

Roller skiing TD education

PDF version of this PowerPoint obviously does not contain animations or video, notwithstanding videos can be seen clicking on the icon

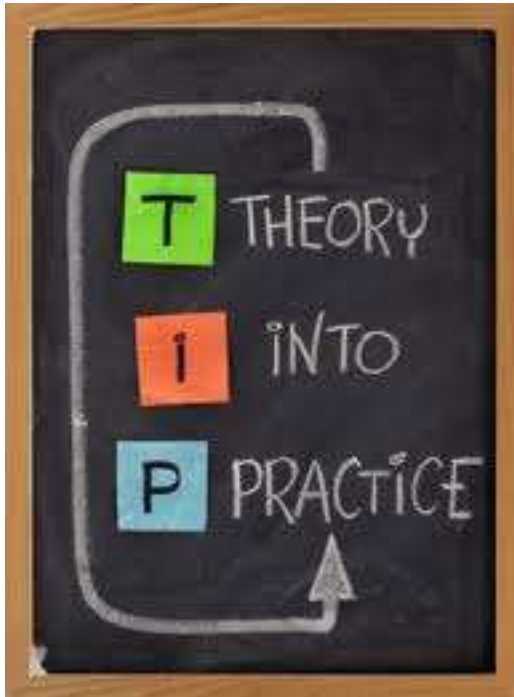


Roller skiing

Course and stadium preparation

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Session goal



Give you **practical advices**, mostly based on experience, which can be immediately helpful in **roller skiing** courses and “stadium” preparation.



Session agenda

How to chose and to prepare:

- Courses
 - *Homologation*
 - *Safety matters*
 - *Key factors*
- Start and finish
 - *Spotlights*



Rollerski courses

Homologation - 1/2

It doesn't exist any formal **FIS course homologation**



1. In our toolbox, among our tools, we don't have:
 - ***any list of homologated courses, where to check if our course is included or not***
 - ***any homologation certificate, where to check for compulsory requirements to be satisfied and warnings***
2. Any road is a potential rollerski race's course

Rollerski courses

Homologation - 2/2

It doesn't exist any formal **FIS course homologation**



3. Choice of the course is fundamental
4. **Technical Delegate** role is even more sensitive cause his tasks and decisions on courses have to be **supported more by experience** than by rules
5. TD inspection is basic, especially with new courses

Rollerski courses

Course Design Standards

ICR 396.4

ICR only tell us that:

fundamental principle

- The course must be designed with the highest priority being given to the **safety** of competitors.
- **Obstacles** or hazardous objects along or beside the track must be removed, or if not possible, they must be clearly marked and where necessary protected by padding.
- The course has to be at least **4 meters wide**.
- The downhill sections must not have any **sharp curves**.

Rollerski courses

Obstacles or hazardous objects – 1/4

- Obstacles/hazardous objects **along** – *examples*
 - Removable **speed bumps** have to be removed;
asphalt-made ones must be clearly marked.

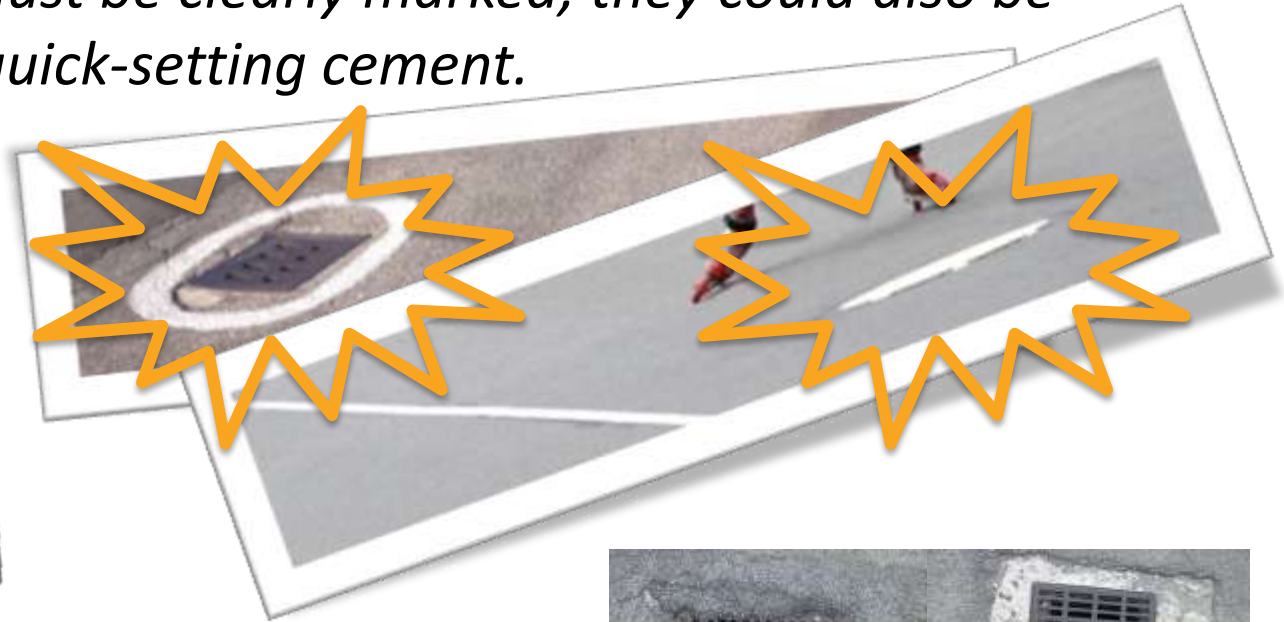
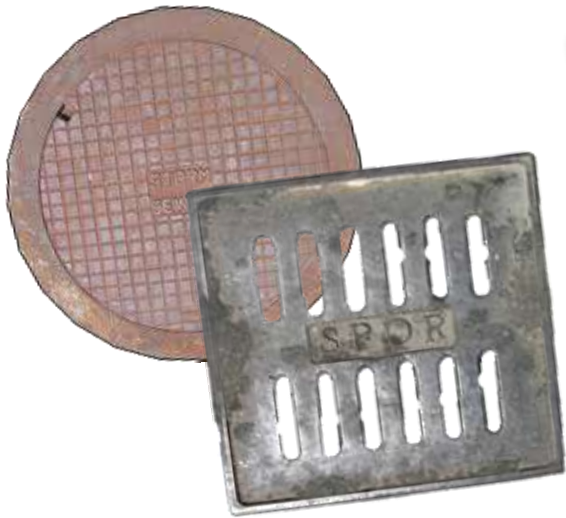


*Unlike on snow it's always possible to have both
vertical and horizontal warnings.*

Rollerski courses

Obstacles or hazardous objects – 2/4

- Obstacles/hazardous objects **along** – *examples*
 - **Manholes** must be clearly marked; they could also be covered by quick-setting cement.



Pay more attention to manholes with **holes** and to **holes direction**.



Rollerski courses

Obstacles or hazardous objects – 3/4

- Obstacles/hazardous objects **beside** – *examples*
 - *Everything can be a dangerous if placed in the wrong place.*



- *Pay attention not to create new obstacles by yourself...*



*A **prohibition of parking** beside roads hosting a race and along any sensitive spot has to be planned and issued in early advance.*

Rollerski courses

Obstacles or hazardous objects – 4/4

- Obstacles/hazardous objects **beside** – *falls*
 - *An object's hazard is directly connected to racers speed, course's shape and wideness, ground conditions, number of competitors passing together and spot's sensitiveness.*



Rollerski courses

Paddings 1/2

– *What cannot be removed can/must be covered.*



Rollerski courses

Paddings 2/2

Carpets...



Pontarlier FIS Rollerski World Cup 2013

Trofeo GSA Sovere 2013

Val Brembana FIS Rollerski World Cup 2013 – photo courtesy of P. Teysot

Rollerski courses

Course wideness – case study 1/5



- The course has to be at least **4 meters wide**.

What if it's not?

Since roads, unlike cc skiing venue, are not built up to host races, it happens to deal with a course, which is **not according to ICR**.

It happens that we can only change it in part or we **cannot change** it at all.

Should we let a race start on it or not?

Rollerski courses

Course wideness – case study 2/5



Rollerski courses

Course wideness – case study 3/5



The easiest answer is:

No, we shouldn't!

Let's say that, risking on our own, we could make an evaluation, taking into consideration ground inclination, racers speed and chances to decrease and control, course visibility and falling consequence.

We could decide if such a course's spot could achieve our main purpose (**racers safety**) or not, but, in the end we would go against a written rule, with only our evaluation on our side.

Rollerski courses

Course wideness – case study 4/5



*That case ended with TD opting for a **JURY DECISION** on it, in which it was evaluated course and its adequacy.*

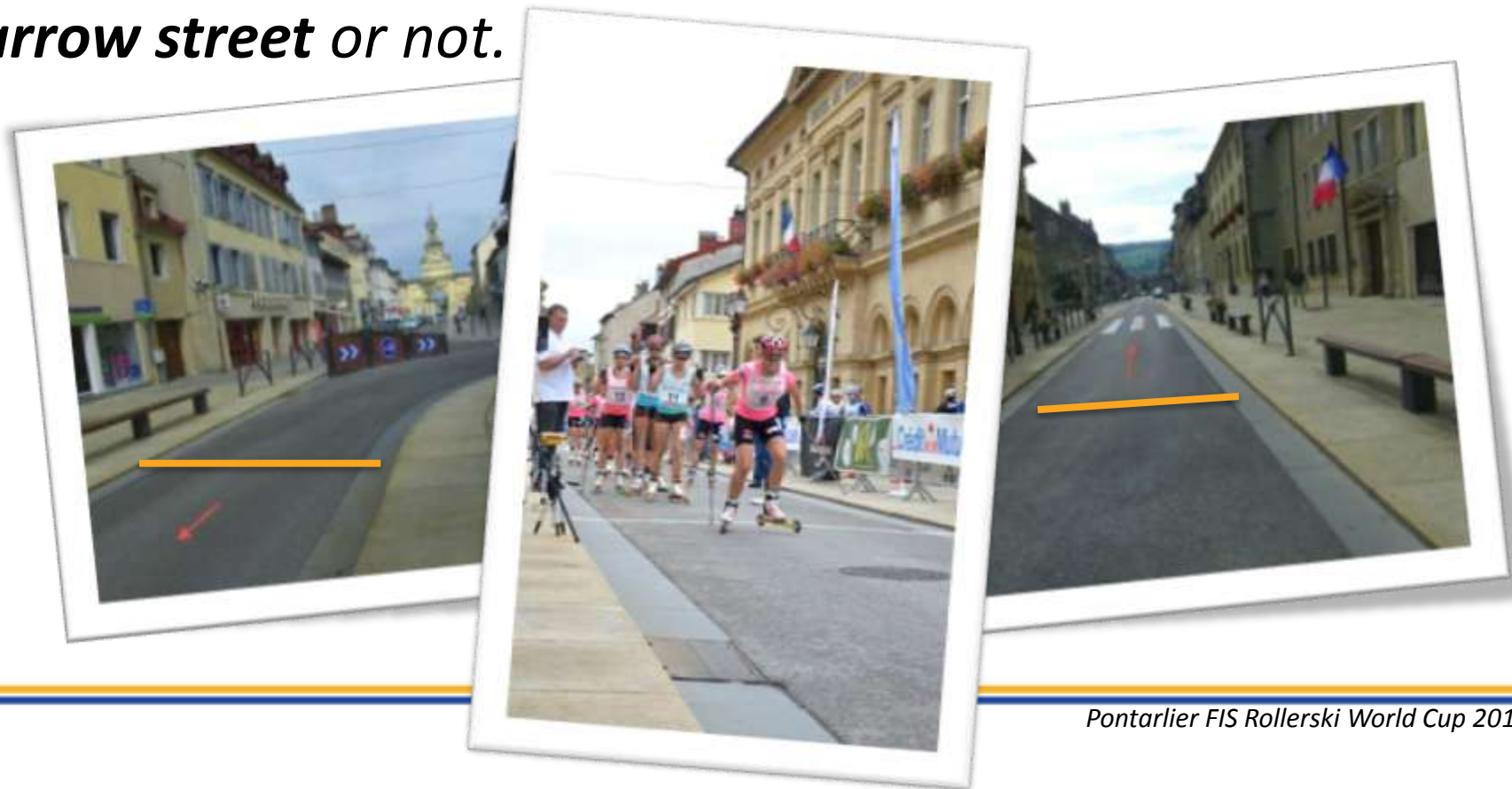


Rollerski courses

Course wideness – case study 5/5



*In order to let a race pass through a city centre we also could maybe have to decide whether let it start into a **narrow street** or not.*



Rollerski courses

Closing roads - 1/3



Let's now focus on a few key factors more to consider

- **Closing roads:**

- *Permissions have to be asked to different authorities and on due time*



*TD inspection has to be made in early advance in order to **permit changes**, if necessary, and to set a **B plan**, to use whether rain would make course dangerous.*



*For every WC stage an early TD inspection has to be done (**FIS Rol WC rules 10.3**) but it happens that O.C. doesn't agree on inspection because of its cost.*

Rollerski courses

Closing roads - 2/3



key factors

- **Closing roads:**

- *There are roads, like heavy traffic ones, which can be closed only for few minutes and/or exclusively during race*



***starting times** schedule has to take it into consideration and often **official training** cannot be made.*



ICR 396.5.1: *Courses should be ready for inspection and for official training by the teams at least one day before the competition.*

Rollerski courses

Closing roads - 3/3



key factors

- **Closing roads:**

- *Side roads, but also driveway or private access to houses could enter into our courses*



*beside official informations which inhabitants receives as consequence of the official closing roads' measure, it's basic to set a tight **control** on each course's access, to avoid crossing vehicles.*

Rollerski courses

Crowd control – 1/4



key factors

- **Crowd control:**



Rollerski courses

Crowd control – 2/4



key factors

- **Crowd control:**



*Volunteering makes you stand
out from the crowd*

– *Hurdles, warning tapes, advertising towels and **volunteers!***

Rollerski courses

Crowd control – 3/4



key factors

- **Crowd control:**

- *A special attention to the control of crowd has to be paid next to the finish and where racers' speed and excitement is higher.*



Rollerski courses

Crowd control – 4/4



Rollerski courses

Road characteristics



key factors

- **Road characteristics:**

- *Surface: evaluate asphalt condition, paying attention to possible cracks, holes to mark or repair and "dirtiness" to remove.*



Rollerski courses

Rainy weather – 1/2



key factors

- **Rainy weather:**

- *decreases grip of wheels on asphalt, not even to mention on other surface, like paved, and on stripes/crosswalks, and increases **instability** and its consequences.*



Rollerski courses

Rainy weather – 2/2



key factors

- **Rainy weather:**

- *Falling on wet asphalt is easy but less dangerous itself cause surface makes you slide, what's dangerous are obstacles you could hit while loosing control.*



Rollerski “stadium”

Start and Finish Requirements

ICR 396.8

What does rollerski ICR part tell us

396.8.1 *The start line must be clearly marked on the surface using paint.*

396.8.1.1 *Mass start areas must be a minimum of 6 m wide in order to permit a fair start.*

396.8.1.2 *Skating is not permitted for the first 70 m after the start. **

396.8.1.3 *Pursuit starts must have a minimum of two corridors that are a minimum of 10 m in length and each corridor must be a minimum of 2 m wide.*

396.8.1.4 *For World Cup during Mass Starts and Pursuit Starts it is required to video tape the no-skating areas at the start and the finish with a minimum of two digital video cameras.*

396.8.1.5 *There must be radio or phone contact between the start and the finish area.*

396.8.1.6 *There must be a loudspeaker system at the start and the finish area.*

Rollerski "stadium"

Start procedure pics

Individual start



Handicap start



Mass start



Heat start



Rollerski "stadium"

Start and finish position

There can be at least 3 race's possibilities which influence our "stadium" preparation:



*For example,
always when uphill.*



A special attention must be paid to guarantee an effective connection between start and finish, while far.

Rollerski “stadium”

Finish Requirements

ICR 396.8

What does rollerski ICR part tell us

396.8.2.1 *Three finish **corridors** which are 2m wide must be marked for the final 50 m before the finish line. The final 150 m of the course should be relatively straight.*

396.8.2.2 *For Rollerski World Cup and Rollerski World Championships the finish corridors must be **videotaped** using a minimum of 2 digital video cameras. Play back units must be available in the Jury room.*

396.8.2.3 *The finish **line** must be clearly painted on the surface of the course*

396.8.2.4 *The Finish Zone (**Roll Out Zone**) which follows the finish line must be a minimum of 100 m for sprint competitions. For distance competitions the Jury will decide on this.*

396.8.2.5 *The start area, the finish area and the exchange area must be secure from spectators and unauthorized coaches and service personnel.*

Rollerski "stadium"

Finish corridors 1/2

SPOTLIGHT

Corridors could be marked with paint or tape.



Sometimes finish zone isn't wide enough to draw 3 corridors...

Rollerski "stadium"

Finish corridors 2/2

Bad corridors!



Rollerski "stadium"

Roll out zone

SPOTLIGHT

*The importance of **roll out zone** in rollerski.*

