



Giro-E 2025 REGULATIONS

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Giro-E 2025 Regulations

1. General Premises

Giro-E 2025 (hereinafter also referred to as “Giro-E” and/or “Event”) is a cycle-touring event on the Italian Cycling Federation calendar as an event of national relevance organised by RCS Sport Spa during and on the same roads of the Giro d'Italia (hereinafter also “Corsa Rosa”).

The Event takes place from **10 May 2025 to 1 June 2025**, at the same time as the Giro d'Italia.

Giro-E is scheduled to start on **Tuesday 13 May 2025 from Ostuni (BR)** and finish in Lazio.

Giro-E is an E-bike Experience which aims to give all bicycle lovers, amateur cyclists or former professionals, the experience of riding the roads of the Giro d'Italia on the same days as the Corsa Rosa.

The Event is contested using, exclusively, pedal-assist road or gravel bicycles.

Each stage may have sections of the route in open traffic conditions and other sections in closed traffic conditions. In the former case, the Traffic Rules apply, in the latter; however, the utmost caution is recommended. The specifications for each stage will be indicated by the Organisation. Throughout the entire route, riders are escorted by the Organisation's vehicles, the Traffic Police and the Technical escorting marshals that will facilitate the smooth running of the Event. An appropriate medical and first-aid service following the convoy is provided.

The entire stage is covered by the participants all together, except in some sections, where all participants will undergo different Team Skill Trials with their own Teams.

The Roadbook is the Giro-E 2025 official guide and is available as hard-copy and online formats. It features all the organisational and technical information useful to the participants and the Teams to best experience the Event.

The Organisation reserves the right to make any changes or variations to the regulations during the course of the event, communicating them during the technical meetings scheduled during the Event and via daily communiqués.

2. Participation

2.1 Teams

Regularly registered Teams that have a commercial agreement with RCS Sport & Events can participate in the Event. Then, depending on the individual commercial agreements, the Teams can be classified as follows:

- **Official Team:** Team that participates in all the stages of the Event and competes for the classification jerseys
- **Daily Team:** Team that participates in one or more stages but does not compete for the classification jerseys. However, the Daily Teams will be equipped with transponders and will participate in the time trial rankings. In the event of winning one or more trials, the winning Daily Team will receive an award in the form of a plaque or certificate.

Each team manages its own participants autonomously according to the limitations stated in the Regulations and in Annex A 'Official Team' and Annex B 'Daily Team'.

2.2 Individual registration

Direct individual registration is not possible.





2.3 Age limit

Participation in the Event is allowed to those who are at least 17 years old.

2.4 Medical certificate

The Teams' members are required to have at least a valid **medical certificate of fitness for non-competitive sports activity or superior**.

The Captains of the Official Teams are required to have at least a valid **medical certificate for competitive cycling**.

3. E-bike specifications

Each Team must use homologated pedal-assist bicycles that comply with the regulations in force (road E-Bike and/or E-Gravel Bike). E-MTBs are not permitted.

Only E-bikes classified as velocipedes, CE-certified in compliance with Italian and European legislation and the regulations of the Italian Cycling Federation will be admitted. Manufacturers must send documents certifying the conformity of E-bikes to the Organisation in advance.

The European Directive – 2002/24/EC – defines e-bikes as vehicles “equipped with an auxiliary electric motor having a maximum continuous rated power of 0.25 kW whose power supply is progressively reduced and finally cut off when the vehicle reaches 25 kph or sooner if the cyclist stops pedalling.”

The Organisation, with the support of the staff in charge, reserves the right to carry out spot checks on the participants' bicycles, providing for penalties and/or sanctions in the event of anomalies.

4. Forbidden technical aids

For safety reasons during the stage, unless otherwise indicated by the Race Management, the use of the following aids is forbidden:

- Any device (smartphone, camera, etc.) that is not affixed to the bike or other support (e.g., helmet);
- Engine performance enhancement apps;
- Any object or equipment that could create a dangerous situation. Any transgressions will result in penalty points for the Team.
- Any other use must be evaluated by the Organisation and approved in advance.

5. Preliminary Operations

Preliminary operations are scheduled on **Sunday 11 May** in **Lecce** when the following are scheduled:

Technical meeting for Team managers, Captains and authorised personnel on **Monday 12 May 2025** in Lecce at 12.00 in **Sala Conferenze, Headquarters, Lecce**

Mandatory attendance of Team Managers and Captains is required

- Training for Team car drivers and following vehicles on **Monday 12 May 2025 in Lecce from 9.30 to ore 11.30**
- Team Presentation on **Sunday 11 May 2025** at Green Fun Village - Piazza Sant'Oronzo, Lecce at **18.00**





- Following the Team Presentation, Town parade of the Captains on **Sunday 11 May 2025** at **20.30/21.00** at Green Fun Village, Piazza Sant'Oronzo, Lecce. The presence of the Captain of each Official Team, who will take the presentation stage wearing the official team jersey, and of the Team Manager, who will take the stage with the team's official e-bike, is mandatory.

6. Running of the Event

Details with stage plans, stage schedules, route and profiles will be published in the Giro-E 2025 Roadbook, which is handed out at the first technical meeting or can be downloaded from www.giroe.it

The Giro-E stages can be either mass-start stages or time-trials. Along the route the participants, with their Team and Captain, must carry out the Team Skill Trials specified in point 7.

The Organisation reserves the right to cancel, suspend or modify the stage for safety and organisational reasons, in the event of:

- Delays in the stage schedule;
- Extreme weather conditions;
- Precarious security conditions due to demonstrators and protesters;
- Accident or incident to a participant;
- Any other situation that may compromise the security of the Event.

The Giro-E 2025 includes 18 stages, the first one is scheduled on Tuesday 13 May 2025 and the final stage on Sunday 1 June. A total of three rest days are scheduled respectively on 12 May 2025, 19 May 2025 and 26 May 2025.

a) Meeting point for the participants – Paddocks and Car parks

Participants are required to meet at least 3 hours before the starting line-up at the Paddock area. A car park is set up near the Paddock area; participants may leave their cars there until their return from the Event.

The location of the Paddock areas and car parks will be featured in the Roadbook.

In the Paddock area is the accreditation pick-up point, where Team Managers will collect everything they need for the stage (body numbers, transponders, accreditations, etc.).

b) Daily Team Presentation

The complete Teams must show up on the stage in the starting village for both the Team Presentation and the sign-on, respecting the timetable and the order notified by the Organisation every day.

c) Meet&Greet

3/4 Teams a day, in turn, will be engaged in the Meet&Greet activity in the Green Fun Village. Meet&Greet follows the Team presentation on stage. During this activity, the Team Captain and team members will be interviewed by the host and the audience.

d) Hospitality

A hospitality area open to entitled accredited people is set up in the start village; a cafeteria service is available.





6.1 Route

The Giro-E stages take place mainly on the same route designed for the Giro d'Italia, having as a starting meeting point a different city from the start of the Giro d'Italia, except in cases indicated by the Organisation.

If the start does not coincide with the route of the Giro d'Italia, a connecting section will be included in the route, so that the riders will get to the Giro d'Italia stage route.

No stops on the route are planned during the stages, unless specifically indicated by the Organisation.

As the event is classified as a cycle-touring ride with regularity trial sections, the stages will have a maximum distance of 105 km (as provided by the FCI Implementation Rules of the National Amateur and Cycle-touring Department), from Km 0 to the finish line, excluding any sections requiring transfer.

6.2 Stage Classification

To make participation in the Event safe and suited to the skills of each participant, new method of classifying the stage difficulty have been introduced in the 2025 edition, so as to identify an ideal rider according to the route to be covered. The two criteria applied are the technical level and the physical effort required by the stage.

6.3 Technical level

The classification regarding the technical level of the participant is as follows:

Basic

- Basic knowledge of bicycle and riding, mainly on flat or slightly uphill route.
- Being familiar with the gears and the control of the bicycle, but without the need for advanced bike maneuvering experience.
- Recommended for those who go out occasionally on their bicycle or for short rides.

Intermediate

- Ease in handling the bicycle, including on slightly uphill or downhill stretches.
- Used to cycling on the road, even with extreme weather conditions.
- Riding in group and changing direction at moderate speed safely.
- Ideal for those who practice cycling regularly, with a good command of the basic techniques.

Advanced

- Expertise in dealing with technical routes, including technical uphill and downhill stretches.
- Ability to maintain high speeds in group, advanced bike handling and position.
- Recommended for expert riders who practice cycling frequently and are familiar with advanced techniques.





6.4 Required physical effort

The classification regarding the physical effort required by the stage is as follows:

Low

- A light physical effort is required.

Medium

- A moderate physical effort is required

High

- A high physical endurance is required

For all stages the use of technical shoes with cleats **is mandatory**, except in cases previously authorized by the Organisation.

6.5 Finish

The scheduled finish time of a Giro-E stage is approximately one and a half hours before the arrival of the Giro d'Italia stage. Please be informed that this rule may be modified according to the needs and particular technical-organisational features of some stages.

The Giro-E stage finish coincides with the Giro d'Italia finish. The Captains of the Official Teams, anticipating the group of the participants, will perform an exhibition sprint that will not affect either the general classification or any other standings and nor award any jerseys.

7. Team Skill Trials

The Team Skill Trials are route sections to be covered at a certain average speed or within a time set by the Organisation. The trials have a variable distance from 1 to 7 kilometres and are located within the part of the route corresponding to the Giro d'Italia course, except in specific cases.

The goal of the different trials is to encourage team spirit and boost team harmony with the support of the Captain.

In this regard, it should be made clear that the results of the various trials take into account **only and exclusively** the times and average speed of the Team members, except the Captain, who acts as an aid and coordinator for his/her own Team.

Each day, upon the race kit collection, the Organisation will provide the Team Managers with the average speeds and times to be respected, together with the stage schedule indicating the start and end of each trial section.

The start and end of the trials' sections will be clearly marked with special signposts on the roadway. These trials will count for the awarding of some jerseys, as specified in point 8 of these Regulations.

The Team Skill Trials test the ability of each Team to maintain compactness during the entire race section. Coordination among the Team members is therefore essential to obtain the best possible result.





To maintain compactness implies that all the Team members must ride in a cohesive manner, without dropping any member, and at a constant pace, following the instructions of the Captain to respect the assigned speed.

For example, the average time for the trial is calculated considering the transit of the first Team member at the starting point of the trial and the last Team member at the finishing point. If at the trial start line the Team members transit in this order – Participant 3, Participant 1, Participant 2, Participant 5, and Participant 4 – the trial starting time is recorded when Participant 3 transits.

At the trial finish line, the participants transit in the following order: Participant 5, Participant 3, Participant 1, Participant 4, Participant 2. The final time of the trial is recorded when Participant 2 transits, i.e. when the last Team member crosses the finish line.

The average speed of the Team will therefore be calculated considering the time elapsed between the first competitor at the trial start line and the last one at the trial finish line. For this very reason, it is essential that the Team members stay as packed as possible to optimize overall performance.

In the 2025 edition the Team Skill Trials are:

- **Sustainable kilometre:** Regularity Trial in which the participants are required to keep a given average time along an approximately 1-km-long route section. The times of all riders in the Team, except the Captain's, will be considered. The Team that comes closest to the assigned average times wins the Regularity Trial of the day.
- **Time Trial:** Time Trial in which the Team must cover a given route section in a set time. The times of all riders in the Team, except the Captain's, will be considered. The winner of the Time Trial of the day will be the Team that comes closest to the assigned average times.
- **Blind Chrono:** Regularity Trial of variable distance between 1.5 and 7 km, in which the Teams know the starting point only, whereas the finish point is a surprise. The participants must keep a constant average speed without knowing the exact moment when the trial is over. This makes the ability to manage both the pace and the team essential. This trial adds a factor of unpredictability and strategy, testing the ability of the Team to adjust and focus up to the final metre. The times of all riders in the Team, except the Captain's, will be considered. The winner of the Blind Chrono of the day will be the Team that comes closest to the assigned times.

8. Classification Jerseys

The rankings have purely symbolic value as this is not a competition.

Six jerseys are awarded for each stage. It is mandatory that all jerseys are worn by the Captain of the leading Team in the relevant classification during the award ceremony and in the race:

- General Classification Leader Jersey (the sum of all rankings);
- Time Trial Classification Leader Jersey;
- Sustainable Kilometer Classification Leader Jersey;
- Blind Chrono Leader Jersey;
- Master Classification Leader Jersey (given by the sum of participants' ages);
- Young Classification Leader Jersey (given by the sum of participants' ages)

The Classification Jerseys are given to the Team Captains based on the relevant classification of the day, except the General Classification Leader Jersey, which takes into account the results of all stages. If a Team





leads in several rankings, just one jersey will be awarded according to the importance set by the order of the list above.

Exclusively in the final stage in Rome, the jerseys will be awarded according to the overall classification of each jersey, which takes into account all stages.

Before the end of each stage, the Captains will be instructed by radio whether or not they are to stop in the podium area for the award ceremony of the classification jerseys or should go directly to the shower area.

The Captains will step onto the Giro d'Italia stage wearing the jersey of the Team they belong to and, during the award ceremony, they will receive the classification jersey, which must be worn the next day during the stage.

Procedures and scoring system will be explained during the first technical meeting.

The Organisation reserves the right to change the award protocol at any time.

9. Penalties

- **PARTICIPANTS:** Penalty points are given for those who do not respect the instructions given by the Jury (speed, stops, use of prohibited equipment and devices, incorrect race conduct, etc.), at the sole discretion of the Race Manager. Severe irregularities may also lead to the disqualification of riders.
- **BATTERY:** During the Team Skill Trials and sprints to the finish line, it is strictly forbidden to remove the battery from the bicycle in order to make the bike lighter. Otherwise, penalties and relegation in the ranking are applied. Replacing a discharged or non-functioning battery with a charged one or using an external power unit is allowed.
- **TEAMS:** Incomplete Teams at the stage start are given penalty points for each missing participant.

10. Environmental Respect

Giro-E aims to raise awareness of sustainable mobility and environmental sustainability issues.

Concrete actions are carried out by the Event Organisation with the use of electric and hybrid vehicles, the use of material that absorbs harmful substances for set-ups, biodegradable water bottles, classification jerseys made from recycled material, photovoltaic panels to power the Green Fun Village stands, biodegradable tableware in the hospitality areas, and the implementation of segregated waste collection at each start and finish location.

Some suggestions for Teams and their members to reduce their environmental impact while participating in the Event follow.

Teams:

- Using electric and hybrid vehicles as official Team vehicles
- Using technical clothing made from recycled materials
- Reducing the use of plastic wrapping for technical equipment for the Team

Riders:

- Using public transport/car sharing to get to the stage start area
- Correct use of areas for segregated waste collection

It is absolutely forbidden and not tolerated for participants to discard litter in any point of the Giro-E route as well as in the Start and Finish areas. Bottles, papers, and wrappings of any kind must not be discarded in the environment throughout the event.





11. Insurance

Except in the case of Team members with a valid cycling membership with the Italian Cycling Federation and/or with a Sports Promoting Organisation recognised by the CONI (who will be covered for accidents and permanent disability by the insurance policy in force with their Federation/Organisation), all other participants will be covered by an accident policy with a maximum limit of 80k for death and 80k for permanent disability with a 5% deductible. To activate this policy, each Team manager must notify the list of participants with all the required information (name, surname, date and place of birth, tax identification code) to the Organisation two days before each stage.

12. Final provisions

Should one or more stages of the Event be cancelled and/or, in any case, not carried out due to causes not dependent on and/or not attributable to the will of the Organiser, including the withdrawal of authorization to hold the Event by the competent Public Authorities, for any reason whatsoever, the participant shall have no claim on RCS Sport Spa, not even by way of reimbursement of expenses incurred and those to be incurred. The Organisation reserves the right to modify these Regulations at any time for reasons it deems appropriate in order to better organize the race. Teams and participants take note that this edition may be subject to changes in places and times, of which participants will be duly notified.

13. Declaration of Liability and acceptance of the Regulations

By taking part in the Giro-E, the participant declares that he/she is fully aware of and accepts these regulations and accept the following declaration of liability in its entirety.

"I am aware that participating in the Giro-E and/or sporting events in general is potentially a risky activity. I hereby declare that I am in good physical form and sufficiently trained to participate in the Event and that I have no contraindications indicated by a medical professional. I also declare that I am in possession of a medical certificate of fitness for non-competitive sports activity (medical certificate for competitive cycling for the Team Captains). I also declare that I am participating voluntarily, and I assume all risks arising from my participation in the Event: crashes, contact with vehicles, contact with other participants, spectators or others, weather conditions, including scorching heat, extreme cold and/or high humidity, traffic and road conditions, any type of risk well known and assessed by me. Being aware of the above, considering the acceptance of my participation, I, on my own behalf and in the interest of no one else, release and discharge RCS SPORT, the promoting organisations, the Local Authorities, all the Sponsors of the Event, their respective representatives, successors, officers, directors, members, agents and employees of the above mentioned Companies, of all present and future claims or liabilities of any kind, known or unknown, arising from my participation in the event."

14. Disclaimer

I HEREBY DECLARE

1. that I have a medical certificate of fitness for non-competitive sports activity. If I am a Team Captain, I have a medical certificate for competitive cycling
2. that I am in psychological and physical conditions suitable for the activity





3. that I do not take and have not taken in the 48 hours preceding the activity any narcotic and/or psychotropic substances, that I am not under the influence of drugs, and that I have not consumed excessive amounts of alcoholic beverages and food
4. that I am aware of the foreseeable and unforeseeable risks associated with the practice of the activity

I ALSO DECLARE

5. that I assume as of now any and all liability with regard to my person, for personal injury and/or damage caused to others (and/or to property) as a result of my conduct that does not comply with the rules
6. on my own behalf, as well as on behalf of my heirs and/or assigns, that I release RCS SPORT SPA and RCS SPORTS & EVENTS Srl, their collaborators and/or employees, as well as their heirs and/or assigns, from any liability for injury, death
7. and/or any damage (also caused by third parties), which may be caused to my person on the occasion of and by reason of my activities at Giro-E
8. that I have carefully read and assessed the contents of the Giro-E 2025 Regulations and I have clearly understood the meaning of each and every point before accepting and signing them. I fully understand and agree with the aims of these Regulations established for my own safety and that failure to comply with them may place both myself and other participants in a dangerous situation. For the purposes of articles 1341 and 1342 of the Civil Code, I hereby declare that I specifically approve points 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16 of this contract.

15. Release for use of participant's images

By participating in the Giro-E, RCS reserves the right to use exclusively the participants' images of them during the event. Without prejudice to the right of each participant to acquire souvenir images of the event for private and non-commercial use (and in any case not during the race), it is forbidden for anyone other than RCS, or parties with whom RCS has professional and commercial relations, to acquire images of the participants for commercial purposes, or for the sale to participants or third parties of images of persons or things relating to the Event.

By taking part in the "Giro-E" the athlete/participant assigns exclusively to RCS the right to economic exploitation of still or moving images of him/her taken during his/her participation in the Giro-E, on all visual media as well as on promotional and/or advertising material produced and disseminated throughout the world for the maximum period envisaged by the laws, regulations and treaties in force, including any extension which may be made to the period envisaged.

16. Giro-E Privacy Policy

This is the [LINK](#) to download the complete privacy policy also available in the confirmation of the online registration for the event.

By taking part in the Giro-E 2025, the participant accepts the Rules and Regulations and their annexes in their entirety.





OFFICIAL TEAM

ANNEX A
OFFICIAL TEAM
RULES REGULATING PARTICIPATION

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1. Official Team

The Official Team is the Team that participates in all the stages of the Event and competes for the award of classification jerseys.

2. Official Team Composition

Each Team regularly registered for the event is entitled to a total of 6 participants per stage, of which:

- 1 Captain: an experienced rider or former professional rider who has a **medical certificate of fitness for competitive sport**.
- 5 members: they can change even every day and must have at least a **medical certificate of fitness for non-competitive sports activity**.

The selection of participants is the responsibility of the Management of each Team and must comply with the recruitment criteria provided by the Organisation, based on the difficulty classification of the stages, as specified in point 6.2 of these Regulations.

Each Team must be equipped and organised to ensure assistance for all its members during the ride in the event of any withdrawals and in the event of any sections requiring transfer with vehicles.

No more riders are allowed to participate than those specified in the Regulations.

3. Team Manager

The Team must have a person in charge, the Team Manager, who must be attending the event. The Team Manager cannot be the Team Captain.

The Team Manager will have to:

- Be the Organisation's contact person for all communications and activities relating to the event
- Attend all official and extraordinary technical meetings mandatorily
- Carry out the registration procedures of Team members as to these Regulations (at least 48 hours before the start of the stage) via the dedicated web portal
- Daily collect the body numbers, transponders and accreditations of Team members



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- Daily collect the number of the Team car's position in the stage convoy and affix it to the Team car
- Daily check the switching on and proper functioning of the supplied radio
- Affix the transponders to the e-bikes of the participants
- Return the transponders at the end of the stage to timekeeping company officials.
- Follow the race onboard his/her Team car to assist his/her Team.

4. Captain

The Captain is the Team leader. He/She must assist participants throughout the Stage and provide the best possible experience for his/her team. This figure is mandatory and must be present throughout the duration of the Event. Moreover, it is strongly recommended that the Captain is the same for the entire duration of the Event and does not change daily.

Each Captain will be provided with a radio by which he/she will maintain contact with the Race Management during the stage. Through this information channel the start and end of the various trials will be communicated, as well as any issues on the route or any other type of information functional to the smooth running of the Event. In addition, it will be through this same system that the Captains will know whether they will have to go to the podium in the finish area for the jersey award ceremony.

It is mandatory for the Captains of the Official Teams to have a **medical certificate of fitness for competitive sport valid in the period of the Event**

5. Vehicles

Each Team is entitled to get the accreditation for 3 vehicles – 1 Team car in the convoy and 2 support vehicles (second Team car, van...).

Accredited vehicles are entitled to access the areas allocated to them, both at the start and at the finish. They are also entitled to go along the Giro d'Italia race route, which is normally closed to traffic, unless otherwise indicated by Giro-E and the Giro d'Italia Organisation.

The official car of the Official Team is the Team car:

- It is the support vehicle for the riders during the cycling event and must be equipped with a bike rack suitable for e-bikes. If the car is not equipped with the latter, it will not be admitted and accredited as a Team car

The driver of the Team car must have an FCI/UCI race driving license. If this is not the case, the driver must mandatorily attend the training meeting organised by RCS on the day prior to the start of the first stage. In addition, he/she must have obtained his license at least three years ago (no novice drivers).

5.1 Other support vehicles

Any other vehicles, up to a maximum of two, such as support vans for equipment/e-bike and for transporting riders, will be provided with sticking plates and will be allowed to drive along the itineraries indicated by the Organisation to reach the finish, however not in the convoy in between the "Start of cycling event" and "End of cycling event", unless otherwise specified.

Each Team must be equipped and ready to ensure assistance to all its members during the race in the event of any withdrawals and of any sections requiring transfer with vehicles.



OFFICIAL TEAM

6. Equipment to be supplied by the Team and/or Participant

- Technical uniform (the same for all team members)
- E-bike
- Spare battery and spare parts
- Mandatory type-approved helmet
- Technical shoes with cleats
- Technical sunglasses
- Additional thermal clothing (in case of stages with bad weather)

Teams must find and book hotels by themselves throughout the Event.

Frigerio Viaggi, our travel agency, will be able to support with special rates for those who need it.

7. Participant Registration

Each Team must register its participants **at least 48 hours** before the start of the stage they will take part in. Registration is carried out by the Team Manager as follows:

1. For each Team, a dedicated area is created within a web portal, in which the Team Manager has administrator access
2. The Team Manager collects from each participant the required information for registration (Name – Surname – Date and Place of Birth – email – Tax identification code – any FCI or EPS membership – copy of the medical certificate – whether a return shuttle is needed)
3. The Team Manager enters the required information on the portal, making sure that each participant's nominal email address is included
4. Each participant receives a verification email on his/her email address, in which the forms for acceptance of the regulations, image rights, disclaimer and privacy are included
5. Each participant ticks the various check-boxes for acceptance.

Ticking the check boxes is a prerequisite and mandatory condition for proceeding with the confirmation of registration.

8. Accreditation

Each participant is provided with an accreditation badge that will grant him/her access to the following areas:

- Team Paddock at Start
- Race
- Sign-on Podium
- Hospitality at Start
- Hospitality at Finish
- Team car park at Finish
- Finish - Showers
- Return shuttle (reservation required)

Accreditation is strictly personal and may not be transferred to third parties.

Two additional accreditation badges will be handed out, one to the Team Manager and the other to another Team member. With the accreditation badge, access to the same areas reserved for participants is allowed. Again, the accreditation badge is strictly personal and cannot be transferred to third parties.





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Any other duly accredited team members (drivers, mechanics, assistance) will be provided with an accreditation badge allowing them to access:

- Team Paddock
- Race
- Team car park at the finish

9. Services provided by the Organisation

- **GPS Transponders** to be affixed to the e-bikes
- **Kit** with supplements, water bottle and water
- **Participation Body Number** and frame number: the body number must be affixed to the bottom centre of the back side of the team jersey
- **Showers/changing rooms:** depending on the topographical characteristics of the finish
- **Paddock** for Teams in the start and finish areas
- **Car park reserved** to participants only (participants are given a specific plate to be affixed to their car, while Team Managers must provide the car number plate of participants using the car park 48 hours in advance)
- **Shuttle service:** the Organisation provides a shuttle service to return to the starting location for day participants only
 - Team Managers must provide the Organisation with a list of the participants in their Team using this service 2 days in advance
 - In the hospitality area a contact person from the Organisation will manage the shuttle service (confirmations, any changes, critical issues, etc.)
 - The shuttle, to be found in the Team car park in the finish area, will leave approximately 30' after the end of the Giro d'Italia stage



DAILY TEAM

ANNEX B
DAILY TEAM
RULES REGULATING THE PARTICIPATION

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1. Daily Team

The Daily team is the Team that participates in one or several stages but does not compete for the award of classification jerseys. From the 2025 edition, the Daily Teams will also be equipped with transponders and will participate in the time trial ranking. In the event of winning one or more trials, the winning Daily Team will receive an award in the form of a plaque or certificate.

2. Daily Team Composition

Each Team regularly registered for the event is entitled to a total of 6 participants per stage, of which:

- 1 Captain: an experienced rider or former professional rider who has **at least a medical certificate of fitness for competitive sport** (see point 4 in this Annex)
- 5 members: they can also change every day and must have **at least a medical certificate of fitness for non-competitive sports activity**

The Management of each Team is responsible for the selection of participants, which must comply with the recruitment criteria provided by the Organisation, based on the difficulty classification of the stages, as specified in point 6.2 of these Regulations.

Each team must be equipped and ready to ensure assistance for all its members during the ride in the event of any withdrawals and in the event of any sections requiring transfer with vehicles.

No more riders are allowed to participate than those specified in the Regulations.

3. Team Manager

The Team must have a person in charge, the Team Manager, who must be attending the event.

The Team Manager will have to:

- Be the Organisation's contact person for all communications and activities relating to the event
- Attend all official and extraordinary technical meetings mandatorily
- Carry out the registration procedures of Team members as to these Regulations (at least 48 hours before the start of the stage) via the dedicated web portal
- Daily collect the body numbers, transponders, and accreditations of Team members

DAILY TEAM

- Daily collect the number of the team car's position in the stage convoy and affix it to the Team car
- Daily check the switching on and proper functioning of the supplied radio
- Affix the transponders to the e-bikes of the participants
- Return the transponders at the end of the stage to timekeeping company officials
- Follow the race onboard the Team car (or a neutral one) to assist his/her Team members.

4. Captain

The Captain is the experienced rider leading the team. His/her role must be to support participants by providing them with all information about the stage, how the e-bike works, the Regulations and safety, how to dress, what to eat/drink during the race, and by supporting the Team members with all their needs. During the Team Skill Trials, the Captain's average speed will not be taken into account: his/her role will be to coordinate and support his/her teammates, giving them maximum assistance and trying to render the experience as pleasant as possible.

In addition, the Daily Team Captain will not take part in the final sprint performed by the Official Team Captains and will, therefore, remain at the side of the participants.

If the Daily Team Captain participates in several consecutive stages, a medical certificate of fitness for competitive sport is required.

5. Vehicles

Each Team is entitled to get the accreditation for 3 vehicles – 1 team car in the Event convoy and 2 support vehicles (second Team car, van...).

Accredited vehicles are entitled to access the areas allocated to them, both at the start and the finish. They are also entitled to go on the Giro d'Italia race route, which is normally closed to traffic, unless otherwise indicated by Giro-E and the Giro d'Italia Organisation.

The official car of the Daily Team is the Team car:

- It is the support vehicle for the participants during the cycling event and must be equipped with a bike rack suitable for e-bikes. If the car is not equipped with the latter, it will not be admitted and accredited as a Team car
- The driver of the car must have an FCI/UCI race driving license. If this is not the case, the driver must mandatorily attend the training meeting organised by RCS on the day prior to the start of the first stage. In addition, he must have obtained his license at least three years ago (no novice drivers).

5.1 Other support vehicles

Any other vehicles, up to a maximum of two, such as support vans for equipment/e-bike and for transporting riders, will be provided with sticking plates and will be allowed to drive along the itineraries indicated by the Organisation to reach the finish, however not in the convoy in between the "Start of cycling event" and "End of cycling event", unless otherwise specified.

Each Team must be equipped and ready to ensure assistance to all its members during the race in the event of any withdrawals and of any sections requiring transfer with vehicles.

DAILY TEAM

6. Equipment to be supplied by the Team and/or participant

- Technical uniform (the same for all team members)
- E-bike
- Spare battery and spare parts
- Mandatory type-approved helmet
- Technical shoes with cleats
- Technical sunglasses
- Additional thermal clothing (in case of stages with bad weather)

Teams must find and book hotels by themselves throughout the Event.

Frigerio Viaggi, our travel agency, will be able to support with special rates for those who need it.

7. Participant Registration

Each Team must register its participants **at least 48 hours** before the start of the stage they will take part in. Registration is carried out by the Team Manager as follows:

1. For each Team, a dedicated area is created within a web portal, in which the Team Manager has administrator access
2. The Team Manager collects from each participant the required information for registration (Name – Surname – Date and Place of Birth – email – Tax identification code – any FCI or EPS membership – copy of the medical certificate – whether a return shuttle is needed)
3. The Team Manager enters the required information on the portal, making sure that each participant's nominal email address is included
4. Each participant receives a verification email on his/her email address, in which the forms for acceptance of the regulations, image rights, disclaimer and privacy are included
5. Each participant ticks the various check-boxes for acceptance.

Ticking the check boxes is a prerequisite and mandatory condition for proceeding with the confirmation of registration.

8. Accreditation

Each participant is provided with an accreditation badge that will grant him/her access to the following areas:

- Team Paddock at Start
- Race
- Sign-on Podium
- Hospitality at Start
- Hospitality at Finish
- Team car park at Finish
- Finish - Showers
- Return shuttle (reservation required)

Accreditation is strictly personal and may not be transferred to third parties.

DAILY TEAM

Two additional accreditation badges will be handed out, one to the Team Manager and the other to another Team member. With the accreditation badge, access to the same areas reserved for participants is allowed. Again, the accreditation badge is strictly personal and cannot be transferred to third parties.

Any other duly accredited team members (drivers, mechanics, assistant) will be provided with an accreditation badge allowing them to access:

- Team Paddock
- Race
- Team car park at the finish

9. Services provided by the Organisation

- **GPS Transponders** to be affixed to the e-bikes
- **Kit** with supplements, water bottle and water
- **Participation Body Number** and frame number: the body number must be affixed to the bottom centre of the back side of the team jersey
- **Showers/changing room:** depending on the topographical characteristics of the finish
- **Paddock** for Teams in the start and finish areas
- **Car park reserved** to participants only (participants are given a specific plate to be affixed to their car, while Team Managers must provide the car number plate of participants using the car park 48 hours in advance)
- **Shuttle service:** the Organisation provides a shuttle service to return to the starting location for day participants only
 - Team Managers must provide the Organisation with a list of the participants in their Team using this service two days in advance
 - In the hospitality area a contact person from the Organisation will manage the shuttle service (confirmations, any changes, critical issues, etc.)
 - The shuttle, to be found in the Team car park in the finish area, will leave approximately 30' after the end of the Giro d'Italia stage