

# TRANSALP RANDO REGULATIONS

## Art. 1 ORGANISER OF THE EVENT

Sport Verona ASD is an amateur sports association, hereinafter referred to as the organiser; it is based in Verona - Italy, and is a member of ARI - Audax Randonneur Italia. The association's main activity is the organisation of randonnées, non-competitive endurance cycling events. Sport Verona was founded as a group at the end of the 1990s and since then has been organising events, some of which are one-off editions and others which are repeated every year or every two years and have become part of the heritage of the Italian and international randonneur world.

Information on Sport Verona ASD, and the other sports events organised, can be found at [www.sportverona.it](http://www.sportverona.it).

## Art. 2 TRANSALP PRESENTATION

### 2.1 TransAlp Rando routes

**TransAlp Rando** is the new international cycling event organised by Sport Verona. The event involves the simultaneous running of two **randonnées**, the main one of 1200 km and the complementary one of 600 km.

Start and finish are in Verona. The routes run in the Alpine area of the Dolomites, the north-eastern part of Italy.

The territory crossed includes for the Italian part, the regions of Veneto and Friuli Venezia-Giulia and the autonomous provinces of Trento and Bolzano. The 600 km randonnée takes place exclusively on Italian territory. The 1200 km route in Villabassa, after 300 km, continues through Austria and Slovenia to Ljubljana where the 600 km mark is scheduled.

All organisational and route information can be found at [www.transalprando.com](http://www.transalprando.com).

Below the main information and the time frames for completing the tests.

TransAlp Rando of	1200 km	by	600 km
Total height difference	11.000 m		4.500 m
Maximum time	<b>110 hours</b>		<b>40 hours</b>
Maximum speed	25 km/h		28 km/h
Minimum speed	11 km/h		15 km/h
Dates	1 - 6 June		4 and 5 June

### 2.2 Launch edition year 2022

In the year 2022, the zero edition of the event takes place, it is the launch event. For the 1200 km route, the **number of participants is limited to 300**. The two randonnées are not included in the annual ARI calendar and, therefore, the patents that will be issued are not RM patents nor BRM/ACP nor BRI/ARI, they are not valid for the national championship or other ARI initiatives.

### 2.3 Official edition year 2023

TransAlp Rando will be proposed again in **June 2023** as the first edition included **in the ARI calendar and in the world calendar**, the patents will be recognised as RM, ACP and ARI. From 2023, the 1200 km randonnée will be one of the six events that make up the **IGT Grand Patent - The Italy of the Grand Tour** and will be one of the four Italian ultra randonnées. After 2023, the event will be repeated in the year 2027 and every four years thereafter.

## Art. 3 NATURE AND OPERATION OF THE RANDONNÉE

Randonnées are **non-competitive cycling events**. They are endurance and regularity tests on a fixed route, with open traffic, to be completed within a maximum time. Whoever finishes the race is awarded the randonnée patent. Randonnée patents do not provide for a ranking in order of time of completion of the route, but only a list of participants who have acquired the patent approval.

**The cyclist is provided with a travel card, which must be stamped at the checkpoints along the route.**

Everyone must consider themselves to be on an "individual excursion" and therefore in a regime of **total autonomy and self-sufficiency**; they must not expect any technical support or type of assistance, not even medical, from the organiser, except for the presence of checkpoints with refreshment service; assistance from friends or supporters is also forbidden.

## Art. 4 TRANSALP RANDO CHARACTERISTICS

### 4.1 Specific features of TransAlp Rando

The two TransAlp Rando randonnées, due to their length, especially the 1200 km route, are **sporting events that require excellent training, familiarity with extreme fatigue, and adequate psychological preparation**.

#### 4.2 TransAlp Rando checkpoints

The route is unmanned, with the exception of the checkpoints, which are also refreshment points; they are located on average every 75 km; the longest stage is about 120 km. Their function is to check that the participants respect the route, in order to obtain approval of the patent, and at the same time to provide support during the trial. The checkpoints **have opening times** which have been set according to the average, minimum and maximum speeds envisaged. The cyclist must present him/herself at the checkpoint for validation by the deadline.

**Participants must inform immediately the organiser of their withdrawal or of their delay** if they expect to arrive at the final destination after the maximum time. The organiser may arrange **secret checkpoints** along the route; failure to certify the passage will result in the patent not being approved.

#### 4.3 Description of the route

The route description is one of the documents that must be read carefully and whose acknowledgement is indispensable for registration. The illustration of the routes has been **organised in stages according to the location of the checkpoints**; it indicates the main places crossed, highlights the critical points of the route, challenging climbs and particularly busy roads. For each checkpoint it indicates the name assigned to it, the address, the opening hours and the services provided, which may be different. The route description can be consulted and downloaded on the general information page for each route respectively.

### Art. 5 DOCUMENTATION PROVIDED BY THE ORGANISER

The Organiser will provide the following services to participants, who are duly registered:

#### 5.1 Travel card

This is a folding card, of limited size, which will be personalised with the participant's data, the names of the checkpoints, their addresses and opening times. In the box dedicated to each checkpoint, there will be a space for the stamp and the indication of the time of passage. Each participant is responsible for this operation.

#### 5.2 The SeTeTrack electronic tracker

For the 1200 km route, all participants are provided with an electronic tracker to **support their personal safety**. The use of the tracker is compulsory and makes it possible to geolocate, with a certain approximation, the cyclist's position. Each device has an SOS button that can be used in case of extreme need. The device is also intended to allow the organiser to check the adherence to the planned route and to allow family and friends to follow the cyclist's progress in real time on the route map. The tracker can also be provided, as an extra service for a fee, to participants of the 600 km randonnée.

#### 5.3 GPS tracks

In order to be able to follow the planned itinerary correctly, participants are provided with the track, in gpx format, at the latest seven days before the event, which can be followed with a GPS device for satellite navigation.

Provided tracks are divided according to the 14 stages and also according to the stages from dormitory to dormitory, until arrival. The route currently described on the website is not definitive. In the period shortly before the date of the event, the route will be completely retraced by the organiser to check its practicability.

**The track to be followed will be the one sent seven days before departure.** However, during the route, the cyclist may encounter last-minute hitches such as partial road closures or detours. The participant should solve the road problems himself and return to the original route as soon as possible. On arrival at the destination, the participant must inform the organiser of the incident. Apart from exceptional situations, **the route must be followed in its entirety**. In case of oversights leading to a deviation, the route must be resumed from the point where it was abandoned. Failure to follow the original route will result in **disqualification** and therefore failure to obtain approval.

The organiser reserves the unquestionable **right and power to change the route** at any time before the event for reasons of safety or expediency.

#### 5.4 Simple road book

As a useful tool for quick reference, a pocket-sized summary road book is also provided, to be used as a reminder. It contains the essential information on the route to be followed, the locations and names of the checkpoints, their opening times and anything else the organiser considers of fundamental importance. **The classic road book** with the indication of the kilometric progression and the directions to follow, step by step, **will not be provided**.

#### 5.5 TransAlp Rando plaque

Participants in the 1200 km randonnée are given a plastic-coated plaque to attach to the frame of their bike, the function of which is above all to identify the participants in the event and remains as a souvenir of the feat.

The plaque can also be provided, as an extra service for a fee, to participants of the 600 km randonnée.

## Art. 6 REGISTRATION AND PARTICIPATION REQUIREMENTS

### 6.1 Who can participate

Participation is open to cyclists of either sex, of legal age and without age limits. A medical certificate valid for six months is required for cyclists over 75 years of age. It is not necessary to be a member of a sports club or association.

### 6.2 Competitive medical certificate

Each participant must be in good health and excellent physical shape and in **possession of a medical certificate** of fitness for competitive cycling as prescribed by the Italian Ministerial Decree of 18/02/1982, or in possession of a medical certificate of fitness for non-competitive sporting activity with a high cardiovascular commitment, as prescribed by the Italian Ministerial Decree of 26/04/2013.

### 6.3 DataHealth Service

The **medical certificate must be validated**, exclusively through the DataHealth service, **by 15 May 2022**.

Validation operations are easy and well explained at [www.datahealth.it](http://www.datahealth.it). The cost of the service, about 3,00€, is charged to the participant. For non-Italian cyclists the certificate must be drawn up in English, regardless of the nationality of the athlete. The model of certificate, to be given to the physician, can be downloaded from the General Info webpage. It is possible to register for the randonnée, in the absence of a certificate, postponing the validation within the deadline of 15 May.

### 6.4 Presentation of QRcode

The QRcode received from DataHealth must be shown at the accreditation tables once the certificate has been validated. Please note that **without a validated DataHealth medical certificate it is not possible to participate in the randonnée and the fee paid will not be refunded**. The DataHealth service remains valid for the period of validity of the medical certificate and can be used, at no additional cost, to participate in other sporting events.

### 6.5 Information documents to be read carefully

In order to register and consequently to participate in the randonnées, it is necessary to have carefully read, understood and accepted in all their parts the documents specified below, which are clearly visible (and downloadable in pdf format) on the TransAlp Rando website, on the general information page, respectively for each route:

- TransAlp Rando regulations.
- Route description.
- Declaration of awareness, assumption of risk and release of liability.

The main points of the declaration of awareness are summarised in the online registration form which requires, in order to register, to confirm the assumption of risk releasing the organiser from any responsibility and burden.

### 6.6 Adequate physical and mental preparation

It should be noted that the basic requirement for participation is **adequate preparation**; one must be well trained. It is recommended that you have already taken part in similar sporting events and that you **have the experience and ability, including psycho-physical skills, to be able to manage the endurance test**, which requires a very long cycle route, to be completed in **complete autonomy**, within a set time.

Although there are checkpoints with refreshments and some dormitories, the rest of the time you may be on your own. One must be prepared to take risks and take into account various types of unexpected difficulties such as finding water, food, and places of refuge or rest (which may only be for a few hours), adverse and severe weather conditions, even at night, the possible presence of animals on the route, problems of orientation, sleep and physical and mental fatigue, bike breakdowns in lonely places, illness, accidents, the risk of being injured in a place where it may not be possible to get medical help in time to avoid physical damage, even fatal.

### 6.7 Liability and accident insurance

It is compulsory to have **adequate personal liability insurance**. A policy covering medical expenses, accident, disability or death is also recommended. Cyclists who are members of a club or a sports association already have this insurance cover. Non-members are required to take out a third-party liability insurance policy. The huge financial and liability problems that could arise if serious accidents are caused to other people should not be underestimated.

#### 6.7.1 Sport Verona Liability Insurance

For those who do not have their own third-party liability policy, **Sport Verona ASD** offers, as a possible solution, the membership of its own ASD, at a **cost of €15,00**. Members can benefit from a **Unipol-Sai policy** with **third-party liability** covering up to **€3.000.000,00** (€ 500,00 excess); and a maximum of **€80.000,00** for death and permanent disability (8% excess). The participant, by certifying that he/she has his/her own third-party liability insurance cover, must release the organiser from any burden and responsibility in this respect.

**Art. 7 HOW TO REGISTER AND FEES**
**7.1 Online registration**

Registration for TransAlp Rando is only possible online at [www.transalprando.com](http://www.transalprando.com). The fee can be paid by **credit card** at the time of registration or by **bank transfer**. In this case, the registration is valid only upon receipt of the credit on the bank account by the Organiser. Different fees have been set according to the date of registration as early registration makes it easier for the organisation and should be rewarded, so the motto is: *the earlier I register, the less I pay. The deadline for registration is 15 May 2022.*

**7.2 Amount of the fee according to the registration period**

	from 15 January to 28 February	from 1 March to 30 April	1 to 15 May
<b>1200 km</b>	€195,00	€235,00	€275,00
<b>600 km</b>	€65,00	€75,00	€85,00

If you wish to pay by bank transfer, please find the necessary information below:

Current account info	Banco BPM – Agenzia Verona (Italy) IBAN IT3400503411711000000007741 BIC/SWIFT BAPPIT21047	Reason for payment	registration number first and last name chosen route: (1200 km or 600 km)
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**7.3 Cancellations and refunds**

In view of the particular situation of global uncertainty, caused by the pandemic, **withdrawals from participation will be accepted** from cyclists already registered, justified by personal problems and for health reasons.

As the organisation of the event and the management of each individual participant requires a great deal of effort and cost, in the event of cancellation the organiser offers a **partial refund of the fee paid, minus a penalty payment**.

- Penalty of 40%, for cancellations before 1 April 2022;
- Penalty of 60% for cancellations before 1 May 2022;
- 100% penalty for cancellations from 2 May 2022 onwards.

You can **transfer your registration** to another eligible participant by paying a **handling fee of €-30.00**.

The organiser will refund the fee in full, except for the amount of € 50.00, retained as compensation for expenses incurred, only in case extraordinary and unforeseeable events do not allow the randonnée to take place due to legal provisions or to the lack of general safety conditions.

**Art. 8 SERVICES7 INCLUDED IN THE FEE**

The registration fees for each route include the services specified below:

Type of services provided, included in the fee	1200 km	600 km	Extra cost
Travel card, to be stamped at checkpoints	V	V	
Gpx track and mini road book	V	V	
Plastic-coated plaque to attach to the bike	V		€4,00
<b>SeTeTrack</b> electronic tracker for use during the event	V		€20,00
Technical summer cycling jersey by <b>Nalini</b>	V	V	
<i>Magazine</i> with route and event description	V	V	
Canvas bags for carrying luggage to the dormitories	3	1	
Luggage transport service to dormitories	3	1	
Control points with refreshments, also at night	13	7	
Refreshments with drinks paid for by the participant	8	5	
Refreshments with meals included in the price	5	2	
Dormitories with showers at Controls	5	1	
Use of showers and changing rooms on arrival at Villa Guerrina	V	V	
Pasta party at Villa Guerrina	V	V	
Terry towel (only 1 use) at each dormitory			€4,00
Certificate of approval of the patent for finishers	V	V	

### 8.1 Meals at checkpoints

Refreshments at the checkpoints can be provided by public services such as restaurants, bars or hotels with restaurants, or by volunteers or Proloco. Each refreshment point will provide easily digestible and energetic food such as **soup, pasta, bread and jam and/or sweets, hot tea**. We will try to take into account the individual dietary choices and/or problems indicated at the time of registration by providing appropriate dishes. At each refreshment point we will try to provide, for a fee, energy bars so you don't have to take them from home.

### 8.2 Information on dormitories

**Hot showers** are available in all dormitories. In order to avoid you having to put your wet towel back in the bag, which will only return to Verona after several days, and thinking of doing a nice thing, we have activated a **rental service of the terry towel for the shower**. The service is on request and **costs € 3.00 per piece**. Each shower towel can only be used once. Liability in case of loss or damage is borne by us, we rely on personal responsibility.

**At the checkpoints which are also dormitories, the refreshment service is included in the fee.**

The checkpoints with refreshment service and dormitory are 5 for the 1200 km and 2 for the 600 km (in Feltre only refreshment service).

#### 8.2.1 Checkpoint and dormitory in **Villabassa**

It is located in the sports facility of the football field. The service is provided by the football school volunteers. The dormitory is in a hall, you sleep **on the floor**. We recommend that you include a mattress and sleeping bag in your bag on the way to Villabassa. For the 1200 km race your personal bag will be available until the second passage.

#### 8.2.2 Checkpoint and dormitory in **Tarvisio**

It is located inside the Logistic Training Base of the Italian Army. The dormitory is in a gymnasium with a wooden floor and comfortable **cots** should be available. Your personal bag will be available.

#### 8.2.3 Checkpoint and dormitory in **Feltre**

It is located inside the Zannettelli Barracks. The service is provided by the ANA Civil Defence. You can sleep in a dormitory and **comfortable beds** are available.

Dormitories	1200 km km from start	600 km km from start
<b>Villabassa</b>	300 km 900 km	300 km
<b>Tarvisio</b>	485 km 720 km	
<b>Feltre</b>	1,065 km	refreshment service only

## Art. 9 ACCREDITATION AND DEPARTURE TIMES

Before the start of the race, you must present yourself at Villa Guerrina, the logistical headquarters of the event, for accreditation operations. It is compulsory to bring **bicycle and personal equipment for verification**.

**Villa Guerrina logistics centre** Via Guerrina, 99 - 37141 Verona. Locality Montorio

The accreditation and start times of the two tours are different. The arrival of the largest number of participants in both groups is planned for Sunday 5 June. The organiser, depending on the number of participants, reserves the right to provide **staggered departures** for small groups to avoid crowding.

The **specific starting arrangements** will be communicated prior to the event **on the basis of the current regulations to combat the spread of Covid 19**, as well as the provisions concerning the conduct of sporting events.

	ACCREDITATION Villa Guerrina	DEPARTURE French style	ARRIVAL Deadline
<b>1200 km</b>	<b>Wednesday 1 June</b> from 9:00 to 19:30	Piazza Bra <b>Wednesday 1 June</b> from 20:30	Villa Guerrina <b>Monday 6 June</b> before 12
<b>600 km</b>	<b>Friday 3 June</b> from 15:00 to 19:00 <b>Saturday 4 June</b> from 4:30 to 5:00	Villa Guerrina <b>Saturday 4 June</b> from 5:00	Villa Guerrina <b>Sunday 5 June</b> before 22:00

**Documents and/or accessories to be submitted and received at the accreditation table****To be submitted**

- Personal identity document.
- QRcode sent by the DataHealth service.
- Green Pass certification, if in force.
- Bicycle and required equipment for verification.

**1200 km To be received**

- Travel card, to be stamped at checkpoints.
  - Plastic-coated plaque for attaching to the bicycle.
  - Electronic tracker, to be returned at the end of the event\*.
  - Technical cycling jersey.
  - *Magazine* with a description of the event and the route.
  - Two or three bags for carrying luggage. You must return them with your clothes on the same day, so that they can be sent to the dormitories in good time.
- \* In case of loss or breakage, the damage must be reimbursed by paying a penalty of €100.00 + VAT 22%.

**600 km To be received**

- Travel card, to be stamped at checkpoints.
  - Technical cycling jersey.
  - *Magazine* with a description of the event and the route.
  - A bag for carrying luggage. It must be returned with your clothes on the same day so that it can be sent to the dormitory in good time.
- Plastic-coated plaque if required (extra service costing €4.00).
  - Electronic tracker if required (extra service costing €20.00). To be returned at the end of the event. In the event of loss or breakage, the damage must be reimbursed by paying a penalty of €100.00 + VAT 22%.

**Art. 10 BICYCLE AND MANDATORY EQUIPMENT****10.1 Type of bike**

The Super Randonnée patent can be made with the use of a two- or three-wheeled bicycle, with handlebars, and moved solely by muscular power through a chain transmission system and with the use of pedals. Fixed-gear bicycles, which are not considered to be safe in terms of braking, are not permitted.

**10.2 Compulsory equipment**

In order to participate, it is **mandatory** to be in possession of the following equipment, either personal or for the bike, in accordance with the Italian Highway Code as well as the Austrian and Slovenian Highway Code:

- Protective helmet, compliant with legal standards and approved;
- Bike in perfect working order, especially the braking system.
- Front and rear lighting system that can be firmly anchored to the handlebars or frame-
- Reflective jacket or braces.
- Water bottle or bag.

The organiser reserves the right to carry out spot checks on the regularity of the bike used and the compulsory equipment, both before the start and along the route. If irregularities are found before the start, the organiser may forbid the cyclist to start; if irregularities are found along the route, the patent will not be recognised.

**10.3 Strongly recommended equipment**

It is strongly recommended to have with you:

- GPS device for satellite navigation, with battery support or recharging.
- Clothing suitable for low temperatures and rain and spare clothes.
- Mobile phone and external emergency battery for fast charging (power bank).
- Cable for mobile phone and GPS charging.
- Thermal or survival cover.
- Energy snacks in limited quantities (they will also be on sale at the refreshment points).



### ART. 11 OBLIGATIONS AND RESPONSIBILITIES OF THE PARTICIPANT

In order to emphasise their importance, **the obligations of the participants**, already mentioned in the previous points, are summarised here. The participant must:

- Be in possession of a **sports medical certificate** of fitness for competitive cycling.
- Be in possession of adequate liability insurance and preferably also medical, accident or death insurance.
- Be in **excellent psycho-physical condition** to withstand the discomfort and extreme fatigue of the randonné.
- Be able to cope with on an "individual excursion" in **total autonomy and self-sufficiency**.
- Be prepared to **overcome unexpected complications and take risks without expecting any technical or assistance support**, even medical, from the Organiser.
- Be aware that **any kind of assistance** along the route from friends or supporters is **prohibited**.
- Have read and understood the **Course Description** and these **Rules**.
- Have **studied the route well** and knowing, as far as possible, its critical aspects and difficulties.
- Having read and understood and signed, for full and unconditional adherence and acceptance, **the Declaration of Awareness**, Assumption of Risk and Release of Liability.
- Use a **vehicle that is perfectly efficient** and controlled, especially with regard to the braking system.
- Use adequate **lighting** on the vehicle and wear suitable clothing for visibility at night.
- Wear a properly approved, rigid **protective helmet** throughout the test.
- Comply with the legal requirements concerning the circulation of vehicles, including bicycles, in force in Italy, in particular the **Italian Highway Code**, as well as with the regulations in Austria and Slovenia.
- **Respect the route route** and have the travel card validated at the checkpoints, bearing in mind that there may be "secret" checkpoints on the route. The participant who misses one of them will not get the patent.
- Keep a respectful demeanour towards other participants and ~~do~~ not exceed the maximum average speed.
- **Notify the organiser immediately of his/her withdrawal from the event or his/her delay**, if he/she expects to arrive at the final destination in Verona after the maximum time. If no news is received, the Police will be alerted and the costs and responsibility will be borne by the defaulting participant.

Failure to comply with these obligations will result in exclusion from the start or disqualification.

### Art. 12 OBLIGATIONS AND RESPONSIBILITIES OF THE ORGANISER

The only legal obligation assumed by the organiser towards the participants is to organise checkpoints and dormitories and to check the achievement of the result in order to obtain the homologation of the patent.

The organiser cannot be held responsible, either contractually or extra-contractually, for pecuniary or non-pecuniary damage suffered by the participants or caused by them to third parties during the randonné.

### Art. 13 IMAGE RIGHTS-AND PRIVACY

By registering, the participant authorises the organiser to use, free of charge and without territorial or time limits, any still or moving images of him/her during the randonné. He/she also agrees that his/her name will be published on the TransAlp Rando website both in the list of participants and in the list of those who have been approved.

In any event, his/her identity will not be used for commercial purposes and will not be passed on to third parties.

### Art. 14 RESERVATIONS

The organiser reserves the unquestionable right and power to modify the route at any time and to cancel or suspend the randonné if safety reasons advise this.

### Art. 15 APPEALS

For the 2022 edition, the cyclist may not appeal against disqualification or lack of homologation as the organiser has the final say in these matters.

With the 2023 edition, which will be part of the official events of ARI, within 15 days from the date of publication on the ARI portal of the list of homologated cyclists, an appeal can be made by submitting a written complaint directly to ARI, which through its technical committee will contact the organiser in order to collect all the information needed to decide whether to accept or reject the appeal. The ARI decision, which is final and without possibility of appeal either for the cyclist or for the appellant ASD, will be communicated to the interested parties.

### Art. 16 LEGAL CAUSES

Any type of dispute arising in connection with the TransAlp Rando patent shall be governed by Italian law and assigned to the exclusive jurisdiction of the Court of Verona (Italy).