Burgos (ESPAÑA)
- Commissaries Panel: 13th of August at 10am
- Board of Directors, Sport Directors and Commissaries Panel: 13th of August - 11am

Radio-Tour Frequency: 163.475 MHz

Article 1. ORGANISER

The race is organised by Unipublic S.A.U. and run under the sports authority and regulations of the International Cycling Union (UCI). These specific regulations govern specific aspects of the 76th 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 under 23s, and forms part of the UCI World Tour World Calendar, Elite Men's Category, Class 2. UWT.
2. Pursuant to Part II of the UCI Regulations, the point scales shall be those specified in article 2.10.008 for world classifications of UCI Elite Men and under 23s.
3. In the event of an accident or exceptional unforeseen incident that could impair the development of the race in general or of any stage in particular, article 2.2.029 of the UCI Regulations shall apply, as well as 2.2.029bis for the protocol regarding extreme meteorological conditions and the safety of the riders during the race (Annex B, UCI Regulations).

Article 3. PARTICIPATION

1. Pursuant to article 2.1.005 of the UCI Regulations, the race is open to the participation, by invitation from the Organiser, of UCI WorldTeams and UCI ProTeams.
2. Pursuant to article 2.2.003 of the UCI Regulations, the number of team members is limited to 8 riders. A team will not be allowed to take part of the race with less than 5 riders in accordance with the art 2.2.003bis.
3. By registering for the race or obtaining a race accreditation, 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. Likewise, they declare that they know the "Safety and Technical-Sporting Regulations Manual" delivered during the Directors Meeting and the current COVID 19 sanitary protocol which includes a risk prevention plan related to the pandemic.
4. Pursuant to article 2.2.2010 of the UCI Regulations, all of the Team Members, especially, without exception, the Riders and the Team Managers, shall stay in the hotels designated by the Organiser starting with the night of the dinner on Wednesday, the 11th of August.
5. **Drop-outs.**
A rider dropping out of the race during a stage shall immediately remove his bib number and transponder and hand them in to a Commissary or to the driver of the broom wagon. Said bib number and transponder shall be turned over to the finish-line Judge at the end for the stage.
A rider dropping out of the race, for whatever reason, may not compete in any other cycling events for the remaining duration

of the race that he abandoned. Pursuant to article 2.6.026 of the UCI Cycling Regulations, the UCI may, in consultation with the Event Directors and the President of the Commissaries Panel, however, jointly grant exceptions at the request of a rider and with the agreement of his Team Manager.

6. Failure to register and exclusions.

- a. Pursuant to article 2.2.010bis of the UCI Cycling Regulations, without prejudice to sanctions and disciplinary fines outlined in the rules, the Event Director can reject the participation in La Vuelta a España – or exclude from it - any team/s or members of a team whose presence may seriously damage the image or reputation of cycling, of the organiser or of the event itself, particularly with regards to the violation of anti-doping rules. Exclusion during the course of the race is decided jointly by President of the Commissaries Panel and the Organiser.
- b. This shall also apply to the teams and team members that violate the general principles of the race, with regards to both the general conditions of the present agreement and to internal regulations, such as (but not limited to):
 - i. Violations of Spanish law
 - ii. Indecent presentation or improper behaviour
 - iii. Acts of vandalism committed within the race or outside of it
 - iv. Actions that go against the fair play and good faith of the parties
- c. Rejection or Exclusion is determined by the Race Director or by the UCI. If the member(s) or team(s) in question do(es) not agree to leave the event, the Race Director or the UCI shall refer the case to the Court of Arbitration for Sport before a single judge and in accelerated proceedings.
- d. Participation in La Vuelta a España implies, for all team members and for all accreditation holders, 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 public communication for the race, to reproduce and represent, without any financial consideration, their names, voice, images, 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 La 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 use the names, voices, images, 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 party 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 La 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 the event must possess a license issued by the National Federation pertaining to 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 that 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 bib 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, the Panel members and the support/TV Commissary, all of whom are 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. Rider identification:

- a. Pursuant to article 1.3.073 of UCI Regulations, the Organiser shall provide the riders with two bib numbers, one frame number for the bicycle and one personal transponder, for identification purposes. If any of these elements are lost, the rider can request a replacement at the sign-in control on the following day. The rider and/or his bicycle may be equipped with a GPS so they may be located during the race.
- b. Riders shall ensure that their ID numbers (bibs and bicycle frame numbers) provided by the Organiser are clearly visible and legible at all times. The number shall be appropriately placed and cannot be folded, cut or transformed, respecting the advertising contained thereon.

- c. Except in the case of a time trial, 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. The 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 Organiser's technicians. In the event of the loss of the transponder during a stage, the rider or Team Manager shall notify a member of the Commissaries Panel.
- e. The Table of Penalties set forth in article 2.12.007 (point 3.5) of UCI Regulations, regarding rider identification, timekeeping and localisation, will apply.

Article 5. STARTING ORDER IN TIME TRIALS

1. Stage 1: The General Director of the race, in collaboration with the Commissaries Panel, will determine the starting order of the teams, each team will prepare the starting order of its own riders. The interval between each rider shall be one minute. Point 4 of article 2.6.006 of the UCI Regulations shall apply to this first stage.
2. Stage 21: The starting order shall be the inverse order of the General Individual Time Classification 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 riders, among which the time interval shall be two minutes. Due to the location of the finish-line, times will be recorded approximately 100 metres before the arrival arch.
3. Times are counted at one hundredth of a second.

Article 6. RADIO TOUR and CARS

1. "Radio La Vuelta" a broadcast on the frequency 163.475 MHz.
2. All vehicles following the race must be equipped with receivers to pick up Radio La Vuelta and the corresponding identification plates, and all occupants must carry the accreditation provided by the Organiser, without which they will be unable to follow the race.
3. No vehicle may overtake the Race Director's car or Commissaries Panel car without authorisation and under no circumstances 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 advertising from the vehicles is strictly prohibited, as is the dropping of any objects throughout the route.
6. The failure to comply with the obligations described in these regulations by any of the team vehicles or other vehicles following the race, shall exempt the Organiser 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, who shall provide four fully equipped vehicles. For some stages that pose particular difficulty, two motorcycles may also be provided to give neutral assistance.
2. As established in the regulations, each team may use two duly accredited vehicles carrying replacement parts. Each vehicle, reserved for the Team Manager and technicians, may carry a maximum of four passengers. It is strictly prohibited for these vehicles to carry any other passengers. Team managers shall be responsible for compliance with this rule.

Article 8. STAGE ARRIVALS**1. Stages with high-altitude finales:**

Article 2.6.027 shall not apply to the following stages with high-altitude finales:

- 16th of August 2021
Stage 3 - Santo Domingo de Silos – Espinosa de los Monteros. Picón Blanco 202.8 km
- 19th of August 2021
Stage 6 - Requena – Alto de la Montaña de Cullera 158.3 km
- 20th of August 2021
Stage 7 - Gandía – Balcón de Alicante 152 km
- 22nd of August 2021
Stage 9 - Puerto Lumbreras – Alto de Velefique 188 km
- 25th of August 2021
Stage 11 - Antequera – Valdepeñas de Jaén 133.6 km
- 28th of August 2021
Stage 14 - Don Benito – Pico Villuercas 165.7 km
- 1st of September 2021
Stage 17 - Unquera – Lagos de Covadonga 185.8 km
- 2nd of September 2021
Stage 18 - Salas – Altu d'El Gamoniteiru 162.6 km
- 4th of September 2021
Stage 20 - Sanxenxo – Mos. Castro de Herville 202.2 km

2. Stages with expected Mass Sprint arrivals:

The following stages are identified as having “expected mass sprint arrivals”:

- 15th of August 2021
Stage 2 - Caleruega VIII Centenario de Santo Domingo de Guzmán – Burgos. Gamonal 166.7 km
- 17th of August 2021
Stage 4 - El Burgo de Osma – Molina de Aragón 163.9 km
- 18th of August 2021
Stage 5 - Tarancón – Albacete 184.4 km
- 21st of August 2021
Stage 8 - Santa Pola – La Manga del Mar Menor 173.7 km
- 27th of August 2021
Stage 13 - Belmez – Villanueva de la Serena 203.7 km
- 31st of August 2021
Stage 16 - Laredo – Santa Cruz de Bezana 180 km
- 3rd of September 2021
Stage 19 - Tapia – Monforte de Lemos 191.2 km

In these stages, the difference calculation protocol for the stages with “expected mass sprint arrivals” shall apply,

as published on the UCI website under the Regulations section.

Article 9. FEEDING ZONES**1. DURING TIME TRIAL STAGES**

Taking into account the weather forecast, the Organiser, in accordance with the Commissaries Panel, will report the evening before the stage whether or not the feeding zones are authorised and will establish them.

2. DURING LINEAR STAGES:

In accordance with article 2.3.025bis, riders may receive food or drink bottles from their Team Manager's car. Riders shall slowly level up with their Team Manager's car, behind the Commissary's car and never within the peloton or behind it.

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

In addition to refreshments provided from the vehicles, pursuant to article 2.3.025, the Organiser shall establish feeding zones in accordance with the distance of the stage. These feeding zones will be signposted. The food and drink shall be distributed on foot by the duly accredited staff accompanying the team. They shall be positioned on one side of the road only, a maximum of 1 metre from the edge of the road, which must be the side on which road traffic circulates in the country concerned (right side of the road).

In accordance with article 2.3.026, riders may receive food and drink outside of the feeding zones established by the Organiser. This distribution shall be organised on foot by a duly accredited member of the team and no one else. Personnel will proceed to hand out drink bottles or food bags following the conditions outlined in said article.

In accordance with article 2.3.027 feeding is strictly prohibited (from the car or on foot outside of the feeding zones established by the Organiser):

- In the first 30km and last 20km
- 500 metres before and 50 metres after a sprint that counts towards one of the classifications (Points Classification, Mountain or other), bonus-incurring sprint or feeding zone
- In descents from mountain passes and summits that count towards the Mountain Classification
- In particularly busy areas or in any other area specified by the Organiser or the Commissaries Panel, such as inside tunnels, or any areas likely to pose a risk.

The Commissaries Panel may reduce the distance between feeding zones, depending on the development of the stages, their topography, weather conditions or for any other exceptional circumstance. This decision will be transmitted to all the followers through Radio-Vuelta.

Article 10. BONUSSES

Pursuant to articles 2.6.019 through 2.6.021 of the UCI Regulations, bonuses of 10, 6 and 4 seconds shall be awarded to the top three classified riders, respectively.

Bonuses of 3, 2 and 1 seconds, respectively, shall be provided in said stages for each “intermediate sprint” or mountain passes

listed below (one per stage) for the top three classified riders. The bonuses will be awarded in the “intermediate sprints” (one per stage) in the following stages:

Stages: 2, 4, 5, 6, 8, 13, 14, 16 and 19.

The bonuses will be awarded in the following point-incurring mountain passes (one per stage):

Stage 3. Alto de Bocos (3rd category)

Stage 7. Puerto de Tibi (3rd category)

Stage 9. Alto de Castro de Filabres (3rd category)

Stage 10. Puerto de Almáchar (2nd category)

Stage 11. Puerto de Locubín (2nd category)

Stage 12. Alto del 14% (2nd category)

Stage 15. Puerto San Juan de Nava (3rd category)

Stage 17. La Collada Llomena (1st category – first pass)

Stage 18. Altu la Segá o del Cordal (2nd category)

Stage 20. Alto de Prado (2nd category)

Artículo 11. CLOSING CONTROL

A closing control is established for each stage in accordance with the time used by the winner to complete said stage. The closing control scale will be applied following the stage winner’s average time, as well as the nature and difficulty of each stage.

GROUP 1

(Stages without difficulty 2).

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

GROUP 2

(Stages with average difficulty 5).

Equal or less than 34 km/h	Scale: 6%
More than 34 to 36 km/h up to	7%
More than 36 to 38 km/h up to	9%
More than 38 to 40 km/h up to	11%

More than 40 to 42 km/h up to	13%
More than 42 to 44 km/h up to	15%
More than 44 to 46 km/h up to	17%
Over 46 km/h up to	19%

GROUP 3 (Difficult stages 3).

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

GROUP 4.

(Special Mountain stages 3).	Scale:
Equal or less than 30 km/h	6%
More than 30 to 32 km/h up to	8%

More than 32 to 34 km/h up to	10%
More than 34 to 36 km/h up to	12%
More than 36 to 38 km/h up to	14%
More than 38 to 40 km/h up to	16%
Over 40 km/h	18%

GROUP 5.

(Difficult Mountain stages 6).

Igual o inferior a 30 km/h	Scale: 10%
Más de 30 a 32 km/h hasta	12%
Más de 32 a 34 km/h hasta	14%
Más de 34 a 36 km/h hasta	16%
Más de 36 a 38 km/h hasta	18%
Más de 38 a 40 km/h hasta	20%
Superior a 40 km/h hasta	22%

GROUP 6. (Time Trial Stages 2)

35% will be applied for ITT

Stage		Groups					
		1	2	3	4	5	6
1 st	Burgos. Catedral VIII Centenario 2021 – Catedral						X
2 nd	Caleruega VIII Centenario de Santo Domingo de Guzmán – Burgos. Gamonal	X					
3 rd	Santo Domingo de Silos – Espinosa de los Monteros. Picón Blanco				X		
4 th	El Burgo de Osma – Molina de Aragón		X				
5 th	Tarancón – Albacete	X					
6 th	Requena – Alto de la Montaña de Cullera		X				
7 th	Gandia – Balcón de Alicante				X		
8 th	Santa Pola – La Manga del Mar Menor		X				
9 th	Puerto Lumbreras – Velefique					X	
10 th	Roquetas de Mar – Rincón de la Victoria			X			
11 th	Antequera – Valdepeñas de Jaén			X			
12 th	Jaén – Córdoba			X			
13 th	Belmez – Villanueva de la Serena		X				
14 th	Don Benito – Pico Villuercas					X	
15 th	Navalmoral de la Mata – El Barraco					X	
16 th	Laredo – Santa Cruz de Bezana		X				
17 th	Unquera – Lagos de Covadonga					X	
18 th	Salas – Altu d’El Gamoniteiru					X	
19 th	Tapia – Monforte de Lemos			X			
20 th	Sanxenxo – Mos. Castro de Herville					X	
21 st	Padrón – Santiago de Compostela						X

Pursuant to article 2.6.032 of the UCI Regulations, and only in exceptional, unforeseeable cases of force majeure, the Commissaries Panel, in agreement with Race Management, may extend the finishing time limits.

Riders that have crossed the finish-line after the maximum established time limit and have been saved by the Commissaries Panel will automatically lose all the points acquired towards the different annexed classifications.

Article 12. CLASSIFICATIONS

A. The following classifications are in play

1. General individual time classification.

This is obtained from the sum of the inverted 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 tie persists 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 in order to break the tie.

All of the riders' time penalties shall be applied to the General Individual Time Classification after each stage. Depending on the gravity, the Commissaries Panel may decide to apply these penalties to each stage's individual classification.

2. General individual points classification.

This is obtained from the sum of the points earned by each rider in each of the stages, including Individual Time Trials, 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:

For flat stages: Stages 2, 4, 5, 8, 13 and 16.

1 st 50 points	9 th 8 points
2 nd 30 points	10 th 7 points
3 rd 20 points	11 th 6 points
4 th 18 points	12 th 5 points
5 th 16 points	13 th 4 points
6 th 14 points	14 th 3 points
7 th 12 points	15 th 2 points
8 th 10 points	

For mid-mountain stages: Stages 6, 10, 11, 12 and 19.

1 st 30 points	9 th 9 points
2 nd 25 points	10 th 7 points
3 rd 22 points	11 th 6 points
4 th 19 points	12 th 5 points
5 th 17 points	13 th 4 points
6 th 15 points	14 th 3 points
7 th 13 points	15 th 2 points
8 th 11 points	

For high-altitude stages: Stages 3, 7, 9, 14, 15, 17, 18 and 20.

1 st 20 points	9 th 7 points
2 nd 17 points	10 th 6 points
3 rd 15 points	11 th 5 points
4 th 13 points	12 th 4 points
5 th 11 points	13 th 3 points
6 th 10 points	14 th 2 points
7 th 9 points	15 th 1 point
8 th 8 points	

For Individual Time Trials: Stages 1 and 21.

1 st 20 points	9 th 7 points
2 nd 17 points	10 th 6 points
3 rd 15 points	11 th 5 points

4 th 13 points	12 th 4 points
5 th 11 points	13 th 3 points
6 th 10 points	14 th 2 points
7 th 9 points	15 th 1 point
8 th 8 points	

Points for intermediate sprints: 1 per stage with a time bonus.

1 st 20 points	4 ^o 13 points
2 nd 17 points	5 ^o 10 points
3 rd 15 points	

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 a tie between two or more riders, this will be resolved by applying the following criteria:

- Number of stage victories.
- Number of victories in intermediate sprints counting for the General Individual Points Classification.
- General Time Classification.

The Race Management, upon consultation with the Commissaries Panel, reserves the right to move or suppress certain intermediate sprints counting for the General Points Classification.

3. General individual king of the mountain classification.

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 who obtained first place in the "Cima Alberto Fernández". If the tie persists, it will be broken successively by the places obtained on mountain stages of special category, 1st, 2nd and 3rd, successively. If the tie still persists, the General Individual Time Classification will apply.

Points:

**CIMA ALBERTO FERNÁNDEZ
HIGH-ALTITUDE FINALE
SPECIAL CATEGORY**

1 st 20 points
2 nd 15 points
3 rd 10 points
4 th 6 points
5 th 4 points
6 th 2 points

**HIGH-ALTITUDE FINALE
SPECIAL CATEGORY**

1 st 15 points
2 nd 10 points
3 rd 6 points
4 th 4 points
5 th 2 points

1st CATEGORY CLIMB

1 st 10 points
2 nd 6 points
3 rd 4 points
4 th 2 points
5 th 1 point

**2nd CATEGORY
CLIMB**

1 st 5 points
2 nd 3 points
3 rd 1 point

3rd CATEGORY CLIMB

1 st 3 points
2 nd 2 points
3 rd 1 point

Cima Alberto Fernández – High-altitude finale, Special Category (1):

Alto d'El Gamoniteiru

Special climb with high-altitude finale (2):

Alto de Velefique

Lagos de Covadonga

1st category climbs (13):

Picón Blanco	Puerto La Llacuna
Balcón de Alicante	Alto Collado Venta Luisa
Alto Collado Ballesteros	Pico Villuercas
Alto de la Centenera	Puerto de Mijares
La Collada Llomena (x 2)	Puerto de San Llaurienu
Alto de La Cobertoria	Alto de Mougás

2nd category climbs (13):

Puerto de Tudons	Puerto El Collao
Alto de Cuatro Vientos	Puerto de Almáchar
Puerto de Locubín	Alto del 14%
Puerto de Pedro Bernardo	Altu la Segá o del Cordal
Alto da Garganta	Alto de Barbeitos
Alto de Mabilia	Alto de Prado
Alto Castro de Herville	

3rd category climbs (14):

Alto del Castillo	Puerto del Manquillo
Alto de Bocos	Alto de la Montaña de Cullera
Puerto de Benilloba	Puerto de Tibi
Alto de Castro de Filabres	Alto de San Jerónimo
Puerto Berzocana	Puerto San Juan de Nava
Alto de Hijas	Altu de Hortiguera
Alto da Sela d'Entorcisa	Alto de Vilachán

4. Stage team classification.

This 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 tie will be broken by the sum of the places acquired by their three best-placed riders. If the tie persists, the placing of their best rider on the stage classification will apply.

5. General team classification.

The General Team Classification shall be calculated on the basis of the sum of the three best individual times from each team in each stage ridden, with the lowest total time winning. In the event of a tie, the following criteria shall be applied until the tie is broken:

- Number of first places in the Stage Team Classification.
- Number of second places in the Stage Team Classification.
- Etc.

If the tie persists, the placing of their best rider in the General Individual Time Classification will be taken into account.

Any team reduced to fewer than three riders shall be eliminated from the General Team Classification. Pursuant to article 2.6.018, the leading team will be wearing a red distinctive bib number given by the organisation. All the riders of the leading team must wear that distinctive bib during the stage.

6. Most combative rider award.

This prize rewards the rider who displayed the most generous effort and best sporting spirit. This award is given only for linear stages and is determined daily by a jury made up of the Technical Directors, presided by

the General Director of the race. They will decide on three riders whom they believe to be deserving of the prize that day. TV viewers will then be able to cast their votes among the three chosen via a telematics system (by phone or internet). The rider to earn the most votes will be named the Most Combative Rider of that day. In the event of a tie, the General Director of the race will intervene and decide on the winner. The winning rider must be present at the signature podium the following day at the hour specified in the race information sent to the teams after each stage, and will be given a distinctive yellow bib number that he shall wear during the stage.

The jury will decide who La Vuelta's "Super Combative Rider" is on the last day of the race. The rider chosen to be the "Super Combative Rider" must attend the final awards ceremony at the end of the final stage.

7. YOUNG RIDER AWARD.

Awarded to the youngest rider of the general classification at the end of each stage. This award is for the riders born after the 1st of January 1996.

B. JERSEYS

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

1. Leader of the General Individual TIME Classification, red
2. Leader of the General Individual POINTS Classification, green
3. Leader of the General Individual KING OF THE MOUNTAIN Classification, white with blue polka dots
4. Leader of the General Individual YOUNG RIDER Classification: 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 worn by the leader shall be worn during this stage by the next rider in the relevant classification if he is not wearing another leadership jersey or is otherwise not required to wear another 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. Participation costs

Pursuant to article 1.2.075 and 2.2.009 of the UCI Regulations, the contributions made to the teams are established by a contract between them and Unipublic, S.A.U.

Article 14. Prizes

LA VUELTA CICLISTA A ESPAÑA 2021 PRIZES

Section 1.- Stages and general classification prizes

INDIVIDUAL STAGE CLASSIFICATION		GENERAL INDIVIDUAL CLASSIFICATION	
1 st	11,000€	1 st	150,000€
2 nd	5,500€	2 nd	57,985€
3 rd	2,700€	3 rd	30,000€
4 th	1,500€	4 th	15,000€
5 th	1,100€	5 th	12,500€
6 th	900€	6 th	9,000€
7 th	900€	7 th	9,000€
8 th	650€	8 th	6,000€
9 th	650€	9 th	6,000€
10 th al 20 th (360€ x 11)	3,960€	10 th al 20 th (3,800€ x 11)	41,800€
Total per stage	28,860€	TOTAL	337,285€
TOTAL 21 STAGES	606,060 €		

Section 2.- Special Prizes

TEAM CLASSIFICATION		POINTS CLASSIFICATION	
1 st	12,500€	1 st	11,000€
2 nd	7,500€	2 nd	5,000€
3 rd	5,500€	3 rd	2,000€
4 th	4,300€	TOTAL	18,000€
5 th	3,200€		
6 th	2,200€		
7 th	1,100€		
8 th	1,000€		
TOTAL	37,300€		

BEST YOUNG RIDER CLASSIFICATION

1 st	11,000€
2 nd	5,000€
3 rd	2,000€
TOTAL	18,000€

STAGES TEAM CLASSIFICATION

1 st	400€	1 st	550€
2 nd	200€	2 nd	180€
3 rd	100€	3 rd	95€
TOTAL	700€ x 21 stages	TOTAL	(825€ x 19 x 1 sprint) 15,675€

INTERMEDIATE SPRINTS

STAGE MOST COMBATIVE BIB

1 st	200€	1 st	3,000€
TOTAL	(200€ x 21 stages) 4,200€	TOTAL	3,000€

OVERALL MOST COMBATIVE BIB 2021

MOUNTAIN PRIZES

GENERAL KING OF THE MOUNTAIN CLASSIFICATION		CIMA ALBERTO FERNÁNDEZ	
1 st	13,000€	1 st	1,000€
2 nd	6,600€	2 nd	520€
3 rd	3,500€	TOTAL	
TOTAL	23,100€	(Altu d'El Gamoniteiru) 1,520€	

SPECIAL CATEGORY CLIMB

1 st	920€	1 st	460€
2 nd	615€	2 nd	310€

FIRST CATEGORY CLIMB

TOTAL	(1,535€ x 2 climbs) 3,070€	TOTAL	(770€ x 13 climbs) 10,010€
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SECOND CATEGORY CLIMB

1 st	230€	1 st	115€
2 nd	155€	2 nd	80€

THIRD CATEGORY CLIMB

TOTAL	(385€ x 13 climbs) 5,005€	TOTAL	(195€ x 14 climbs) 2,730 €
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LEADERS DAILY INCOME

General Individual Classification (500 x 21)	10,500 €
Points Classification (100 x 21)	2,100 €
Mountain Classification (100 x 21)	2,100 €
Best Young Rider Classification (70 x 21)	1,470 €
TOTAL	16,170 €

PRIZE SUMMARY

Stage Individual Classification	606,060 €
General Individual Classification	337,285 €
General Team Classification	37,300 €
General Points Classification	18,000 €
Best Young Rider Classification	18,000 €
Stage Team Classification	14,700 €
Intermediate Sprints	15,675 €
Stage Most Combative Bib	4,200 €
Overall Most Combative Bib Vuelta 2021	3,000 €
General King of the Mountain Classification	23,100 €
Cima Alberto Fernández	1,520 €
Mountain Climbs	20,815 €
Daily Leader Income	16,170 €
TOTAL PRIZES	1,115,825 €

Article 15. ANTI-DOPING

The anti-doping regulations of the UCI and the applicable legislation of the Nation of 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 16. OFFICIAL CEREMONIES.

- As required for the television broadcasting of the race, official acts shall take priority and be performed during the first 10 minutes after the finish.
- Pursuant to 1.2.112, 1.2.113 and 2.6.018bis of UCI Regulations, the stage winner and the leaders of the General Classifications as well as the award recipients mentioned in the race's specific regulations are required to attend the daily podium ceremonies at the end of each stage.
- Similarly, the representatives of the winning teams of the previous day's stage must be present at the podium ceremony, as must the winner of the Most Combative bib.

Pursuant to article 2.3.009, the Organiser may establish a set order for the appearance of each team for the signature podium and for the Team Presentation.

4. Pursuant to articles 2.2.081 and 2.2.082, the stage winner and the leader of the General Individual Time Classification are required to go to the videoconference wagon or pressroom daily, as appropriate.
5. In addition, at the end of the Vuelta (2.6.018bis), the winner of the final stage, the leaders of the four General Classifications, the second and third placed riders in the General Individual Time Classification, the winners of the General Team Classification (with all of the riders in the race plus their Team Manager), the winner of the young rider award and the rider named the Most Combative shall also be at the podium for the awards ceremony.
6. It is compulsory for those who have been awarded jerseys to wear them from the sign-in control until the end of the press conference. They will stand in the front row during the ribbon cutting ceremonies, at the start of each stage. However, team jerseys can be worn for the podium ceremony.

Article 17. PENALTIES

The UCI's Table of Penalties shall be applied exclusively.

Article 18. ADDITIONAL PROVISIONS

1. Signature control.

The riders shall report to the place indicated for the departure in the Road Book 45 minutes prior to the start of the stage in order to sign in and, thus, confirm their participation in the stage. Signature controls shall close 5 minutes prior to the time established for the call to positions.

2. Vehicles detours.

With the exception of the vehicles of Race Management, Commissaries and Medical Services vehicles, all other vehicles (including motorcycles) are required to take the detours established by the Organiser.

Exceptionally on some stages where a detour is not possible, the vehicles shall travel in single file on the right and strictly follow the instructions of the Race Management and Circulation Regulators.

3. Communication media.

Interviewing riders during the race is strictly prohibited. UCI race specifications (Cahier des Charges – UCI articles 2.2.044 to 2.2.075) regarding interviews of Team Managers, circulation during the race, photographer motorcycles, radio and television reporters, and specifically that set forth under articles 2.2.031 through 2.2.043 of the UCI Cycling Regulation shall apply.

Failure to obey the instructions and indications of the Circulation Regulators during the race can lead to immediate expulsion.

4. Obstacles along the route (tunnels, level crossings, particular points, etc...).

These will be indicated in each stage's route description. It is strictly prohibited to cross a closed level crossing. The rules established in articles 2.3.034 and 2.3.035 of the UCI Regulations shall apply.

Article 19. FINAL PROVISION

For all matters not expressly set forth in these Regulations, these shall be resolved using the UCI Regulations.

TECHNICAL-SPORTS REGULATION HANDBOOK

1. INTRODUCTION

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.

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.

2. RACE ORGANISERS AND OFFICIAL STAFF

UNIPUBLIC S.A.U. 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 all 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).

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.U. 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.

Notwithstanding the above, in 2021 the accreditation process and the behaviour of accreditation holders during the race, must adapt to the health protocols established by the organisation of La Vuelta at all times.

All accreditation holders must know and accept the content of said protocols in order to be granted a La Vuelta 21 accreditation.

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.

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.

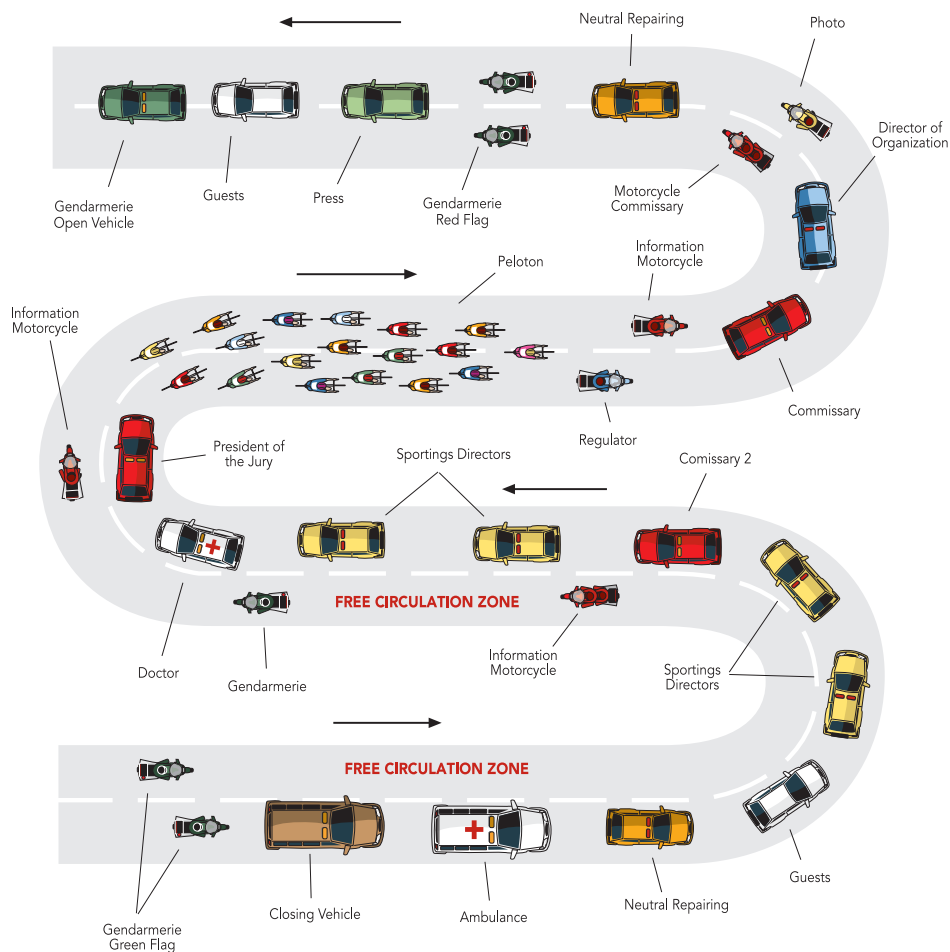
The race will be all the time preceded by an agent of the authority with a red flag, and ended by another one with a green flag, who will mark out for riders and the others users of the road, the start and the finish space taken for the competition.

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.

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. Water motorbike.

Occasionally, this motorbike will approach the riders who are part of an escape or an in-between group that does not have the assistance of its team vehicle at that time, so they may take a bottle of water from the motorbike's bottle dispenser.

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.

Overtaking is strictly forbidden in feeding zones marked by the organisation, as well as in Green Zones and in rubbish collection areas. It is important to remember that the Green Zones are located every 30/40 kms. There are also Green Zones before and after the Feeding Zones, and a few kilometres before the finish-line.

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 supervisor 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.

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 reopened 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 cycleraces and how to drive in them, know in particular the ICU 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:

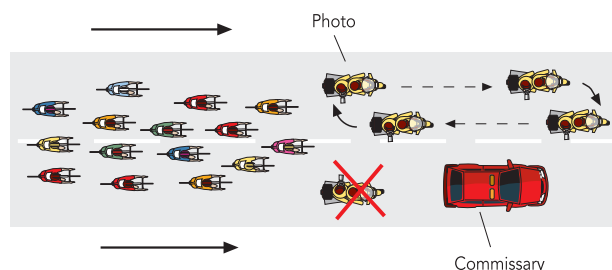
1. Live broadcasting motor-cycles.
2. Photographer's motor-cycles.
3. TV sound motor-cycles.
4. Radio motor-cycles.
5. ENG motor-cycles.

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:

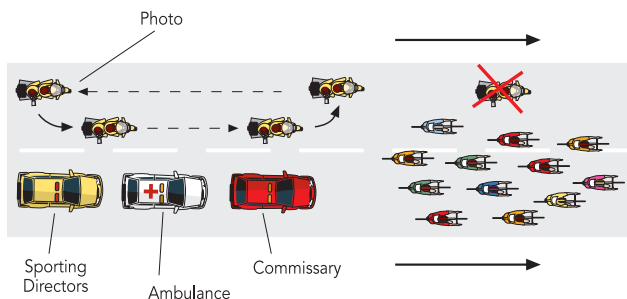
- A pool motor-cycle can be designated. It will be the only one authorised to move to the front of the race when required by the race administration and the Commissaires Panel, depending on how the race is going.
- At the head of the race, motor-cycles must always drive in front of the commissaire's 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.



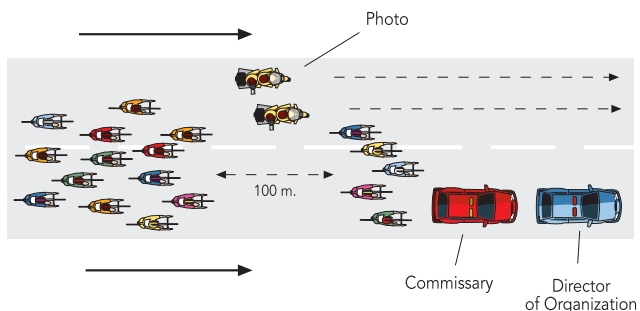
- No motor-cycle may remain between the head of the field and the leading commissaire's car. In exceptional cases, where the motor-cycle may be caught unaware, too close to the riders, it shall let the riders overtake it. It shall not

return to its position until authorised so to do by the Race Manager.

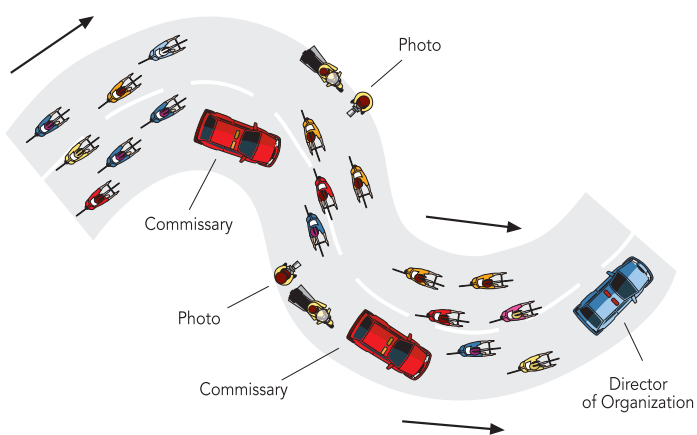
- In mountains and hill-climbs, photographers, in principle, shall be stationary when taking their photos.
- To the rear of the race, motor-cyclist shall drive in single-file on the left side behind the race Manager's car and shall make their way for vehicles that have to attend the bunch.



- During the race, all the photographers who are placed behind the bunch ahead, must overtake it as soon as the distance drops below 20 seconds.



- 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.



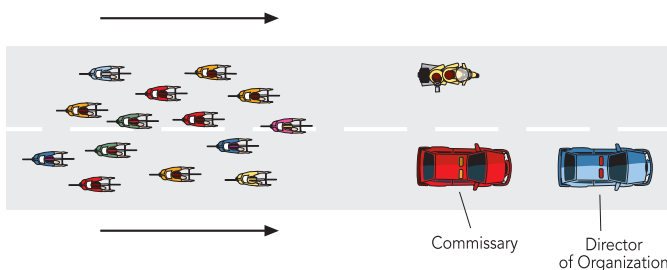
MOTOR-CYCLE RADIO AND TV REPORTERS:

- 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.



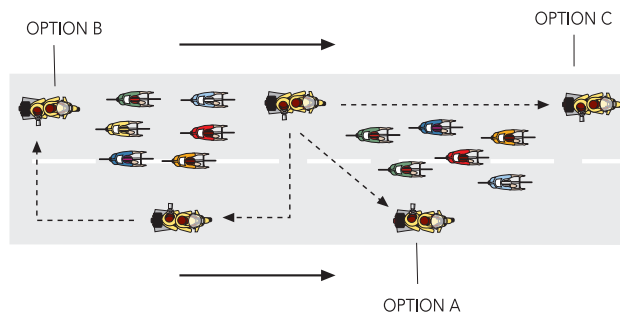
• **Bunch riding at high speed:**

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.

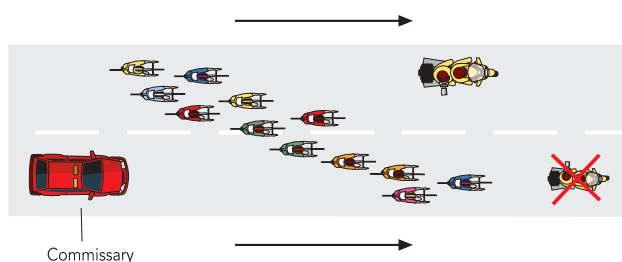
• **Catching up of a group:**

When the distance between two groups is less than 50 metres, the TV motor-cycle behind the first group has three possibilities:

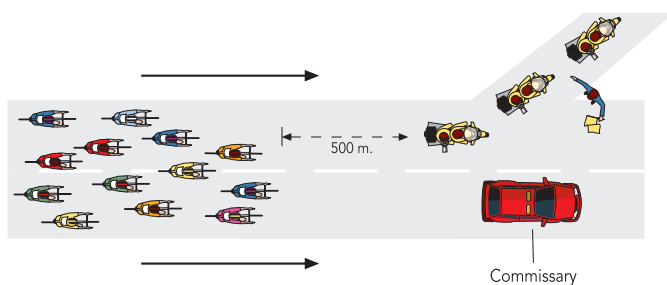
- Slip beside the first group.
- Wait for the second group and place behind it.
- Move up in front of the two groups.



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



- 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 cooperation 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.

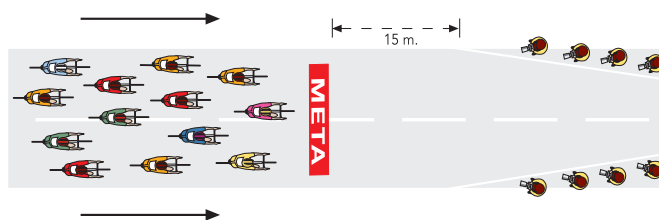
General rules:

- 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 20 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.

In mass arrivals, there must be a distance of at least 50 metres between the finish-line and the first photographers. In other stages, the indications specifically established by the organisation shall apply.



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 La Vuelta a España (hereinafter “La 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	COURSE AND/OR CAUSE
FALLS AT GROUND LEVEL	In moving around the various areas of La 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 La 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, Rare 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 La Vuelta’s Organisations. If you must drive along a road, the vehicle must be duly identified and authorised, supplied with La Vuelta radio and subject at all times to the regulations imposed by the Organisation of La 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 La 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 inform the person in charge from the Organisation of La 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

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