



2021 WES World E-Bike Series

Regulations

Rel. 29 July 2021

WES UCI E-Mountain Bike Cross-Country World Cup

WES E-Gravity



2021 WES World E-Bike Series Regulations

Rel. 29 July 2021 - Updates to previous edition in **bold (1.3.1)**

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1. General Rules

1.1 Race types and definition

1.1.1 The World E-Bike Series (WES) is open to UCI licenced Athletes belonging to Elite Teams and Teams affiliated to WES, as well as to Wildcard applications.

1.1.2 In 2021, WES includes the disciplines listed below:

1. UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP
2. WES E-Gravity (*where applicable*).

1.1.3 A daily UCI licence holder is allowed to participate in WES UCI E-MTB Cross-Country World Cup events in 2021.

Daily licence holders will:

- Be allowed to race only if the daily license is provided by the National Federation where the World Cup Round takes place;
- Be included in the WES event results;
- Not be included in the standings of the World Cup Series;
- Not be allowed to wear the WES UCI E-MTB World Cup Leader's Jersey in case of leading the standings;
- Not be included in the UCI Dataride official results, published on the UCI website;
- If in the top 15 of the WES Standings, not be eligible for a quota place at the UCI E-MTB World Championships - Place will be allocated to the following rider.

A daily licence can only be distributed to a rider affiliated to the National Federation where the World Cup Round takes place.

1.1.4 All competitors who participate in these competitions must know the contents of these Regulations. They agree to all of the terms and conditions herein.

1.1.5 By accepting the WES Regulations, Teams and Athletes are implicitly accepting the 2021 UCI Cycling Regulations and the UCI MTB Regulations (4.8.001-4.8.005).

1.2 Age categories and participation

1.2.1 Participation in races is open to all riders aged 19 or over. No separate results will be submitted for the Under 23, Elite or Masters categories.

1.2.2 All competitors must comply with the licence regulations and entry requirements put in place by the organiser of each WES event. Specific information regarding entry requirements will be posted on the WES website and/or diffused via email by WES Management. It is the responsibility of the rider to check and comply with each WES event entry requirements.

1.2.3 WES cannot be held responsible, under any circumstances, for accidents that may occur during the events.

- In the event of an accident, each competitor is required to assist a fellow competitor who is in difficulty or distress and contact the emergency services or officials.
- WES reserve the right to penalise or disqualify any competitor who does not respect this prerogative.
- Any rider who retires from the competition must notify the organisers immediately.

1.2.4 Only e-bikes conforming to the European Norm EN15194 are allowed to participate.

1.2.5 For 2021, the cost of entering an athlete in WES competition event is as follows:

- 60€ per rider, per race.
- If there are TWO races on a weekend, the cost is therefore 120€ for both races.

1.2.6 The minimum prize list is as follows:

Prize Money	
UCI E-MTB XC WORLD CUP	
Ranking	M&W
1st	€300,00
2nd	€250,00
3rd	€200,00
4th	€150,00
5th	€100,00
<i>Total</i>	<i>€1.000,00</i>
<i>Total M&W</i>	<i>€2.000,00</i>

Prize Money	
E-GRAVITY* UCI Cat. 3	
Ranking	M&W
1st	€200,00
2nd	€150,00
3rd	€100,00
4th	€75,00
5th	€50,00
<i>Total</i>	<i>€575,00</i>
<i>Total M&W</i>	<i>€1.150,00</i>

**where applicable*

1.3 Calendar

1.3.1 2021 WES Calendar is as follows (as of the date of issue of the present document):

2021 WES CALENDAR	as of 29 July
1. Monaco (P.ty) & Peille (F)	24-25 April
2. Italy, Bologna-Appennino	5-6 June
3. France, Charade/Clermont-Ferrand	17-18 July
4. Spain, Costa Brava-Girona Sea Otter Europe*	24-25 September
5. Spain, Castelfelers-Barcelona**	16 October
<i>*Race days: Friday and Saturday.</i> **Race day: 1 race only Saturday, Prize-Giving Ceremony Saturday night	

1.3.2 WES races are registered on the website <http://www.worldbikeseries.com/>

1.3.3 All events must abide by the technical guide provided by WES. A copy of this will be made available to Teams and Athletes prior to each event.

1.3.4 All events must respect the WES obligations approved by WES Management.

1.4 Marshals

1.4.1 All organisers must have a Marshal Coordinator, who must speak the official language of the WES (English).

1.4.2 The race organiser must provide enough marshals to ensure the safety of the riders and spectators during competition and official training sessions.

1.4.3 All organisers must establish a detailed marshal map for their event and provide WES Management with it at least one month prior to the event.

1.4.4 The marshals must be readily identifiable by a distinctive uniform. Marshals must all be equipped with a whistle and those located at strategic points (to be defined by the organiser) must be equipped with a radio. They must be positioned so as to provide a radio link covering the whole course.

1.4.5 Marshals must be properly briefed on their role in a pre-event meeting. The organisers shall inform WES Management on the marshals meeting date, time and place by the Monday prior to the event.

1.5 Race paddock

1.5.1 WES Elite Teams and Teams shall each be attributed a specific space in the race paddock at each event.

- 1.5.2 Each Elite Team and Team shall follow the WES Management representative directions to be placed in the race paddock.

1.6 Event procedure

- 1.6.1 The course must only be ridden by the riders during the events and official training periods. During official training periods marshal and medical cover will be present. **If a rider decides to ride the race course before the allotted time period of the official training, this would be at her/his own discretion and under her/his full responsibility.**
- 1.6.2 In the event of bad weather, it is at the discretion of the Race Direction along with the Organiser to cancel the event or one or more stages of the event. The Race Direction is made up of WES Technical Delegate, UCI President of Jury/ Commissaire, National Federation Commissaires.
- 1.6.3 The course of each event must be clearly defined before the start, displayed in the registration area and/or on the WES website.
- 1.6.4 Before the official training periods start, the WES Technical Delegate must check that the course is properly and safely marked.
- 1.6.5 The checking of e-bikes and the control of licences at the signing in take place in a designated area. Official training is only permitted after licences have been checked, other registration formalities completed and handlebar numbers distributed.
- 1.6.6 The definitive list of starters must be drawn up before the start of the race. As well as the riders' names, it must also accurately list their team, the race type, the e-bike used and the start time.

1.7 Prize-Giving ceremony

- 1.7.1 The Prize-giving Ceremony shall take place at the end of each race, near the Finish area or within the Paddock area. The times of the event ceremony shall be in the race programme and/or on the WES website. The Prize-giving Ceremony shall take place in compliance with the WES Protocol safety measures which may vary from country to country.
- 1.7.2 Competitors presence is obligatory at the event ceremony. Failure to be present at the event ceremony shall result in the non-attribution of the competitors prize, withdrawal of their points for the individual, team and constructors titles, unless a justifiable reason is given.
- 1.7.3 Competitors participating in the event ceremony must wear either their racing clothing or other official Elite Team or Team branded clothing. The overall standings Leader (Women and Men) shall wear the Leader's Jersey during the Prize-giving ceremony; Women and Men Leader's Jersey shall be provided by WES Management prior to the podium ceremony.
- 1.7.4 Should the new standings Leader not be among the top-3 podium finishers, her/his attendance to the podium ceremony would be compulsory to receive the Leader's Jersey.

- 1.7.5 The end-season prize-giving ceremony shall take place at the end of the final round and award the trophies and prizes to the winners.
- 1.7.6 Winning categories are as follows:
 - World Cup Women's Winner
 - World Cup Men's Winner
 - Winning Team
 - Winning Manufacturer
 - Holeshoot Women's Winner
 - Holeshoot Men's Winner
 - Magneti Marelli Power Lap Women's Overall Winner
 - Magneti Marelli Power Lap Men's Overall Winner
- 1.7.7 Competitors presence is obligatory at the event ceremony. Failure to be present at the event ceremony shall result in the non-attribution of the competitors prize, withdrawal of their points for the individual, team and constructors titles, unless a justifiable reason is given.
- 1.7.8 In the case of cancellation of the final round of the season for any justifiable reason or force majeure, WES Management shall inform Teams and Riders on the procedure changes in due time.

1.8 Equipment

- 1.8.1 An e-Mountain Bike is a bike operated with two energy sources, human pedal power and an electric engine, which only provides assistance when the rider is pedaling. Only approved e-bikes can take to the start.

- 1.8.2 E-Mountain bikes must conform to the European Norm EN15194.

*Engine with a maximum continuous rated power of 250 watts, engine assistance up to 25km/h, pedaling assistance only, **where the motor cuts off when the cyclist stops pedaling and is otherwise progressively reduced and finally cut off before the vehicle speed reaches 25 km/h, although a start-up assistance not exceeding 6km/h without pedaling is allowed. "The acceptable tolerance for maximum vehicle speed and/or power limitation shall be $\pm 5\%$ of the maximum design vehicle speed and/or net and/or continuous rated power classification criteria"** (Regulations Eu N. 168/2013 and amendments).*

- 1.8.3 Each rider must provide a certificate of conformity with EN15194 and a motor diagnostic (less than three months old).
- 1.8.4 All modifications to the motor or electronic mapping of the system, that augment the power or maximum speed are not allowed, even if temporary.
- 1.8.5 Wheel and tyre size are at the discretion of the rider, but must conform to the Manufacturers Conformity Certificate.
- 1.8.6 The wheels and frame of the e-bike must remain the same throughout the race.
- 1.8.7 The speed sensor must be calibrated with a magnet that is solidly attached to a wheel of the e-bike.

- 1.8.8 Riders can only use the battery in place on their bike and cannot carry an additional battery during the competition.
- 1.8.9 When an electronic device is provided to riders for their identification or their geolocation by the Timekeeping service provider, the riders shall be under the obligation to wear it in addition to the identification numbers.
- 1.8.10 The use of radio links or other remote means of communication with riders is forbidden.
- 1.8.11 There must be no more than 5% difference between the programmed wheel size and the measured wheel size, in accordance with DIRECTIVE 2002/24/EC OF THE EUROPEAN PARLIAMENT

1.9 Verification

- 1.9.1 Before the event each e-bike must be verified, the controls shall be conducted as follows:
 - The rider shows the Manufacturers Declaration Conformity Certificate with EN15194
 - The rider shows the Motor Diagnostic (less than three months old)
 - Verification of the Diagnostic Codes in correlation with the e-bike identity
 - Verification of the wheel circumference in correlation with the motor diagnostic. A difference of 5% is tolerated between the real wheel circumference and the motor diagnostic data. A greater difference than 5% shall result in the e-bike being refused a start.
 - Verification stickers must be attached to the e-bike. They must be positioned on the rear wheel (x1), battery, motor and on any spare wheels checked in before the event.



- 1.9.2 During the event: Officials reserve the right to control any competitor with video, visual or other means and refer the competitor's bike to a post-race check.
- 1.9.3 After the race: The top five competitors e-bikes (W&M) shall be taken into a closed technical bay and the Officials and/or Technical Delegate shall verify the following:
- Verification stickers
 - Verification of the wheel circumference in correlation with the motor diagnostic
 - Verification under motor housing of OEM wiring
 - **Verification of the battery level**
- 1.9.4 After the race, random checks on the competitors finishing in 6th to 15th place (W&M) shall take place at the organiser discretion. All riders shall follow the Commissaires and the Race Direction instructions at the finish line.**

1.10 Penalties

- 1.10.1 Mechanical doping shall be punished in accordance with WES rules.
- 1.10.2 Mechanical doping is not limited to, but includes, any modification of motor and battery, physical or software, that renders the Certificate of Conformity invalid.
- 1.10.3 Any competitor that refuses the different and varying controls shall be immediately disqualified.
- 1.10.4 A difference of 5% of the wheel circumference in correlation with the motor diagnostic before the event results in a refusal of the e-bike for competition.
- 1.10.5 A difference of 5% of the wheel circumference in correlation with the motor diagnostic after the event results in immediate disqualification.
- 1.10.6 Missing verification stickers, if due to a change in material

- The rider informed the officials: 5-minute penalty
 - The rider failed to inform the officials: immediate disqualification
- 1.10.7 WES shall have In-Competition and Out-of-Competition anti-doping testing authority over all Riders who are subject to its rules.
- 1.10.8 Riders may be required to provide a sample at any time and at any place by WES or any other Anti-Doping Organisation with testing authority over him or her.
- 1.10.9 It is each Rider's personal duty to ensure that no Prohibited Substance enters his or her body. Riders are responsible for any Prohibited Substance or its Metabolites or Markers found to be present in their Samples. Accordingly, it is not necessary that intent, Fault, Negligence or knowing use on the Rider's part be demonstrated in order to establish an anti-doping rule violation.

1.11 Appeals

- 1.11.1 An appeal that concerns the running of the event, competitor's behavior or any other type must be received by the chief official, signed and dated, within a delay of 30 minutes after the end of the event.
- 1.11.2 Any appeal concerning the results of the event must be received by the chief official within 30 minutes of the distribution of the results.
- 1.11.3 Appeals shall be heard in the shortest amount of time possible needed to reunite the competent persons.
- 1.11.4 Any rider Disqualified shall be heard by the Technical Delegate, Official(s), Race Direction and constructor.
- 1.11.5 Decisions concerning any appeals shall be communicated by the Race Direction via an official notice.

1.12 Image

- 1.12.1 All competitors (riders and teams) that participate in a WES event, automatically accept that the event organiser has the right to use photos and/or videos of them for promotion and/or communication material and/or media content distribution.
- 1.12.2 All competitors that participate in a WES event, automatically accept that the event partners have the right to use photos and/or videos of them for promotion and/or communication material and/or media content distribution.
- 1.12.3 Each competitor has the right to contact WES if they refuse that photos and/or videos of them are distributed.
- 1.12.4 All competitors shall attend the Official Photo Shooting to be held during the season opener.
- 1.12.5 For drone filming, during the whole duration of the event, from the Wednesday before to the Monday after the race: requests must be submitted to the Sporting Department one (1) month before the event weekend and the authorisation shall be either confirmed or refused by the WES Management accordingly to the hosting country's law and at their own discretion.

- 1.12.6 Competitors may be equipped with onboard technology equipment (including but not limited to telemetry, transponder units, GPS units and video-cameras) that has the ability and purpose to collect or transmit data, information or images provided that it complies with the following conditions:
1. The system installed must be designed for use on bicycles and shall not affect the certification of any item of the bicycle.
 2. The system equipment must not allow the equipment to be removed during the race.
 3. Any and all data stemming from a rider's onboard technology equipment must not be transmitted during a race to a third person.
- 1.12.7 Competitors aiming to use action cameras (video and photo onboard cameras) must comply with the UCI rules and a relevant liability waiver provided by WES Management either online or on-site shall be accepted and/or signed-off by the athletes.

1.13 Health and Safety Protocol

1. 13.1 WES events shall be organised under the pandemic health measures required in each hosting country.
- 1.13.2 WES safety protocol to apply to each event will include the UCI protocol and the hosting National Federation directions, which reflect the Local Authorities instructions and restrictions. WES protocol shall be communicated to Teams and Athletes prior to each event.
- 1.13.3 By accepting WES Regulations, Teams and Athletes are implicitly accepting WES safety protocol.

2. Racing

As far as possible, the course for UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP and WES E-Gravity events must be totally separate from that of all other events organised on the same site. If this is not the case, the training and race timetable shall be drawn up so that the courses cannot be used at the same time.

The race courses can only be used by competitors during the events and official training periods. Marshals and security staff shall be present during this time.

In the event of dangerous weather conditions and in case of force majeure, the event organiser and WES may decide to cancel the event without limitations.

2.1 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP

2.1.1 Characteristics

- 2.1.2 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP events are mass start events of up to a maximum of 50 participants Women and 50 Men. In the event of more than 50 participants per round “B” Finals shall be proposed.
- 2.1.3 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP course must be between 15 to 30 KM in length, on a circuit of 2 to 6 KM and contain between 1000 to 1100m of climbing.
- 2.1.4 The results shall be established by the order in which competitors complete the full race distance.
- 2.1.5 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP circuits must contain a variety of terrain, but limit to a minimum, the amount of flat where the bicycles can exceed 25kph.
- 2.1.6 All riders must qualify for the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP event via the Qualirace, a one-lap individual time trial; the fastest 50 participants (**50 Men + 50 Women**) qualify for the final, 51-100 for the “B” Final.
- 2.1.7 The “Magnetis Marelli Checkstar Power Lap” shall be awarded to the fastest lap recorded at any time during the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP Race 2 at each event. The rider (Women and Men) recording the highest number of fastest laps at the end of the season shall be awarded a prize money of 1,000 (one thousand) euros.
- 2.1.8 The “Holeshot” is to be awarded to the first rider Women and Men through the first corner of the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP race.

2.2 Official training

- 2.2.1 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP circuits shall be unveiled, at the latest, the morning of the official reconnaissance on the WES website as well as on a map that shall be on display in the race paddock.
- 2.2.2 **On race days**, reconnaissance is allowed prior to the race, in the allotted time period, and with the e-bike that the athlete will use during the race, complete with race plate.
- 2.2.3 Any athlete that uses a vehicle other than their e-bike during the reconnaissance period to study the circuit shall be excluded from the event.
- 2.2.4 No modifications are to be made to the E-Cross-Country circuit except by the Technical Delegate and/or Race Direction. Any competitor or team representative found doing so shall be penalised.

2.3 Qualifying

- 2.3.1 The starting order shall be determined by WES in accordance with the **Standings, in descending order, from last to first.**
- 2.3.2 Riders shall set off at identical intervals **of 1 minute, unless differently requested by the Race Direction.**
- 2.3.3 All riders must present themselves for checks on their bicycles no later than 5 minutes before their start time.

- 2.3.4 Before the start, an additional bike check may be done.
- 2.3.5 The rider shall start from a stationary position **with a foot on the ground**. She/He shall be held and then released, without being pushed, by a holder. The same holder shall perform the task for each rider.
- 2.3.6 The rider shall start his ride under the orders of the timekeeper-commissaire who shall count down to the starting time, following which the timing of the ride shall start.
- 2.3.7 The time of any rider who reports late to the start shall be calculated from that rider's scheduled starting time.
- 2.3.8 Riders may not help one another.
- 2.3.9 During the Qualirace, the Women's and Men's Standings Leader shall wear the WES UCI E-MTB XC World Cup Leader's Jersey previously provided by WES Management (1.7.3).
- 2.3.10 **Leader's Jersey shall be worn according to the UCI Regulations order of priority (1.3.071).**

2.4 Start

- 2.4.1 Access to the starting grid shall be via a closed park where athletes shall be submitted to a last check upon the level of charge of their battery before being given their starting place.
- 2.4.2 The gridding process shall begin 20 minutes before the start of the race.
- 2.4.3 Riders shall be gridded fastest to slowest, decided by the one lap qualifying time trial.
- 2.4.4 In UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP events, riders shall be called to the start no earlier than twenty (20) minutes before the scheduled start of the race. Riders shall then pass through the last SAS to switch off, then back on their e-bike as well as the stickers verification.
- 2.4.5 The start is given with the following warnings 3, 2, 1 minutes and 30, 15 seconds before the start, then a final announcement to give the start.
- 2.4.6 A rider must act in a sporting manner at all times and must permit any faster rider to overtake without obstructing.
- 2.4.7 If a rider exits the course for any reason, he/she must return to the course at the same point from which he/she exited.
- 2.4.8 The riders must respect nature and must make sure that they do not pollute the course venue.
- 2.4.9 The start banner must be placed immediately above the start line at a minimum of 2.5 metres.

2.5 Finish

- 2.5.1 The finish banner must be placed immediately above the finish line at a minimum of 2.5 metres.

- 2.5.2 The finish zone must be a defined space and let no more than one rider at a time exit the space.

2.6 Technical Zone

Technical assistance during the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP event is permitted under the following conditions:

- 2.6.1 Technical assistance can only take place in the designated Technical Zone
- 2.6.2 Technical assistance consists of the replacement or repairs of any part of the e-bike with the exception of the frame or battery.
- 2.6.3 It is forbidden to change e-bike during the event even if the rider finishes the event with the same race plate.
- 2.6.4 Outside of the technical zone, riders can only use their own equipment and help from a fellow competitor to fix any technical issues.
- 2.6.5 Competitors can only carry with them tools or spare parts that do not represent a danger either to themselves or to a fellow competitor.
- 2.6.6 Rear wheel replacements may only be made within the Technical Zone.
- 2.6.7 Spare rear wheels must be verified by technical staff during the Technical Check pre-event.

2.7 E-XC Clothing and Protective Accessories

- 2.7.1 A CE certified open face cycle helmet is obligatory during the entirety of the event.

The UCI and WES strongly recommend that riders wear the following protection (4.3.013 UCI Cycling Regulations):

- back, elbow, knee and shoulder protectors made of rigid materials;
- protection for the nape of the neck and the cervical vertebrae;
- padding on shins and thighs;
- broad full-length trousers made from rip-resistant material incorporating protection for the knees and calves, or broad-cut shorts made from rip-resistant material plus knee and calf protectors with a rigid surface;
- long sleeved shirt;
- full finger gloves.

- 2.7.2 Additional hosting National Federation safety requirements may apply. These shall be listed in the Event Technical Guide.

3 WES E-GRAVITY (if applicable)

3.1.1 Characteristics

WES e-Gravity is composed of timed special stages and non-timed liaison stages. The liaison stages are generally completed by e-bike, but can in certain cases use mechanical uplifts.

3.2 Special Stages

- 3.2.1 The emphasis of the WES E-Gravity track must be on rider enjoyment, technical and physical ability.
- 3.2.2 WES E-Gravity uphill special stages must be no longer than 2 minutes in length.
- 3.2.3 WES E-Gravity downhill special stages must be longer than 2 minutes in length.
- 3.2.4 WES E-Gravity circuits shall be between 20 to 30 KM and contain between 1000 and 1500m of climbing.
- 3.2.5 During WES E-Gravity special stages flat terrain is to be avoided wherever possible.
- 3.2.6 WES E-Gravity circuits must be closed to all traffic except accredited competitors during official training and racing.
- 3.2.7 If a competitor leaves the WES E-Gravity circuit, he/she must return back to the same point.
- 3.2.8 No modifications are to be made to the special stages except by the Technical Delegate and/or Race Direction. Any competitor or team representative found doing so shall be penalised.
- 3.2.9 The results of WES E-Gravity shall be calculated by adding all special stage times together

3.3 Liaisons

- 3.3.1 Liaison stages despite not being timed, must be completed in a set time. Riders that complete the liaison stages outside of this time limit shall have this amount of time added to their race time.
- 3.3.2 Riders must obey the highway code.
- 3.3.3 Riders must follow the exact liaison stage route

3.4 Race format

- 3.4.1 The starting order shall be determined by WES in accordance with WES rankings.
- 3.4.2 Riders shall set off individually at identical intervals.
- 3.4.3 The organiser will provide the start times for each timed stage.
- 3.4.4 Access to the start shall be via a closed park where athletes shall be submitted to a last check upon the level of charge of their battery before being allowed to begin.

- 3.4.5 A rider must act in a sporting manner at all times and must permit any faster rider to overtake without obstructing.
- 3.4.6 If a rider exits the course for any reason, he/she must return to the course at the same point from which he/she exited.

3.5 Course Marking

- 3.5.1 WES E-Gravity timed special stages are materialised by flagging tape, gates and arrows.
- 3.5.2 Care must be taken to make sure that the course is clearly marked and no shortcuts are possible.
- 3.5.3 Where two pieces of flagging tape, on opposite sides of the course, are installed, the riders must pass between them. In these areas, missing, crossing or passing the course tape on the wrong side will be deemed as course cutting.

3.6 Official training

- 3.6.1 WES E-Gravity circuits shall be unveiled by the morning of the official Reconnaissance Day on the WES website and/or on a map that shall be on display in the race paddock, within the Riders' registration area.
- 3.6.2 Reconnaissances are allowed the day before the race, in the allotted time period, and with the e-bike that the athlete will use during the race complete with race plate.
- 3.6.3 Any athlete that uses a vehicle other than their e-bike during the reconnaissance period to study the circuit shall be excluded from the event.
- 3.6.4 No modifications are to be made to the circuit as defined by the organisers.

3.7 Technical Zone

Technical assistance during the WES E-Gravity event is permitted under the following conditions

- 3.7.1 Technical assistance can only take place in the designated Technical Zone.
- 3.7.2 Technical assistance consists of the replacement or repairs of any part of the e-bike at the exception of the frame, wheels or battery.
- 3.7.3 It is forbidden to change e-bike during the event even if the rider finishes the event with the same race plate.
- 3.7.4 Outside of the technical zone, riders can only use their own equipment and help from a fellow competitor to fix any technical issues.
- 3.7.5 Competitors can only carry with them tools or spare parts that do not represent a danger either to themselves or to a fellow competitor.
- 3.7.6 It is forbidden to recharge the e-bike or battery in the technical zone during the WES E-Gravity event.

3.8 E-Gravity Clothing and Protective Accessories

- 3.8.1 Riders must always wear an approved full-face helmet during the competition. The use of a full-face helmet shall be controlled by WES Sports Office during the pre-race administrative checks.

The UCI and WES strongly recommend that riders wear the following protection (4.3.013):

- back, elbow, knee and shoulder protectors made of rigid materials;
- protection for the nape of the neck and the cervical vertebrae;
- padding on shins and thighs;
- broad full-length trousers made from rip-resistant material incorporating protection for the knees and calves, or broad-cut shorts made from rip-resistant material plus knee and calf protectors with a rigid surface;
- long sleeved shirt;
- full finger gloves.

- 3.8.2 Additional hosting National Federation safety requirements may apply. These shall be listed in the Event Technical Guide.

4. WES Points Rules

4.1 Riders, Teams, Bicycle Manufacturers and Motor Manufacturers will compete for the WES Series Title.

4.2 For Riders, the points will be those gained in each race (UCI E-MTB XC World Cup and WES E-Gravity - **if applicable**, Men and Women).

4.3 For Teams, the points will be those gained in each race by each team member (UCI E-MTB XC World Cup and WES E-Gravity - if applicable, Men and Women).

4.4 For Bicycle Manufacturers and Motor Manufacturers, only the best-placed position of each Bicycle Manufacturer and Motor Manufacturer will gain points, according to the race classification in each race (UCI E-MTB XC World Cup and WES E-Gravity - if applicable, Men and Women).

4.5 For each category, WES points will be awarded on the following scale:

Position	Points	Position	Points
1	25	9	7
2	20	10	6
3	16	11	5
4	13	12	4
5	11	13	3

6	10	14	2
7	9	15	1
8	8		

- 4.6 All races will count for the WES Series, for Riders, Teams, Bicycle Manufacturers and Motor Manufacturers.
- 4.7 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event of a consequent condition of a tie then, the date in the Series Calendar when the highest place was achieved will be taken into account, with precedence to the latest result.
- 4.8 In the case of a rider participating with different e-bikes, it is the make of the bicycle with which he/she obtained the highest amount of points that will appear next to his/her name on the final classification, without, however, modifying the calculation for the Constructors' classification.
- 4.9 The WES Series Champions in each category, Winning Team and Winning Bicycle Manufacturer and Motor Manufacturer must participate in the official final awards presentation ceremony.
- 4.10 Top 15 Men and top 15 Women riders of the 2021 WES UCI E-MTB XC World Cup general classification on August 3rd 2021 will get reserved quota places for the 2021 UCI E-MTB World Championships taking place from August 25th to 29th in Val di Sole (ITA). This race represents the highest-level competition in E-XC discipline and allow riders (Men and Women) to achieve the UCI Rainbow Jersey.

5. Wildcards

- 5.1 Wildcard applications shall be received, managed and eventually approved or refused by the WES Sporting Department.
- 5.2 Wildcard applications agree to submit themselves to the WES Regulations.