



## “SWANK RALLY TUNISIA” 2023 REGULATIONS

### **Art. 1 - Definition**

The "Swank Rally Tunisia" 2023 is a "rally-type" motorcycling event reserved for motorbikes complying with the Rules Code, open to enduro/rally, maxi enduro type motorbikes, which takes place on tracks open to traffic, including selective sectors, in the group in which they are scheduled.

The event is divided into 2 groups and 4 categories:

- the "Experience" group Cat. E1, which covers the entire route for non-competitive touring purposes, in compliance with the CDS.
- the "Rally" group Cat. R1, R2, R3, R4, who drive the itinerary in compliance with the CDS, with a selective section.

### **Art. 2 - Admitted Riders - Licenses - Membership Cards**

1 - All drivers in possession of a driving licence suitable for driving the vehicle in which they are entered are admitted.

2 - The insurance linked to the License issued by the Tunisian Motorcycle Federation is not valid for foreign riders participating in an event on Tunisian territory. Therefore, the Tunisian Motorcycle Federation does not require participants to have a Tunisian license, but only the payment of a fee for each registered rider. This cost will be covered by the event organization and therefore nothing is required from the participant. Regarding accident insurance for riders, we invite you to read the following with the utmost attention.

2.1 - For foreign participants in the "Swank Rally Tunisia" registered in the Experience (touring) category, travel insurance policies, such as "Travel Protection" from "Europe Assistance", will be taken out depending on the country of origin.

2.2 - For participants in the "Swank Rally Tunisia", registered in the Rally (competitive) category, it was not possible to find coverage from international insurance companies, so we have taken out an accident insurance policy with the only Tunisian insurance company that covered our risk, "Assurances Star".

The policy taken out has low limits and does not include medical repatriation, so we strongly recommend that participants take out additional accident insurance (please read the attached policy carefully).

### **Art. 3 - Groups - Categories**

Participants are divided into 2 groups and 4 categories.

- **Group R "Rally" (Competitive)**. Sporting activities with transfer routes on roads open to traffic to be travelled in compliance with the CDS, and timed sections defined as "Selective Sections".

**Cat. R1 "Historic Motorcycles"**, competitive.

Enduro-type, scrambler, multi-cylinder and specialist motorbikes, registered before 31/12/1999.

Road Book + Stella navigation system.

**Cat. R2 "Modern Bikes"**, competitive.

Modern single-cylinder, scrambler and specialist motorbikes registered after 31/12/1999. Road Book + Stella navigation system.

**Cat. R3 "Twin-cylinder motorbikes or more"**, competitive.

Multi-cylinder motorbikes registered after 31/12/1999.

Road Book navigation method + Stella navigation system.



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**Cat R4 "Twin"**, competitive.

Road Book navigation method + Stella navigation system.

- **Group E "Experience" (Uncompetitive)**. Touring activity.

**Cat. E1** Off-road, maxi enduro and scrambler motorbikes. GPX track navigation method.

#### **Art. 4 - Programme**

The event, structured in No. 4 stages, will take place from the 17th to 21st of April 2023 according to the following programme:

- Monday 17/04 Douz: Technical/sports checks, briefing and prologue special stage. Transf. Km. 40, prologue Km.7

- Tuesday 18/04                    1st stage: Douz - Campo Zmela Km. 165 PS. Km. 98,4

- Wednesday 19/04            2nd stage: Campo Zmela - Matmata Km. 165 Ps. Km. 52,9

- Thursday 20/04.                3rd stage: Matmata - Campo Mars (Tembaine) Km. 227 PS. Km. 116,8

- Friday 21/04                    4th stage: Campo Mars - Douz Km. 104 Ps. Km. 98,1

#### **Art. 5 - Motorcycles admitted**

Motorbikes entered must be registered, insured, serviced and in perfect working condition. Exhausts must be of homologated type as well as tyres (motocross tyres forbidden). It is required to display three stickers provided by the organiser, one on the front and one on each side of the motorbike showcasing the race number, the event logo and sponsors. The race director may not accept or exclude any motorbikes from the event that do not comply with the above rules.

#### **Art. 6 - Clothing**

Each rider must be equipped with suitable technical clothing, including homologated helmet, gloves, trousers with knee pads, off-road boots, back protector and/or technical jacket with protections. The organiser/race director, for safety reasons, may not accept and exclude any drivers not wearing the required technical clothing.

#### **Art. 7 - Running of the event - route**

A) The route of the event takes place on asphalt and natural roads open to normal traffic. These stretches are covered in compliance with the Highway Code with the possibility of refuelling at petrol stations indicated by the organisers or refuelling points set up by the event. The range of the motorbikes required is 100 km.

B) For reasons of safety and management of the rescue and recovery services, participants have a maximum time for the various sectors of the route, calculated at an average of less than 40 km/hour, to which a tolerance of 1 hour is added.

C) Participants are obliged to follow the route of the event by following the indications of the road book and the Stella navigator (category "Rally") or the GPX track for the category "Experience".

E) The route indicated by the organisation is compulsory.

F) It is absolutely forbidden, under penalty of exclusion from the event, to drive along roads not indicated by the GPX track and the road book and Stella navigator, provided by the organiser.

G) Along the route, WPM/WPC/WPS/DZ passage control points will be established, also by satellite tracking. Failure to pass and validate within a distance of 90 metres from these Way Points will be penalised as follows:

1. WPC 10 minutes

2. WPM/WPS/DZ 20 minutes

3. CP 60 minutes

Exceeding the speed limit at the DZ controlled points will be recorded by the GPS and will result in a penalty as indicated:

- up to 15% overrun the penalty corresponds to 1 minute

- from 15% to 30% corresponds to 2 minutes



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- over 30% corresponds to 5 minutes

In case of non-completion of the stage, the competitor will have to reach the stage finish, following the shortest road open to normal traffic.

I) The competitors will start at the beginning of the day as follows.

- Rally Group: 2 drivers every minute. In the prologue and the 1st stage according to their assigned number, in the following stages according to their position in the general classification updated to the previous stage.

- Experience Group: 3 or 4 drivers every minute at the back of the Rally group, in order of number:

L) Along the route, only for the Rally group, there will be a selective sector during each day, which will be valid for the day and final classification.

M) The participants of the Experience group, will not be allowed to enter the selective sector course, before the last competitor of the Rally category, has finished the stage. At that time, the participants of the Experience group will be able to run it, respecting the highway code.

N) The final classification of the competitive categories R1 - R2 - R3 - R4 will be drawn up by the organisers as the sum of the times of the prologue and the selective sectors, added to any penalties incurred by the participant during the event.

O) Along the whole route of the event, there will be a medical emergency service, both on and off-road, and a driver and vehicle recovery service in case of breakdown. The organisation will guarantee the transport of the motorbikes to the stage finish location. Transport from this point onwards will be at the full expense of the participant.

#### **Art. 8 - Travelling in the opposite direction to the event route**

The following penalties shall be applied to any participant who, for any reason, uses the competition route in the opposite direction to the intended direction of travel (infringement ascertained visually by course officials or by detection of the GPX track)

A - Rider who rides a section in the opposite direction exceeding 30 km/h a penalty of 10 minutes is applied.

B - Rider who rides a section in the opposite direction exceeding 40 km/h a 30 minute penalty is applied.

C - Rider travelling in the opposite direction exceeding 50 km/h exclusion from the event.

D - With reference to the present article, the Race Director has the faculty to evaluate particularly dangerous or incorrect behaviour concerning the above-mentioned cases and to apply further penalties provided for in the R.M.M. "Disciplinary Penalties and Fines".

#### **Art. 9 - Selective sectors - Controlled speed**

Exclusively for the Rally Group.

A) Selective sectors consist of observed sections where the participant's running time is recorded.

B) The organisers will take all necessary actions to secure the route of the selective sectors, however they cannot guarantee the closure to traffic of these sections.

C) No claims or recourse may be made in this respect.

D) Within these sectors, stretches subject to Controlled Speed (satellite controlled by the organiser) may be defined. These sections, although within a selective sector, are to all intents and purposes to be considered as transfer sectors open to vehicular traffic, during which drivers are obliged to comply with the Highway Code and not to exceed the maximum speed indicated by the organiser.

E) The non-performance or cancellation of one or more selective sectors, due to a decision of the organiser, does not affect the validity of the event.

F) In the event of a prolonged stop before the start of the Selective Section, due to a delay in the start of the same, or to the suspension of entries to the sector due to emergencies, at the restart the order of departure of the leg will be respected. In any case, drivers must comply with the instructions of the course officials present on site. Failure to comply with the instructions and/or an early start will result in the application of a 5-minute penalty.



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#### **Art. 10 - "Gentleman Rally" Formula - Self-timing - Classifications**

The "Gentleman Rally" formula, in order to dampen the competitiveness of the event, provides for the selective sectors to be self timed, directly by the driver.

The start and end of the selective sectors will be marked in the road book and on the GPX track and signposted along the route by special signs. Synchronised satellite clocks will be positioned on site, from which competitors will be able to detect their entry and exit times from the sector. Specifically, once the driver has arrived in the vicinity of the selective sector, he will decide the time at which he will start and write it on his time card. At the end of the time, which can be seen on the organisation clock, the driver will be allowed to start.

At the end of the selective sector, the driver will have to slow down near the end of the stage sign, note on the organisation clock his arrival time and, moving in order not to hinder the arrival of the other competitors, stop and write his time on the time card. At the end of the stage, the driver will hand over the time card to the organisers, who will draw up the day's rankings and update the event's overall rankings.

The entrance and exit of the selective sectors will be manned by the Swank Rally staff, who will carry out parallel timing verification.

At the end of each stage, the race numbers of 5 competitors from the top 20 finishers of the stage will be drawn. These competitors will be checked for correspondence between the time marked on the time card and the time recorded by the organising staff, with a maximum tolerance of 3 seconds.

Irregularities will be penalised as in Art. 12. In the event of an equal number of times, at the end of the event, the driver who has set the lowest time in the last selective sector will be considered the winner.

#### **Competitive Pairs Category R4**

The pairs category was established to give drivers the opportunity to take part in a desert rally with greater peace of mind, always having a companion close by, with whom they can share the best but also the most difficult moments.

Drivers entered in the paired category will participate in the specific classification and will also appear in the overall classification. The 2 competitors will be classified with the same time and will appear in the ranking ex equo.

Drivers must always travel together. Secret controls will be arranged along the route to check the standard.

In the selective stages the 2 drivers will start at the same time and the time when the 2 drivers arrive at the end of the stage will be considered as the finish time.

The pair will start the stage, at the prologue and the 1st stage according to their start number, in the following stages, according to their position in the overall classification after the previous stage.

#### **Art. 11 - Speed Chart**

Each participant will be given a time card for each day of the event, indicating

- Competitor number
- Start time for the day
- Maximum start time selective sector
- Maximum finish time at the end of the stage
- Free fields in which the driver must note the time of entry and exit from the selective sector (only for group "Rally")
- Space for the stamping of passage controls
- Any loss or non-delivery of the time card at the stage finish will result in the imposition of a flat-rate penalty.

#### **Art. 12 - Penalties**

A) Anticipation or delay at the start of the stage: 1 minute for each minute or fraction of a minute, with respect to the start time.

B) More than 30 minutes' delay, exclusion from the leg of the day and application of the flat-rate penalty.



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- C) Time control at the end of the stage: exceeding the maximum time indicated by the organisation, flat-rate penalty.
- D) Non-completion of the race route, or failure to pass a designated passage control, Flat-rate penalty
- E) Failure to pass at the start or end of the selective sector, flat-rate penalty to be added to the time of the last competitor in the stage, regularly classified.
- F) Discrepancy between the selective sector time, recorded by the competitor on his time card, and the time recorded by the organisation, 10 seconds penalty, for each second less declared, compared to the official time.
- G) Failure to comply with the instructions of the personnel in charge of the selective sector and/or early start, 5-minute penalty.
- H) Loss or non-delivery of the time card at the stage finish: Flat-rate penalty.
- I) Driver driving a section of the selective sector in the opposite direction exceeding 30 km/h penalty of 10 minutes; - driver driving a section of the selective sector in the opposite direction exceeding 40 km/h penalty of 30 minutes; - driver driving a section of the selective sector in the opposite direction exceeding 50 km/h exclusion from the event.
- L) Failure to pass a WPM/WPC/WPS/DZ passage control, within a distance of 90 metres from the aforementioned Way Points, will be penalised as follows:
- WPC 10 minutes
  - WPM/WPS/DZ 20 minutes
  - CP flat-rate penalty
- M) Exceeding the speed limit at controlled points DZ:
- up to 15% overrun penalty 1 minute
  - from 15% to 30% penalty 2 minutes
  - over 30% penalty 5 minutes
- N) Use of mobile phone for navigation (cat. rally) flat-rate penalty
- O) With reference to the present article, the Clerk of the Course has the faculty to evaluate particularly dangerous or incorrect behaviour concerning the above-mentioned cases and to apply further penalties provided for in the R.M.M. "Disciplinary Penalties and Fines".
- P) The value of the flat-rate penalty is 1 hour.

### **Art. 13 - Use of mobile phones and navigators**

For categories R1, R2, R3, R4, it is forbidden to mount mobile phones or satellite navigators on the handlebars or in any other position visible to the rider, under penalty of a flat-rate penalty. Controls may be carried out by the Race Director and authorised personnel at the start and end of selective sectors and along the entire route.

### **Art. 14 - Garmin Precision Trophy (Experience category only)**

The ability to orient oneself is the basis of the pleasure of driving at the Swank Rally Tunisia; to give a touch of competitiveness also to the Experience category, prizes will be awarded to drivers who have distinguished themselves for navigation precision.

The rules

- 1) The Precision Trophy is reserved for participants enrolled in the Experience group, who will ride the soft itinerary, and rewards those who cover the total mileage of the rally, closest, in excess or in defect, to that of the official track provided by the organisation.
- 2) Motorcycles must be equipped with a non-adjustable odometer kilometre counter. Participants must present themselves at the start of the first leg with the odometer set to this function. The person in charge of the start/finish line will take note of the indicated mileage and will check that the odometer is working and not adjustable. Counts will be processed using the motorbike odometers.
- 4) At the end of the last stage, the winner will be the one who has covered the total mileage closest to the official mileage. Prizes will be awarded to the top 3 overall finishers.



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5) The score of the Precision Trophy classification will also be valid for the Team classification of the Swank Rally Tunisia, together with the scores gained by the other participants of the team, in the Rally classification.

At the end of the rally the following scores will be awarded

1° Classified Points 25	2° Classified Points 22
3° Classified Points 20	4° Classified Points 18
5° Classified Points 16	6° Classified Points 15
7° Classified Points 14	8° Classified Points 13
9° Classified Points 12	10° Classified Points 11
11° Classified Points 10	12° Classified Points 9
13° Classified Points 8	14° Classified Points 7
15° Classified Points 6	16° Classified Points 5
17° Classified Points 4	18° Classified Points 3
19° Classified Points 2	20° Classified Points 1

#### **Art. 15 - Team ranking - Rules**

Each team must register during the preliminary operations for the Team classification.

A) A team may consist of a minimum of 3 and a maximum of 4 drivers and may belong to either Group E or Group R.

B) A driver may only be entered in one team.

C) At the end of the rally a classification will be determined by adding up the points gained by the three best drivers of the team in the respective categories, with the possibility of a discard in teams of 4 drivers. Teams which, at the end of the rally, do not have at least one driver who has scored points will not be ranked. In the event of a tie between two or more teams, the score of the discarded driver will be taken into account to define the ranking and to assign the points. If there is no or a further tie, the driver with the best placement in the respective 3 categories will be considered.

Prizes will be awarded to the first 3 classified teams.

#### **POINTS**

Based on the final category ranking, the following points will be awarded, which will be added to those of the drivers placed in the Precision Trophy classification.

1° Classified Points 25	2° Classified Points 22
3° Classified Points 20	4° Classified Points 18
5° Classified Points 16	6° Classified Points 15
7° Classified Points 14	8° Classified Points 13
9° Classified Points 12	10° Classified Points 11
11° Classified Points 10	12° Classified Points 9
13° Classified Points 8	14° Classified Points 7
15° Classified Points 6	16° Classified Points 5
17° Classified Points 4	18° Classified Points 3
19° Classified Points 2	20° Classified Points 1

#### **Art. 16 - Complaints**

Complaints may only be submitted to the Clerk of the Course and only in written form, within a maximum of 30 minutes after the display of the day's classifications. Each complaint may only contain a single argument and/or a single irregularity complained of. To be accepted, the protest must be accompanied by the payment of a fee of € 100.00. The fee will only be refunded if the complaint is deemed well founded.

A complaint submitted cannot be withdrawn for any reason whatsoever. Once 30 minutes have elapsed since the display of the rankings, in the absence of protests, the rankings may no longer be changed.



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### **Art. 17 - Behaviour/safety rules**

Drivers are required to comply with all the rules and laws in force, with particular reference to compliance with the Tunisian Highway Code. Any fines or penalties incurred while on the road will be the sole responsibility of the participants. It is compulsory to respect nature and the places crossed, any passage on unauthorised routes may be sanctioned with penalties that may go as far as exclusion from the event, for facts considered serious by the Race Director. The organisation provides a "path-breaker" and "path-closer" service in addition to a roadside assistance service to recover any drivers and their vehicles that have broken down. Stranded drivers and vehicles will be transported to the finish of the day's stage, after which their transport will be the responsibility of the competitor.

### **Art. 18 - Medical Assistance**

The organiser shall set up a medical plan with the Race Medical Officer, ambulances, 4 X 4 rescue vehicles, doctors and medical personnel, who will be present throughout the event.

In the event of an injury and/or fall of another participant, on the route of the event, each rider is obliged to stop to ascertain the extent of the accident and, if necessary, to call for assistance as described during the briefing. Failure to provide assistance or to report an accident, if verified, may result in penalties up to and including disqualification of the pilot.

### **Art. 19 - Interpretation and completion of the Regulations**

For all matters not covered by these regulations, the rules of the motorcycling regulations in force in Italy shall apply.

### **Art. 20 - Entries**

Entries will be open on 01/01/2023 and the number of participants in the rally may be limited by the organisers. The rally will take place only if a minimum number of 50 registered drivers is reached. All amounts indicated include VAT.

#### **PILOT**

Registration fees and deadlines:

- **"Early rider" entry:** €. 1.990,00 from 01/01/23 to 31/01/23
- **"Standard" entry:** €. 2.300,00 from 01/02/23 to 30/03/23

#### **ASSISTANT**

- **Assistant entry:** €. 1.000,00 from 30/03/23  
including vehicle access assistance at official service areas

#### **Entry includes:**

- 3 nights 1/2 board (drinks not included) in a hotel on the 16th, 17th in Douz and 19th in Matmata, in a shared double room - 2 nights 1/2 board (drinks not included) in a shared double tent in tented camps on 18th and 20th April
- Luggage transport from start to finish of stage (excluding marathon stage)
- Road book or GPX track of the route
- Medical service at stage starts and finishes and along the route (2 Jeeps 4 x 4 with doctor and 1 support road ambulance with doctor and paramedic)
- Motorbike recovery service along the route to the stage arrival point with 4 x 4 vehicles. The transport of the person and the motorbike from the stage arrival point to the port or other location will be fully borne by the participant
- Provision of refuelling points along the route (fuel at participant's charge)
- Official rally T-shirt
- Official race number holder and stickers for the bike
- Official race bracelet



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### Registration does not include

- Third party liability and accident insurance
- Rider and motorbike transport from Italy to Tunisia and back
- Single rooms in hotels (not available in tented camps)
- Lunches
- Drinks in hotels and tented camps
- Fuels
- Hire of Stella equipment and purchase of special supports (compulsory for Rally classes)
- Everything not covered in the entry includes

### Art. 21 - Waivers and Refunds

By the 28th of February, the entry fee will be refunded with a 15% deduction.

By the 15th of March, the entry fee will be refunded with a 30% deduction.

Beyond this date nothing will be refunded.

Any cancellations and requests for reimbursement must be communicated registered letter with advice of receipt to be sent to the following address:

### Adventure Riding SRL

Via Borgo, 1

22070 Appiano Gentile (CO) Italia

E-mail: [info@adventureriding.it](mailto:info@adventureriding.it)

Mob. +39 3519604584

### Art. 23 - Phone Cards

All rally participants are required to have a mobile phone with a Tunisian SIM card, which is operational and has credit for both data transmission and voice communication throughout the event. In Tunisia, when purchasing a SIM card, it is necessary to specify that you require a card for both data and voice and to put credit on both options. There are several telecommunications companies operating in Tunisia, and for use in the southern part of the country where the rally takes place, we recommend the company **Ooredoo** Tunisia. Before leaving the airport in Tunis, you can find the sales points of all operators. At the technical checks, you must provide the organization with your Tunisian phone number.

### Art. 22 - Luggage

The organisation will carry one soft luggage of maximum dimensions cm. 80 X 60 X 40 for each competitor, marked with the coloured band with the name and the telephone number of the owner, which must be handed in before the start of the 1st leg from 07.30 to 08.00 to the luggage van, located in the Org. parking area.

Owners of luggage exceeding these dimensions will have to pay a fine of €. 100.00, otherwise their luggage will not be returned.

Luggage may not contain tools, oils, spare parts, tyres, but only clothing.

The organisation is not liable for any damage to luggage during transport.

**Important:** for the Marathon stage, the organisation will not transport luggage. Please bring a backpack with the necessities for the night in the tent.

### Useful information

Overnight stays will take place in hotels and tented camps in the desert where we will savour the adventure 100%. Being alone on a motorbike hundreds of kilometres away from everything can give a feeling of insecurity, which is why guides and staff from the organisation will be available to guide anyone who wishes along the route.





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### Motorbike transport and assistance service

Motorbike and spare parts transport services are available from Italy to Douz, the starting point of the Swank rally, and back, as well as mechanical assistance services during the rally. The services offered must be booked directly with the following suppliers

### OFFERS

**Solarismoto** e mail: [info@solarismoto.com](mailto:info@solarismoto.com) Tel. +39 3938839969

Motorbike collection point in Novi Ligure for northern Italy and Castiglione Fiorentino for central and southern Italy.

For those who request a pick-up and drop-off service for motorbikes and luggage at home, an additional 40 cents per km.

- Motorbike transport only package: transport Italy - Douz - Italy: motorbike, 2 tyres, 2 bags or cases 80l h40 p40: € 600.00
- Service only package: motorbike maintenance and inspection, replacement of tyres (supplied by the customer) € 500.00
- Full package: transport Italy - Douz - Italy: motorbike, 2 tyres, 2 bags or 2 crates 80l h40 p40 + mechanical assistance: € 1.100,00
- A minimum support catering service is available for all drivers/customers during the race.

**Evasioni Rally Raid** e mail: [info@evasioni.org](mailto:info@evasioni.org) Tel. +39 3205640864 fb: Evasioni Off Road

- Motorbike transport only package: transport Italy - Douz - Italy: 1 spare parts box, 1 duffel bag, 2 wheels + 2 tyres € 500,00
- Self package: everything included in the previous option + place in gazebo, electricity, air, all special tools available € 800,00
- Full package: everything included in option 1 and 2 + assistance of one mechanic for every 3 bikes € 1500,00

A minimum support catering service is available for all riders/customers during the race.

### Flight and/or ship booking service

The flight and ship booking service has been entrusted to the Shaula Viaggi agency, which will offer trips at prices agreed by Adventure Riding with the Grandi Navi Veloci company and airlines.

For information and bookings: Shaula Viaggi Ms Orietta Tel. +39 3294587281

e mail [orietta@shaulaviaggi.com](mailto:orietta@shaulaviaggi.com)

Useful information from Shaula Viaggi

The following information is purely indicative, as it may be modified by the operators.

**COVID.** As of today, to enter Tunisia you must have a valid green pass or certificate of 1 vaccination for the administration of a complete cycle of Covid 19 vaccine, the green pass is not recognized by healing, if you were not vaccinated or if you have contracted Covid after 1 or 2 doses of vaccine, the green pass is not valid, you must therefore make a rapid antigenic swab no later than 24 hours before departure.

**Travelling by ship** These are the connections compatible with the activities of the Rally in Tunisia:

#### ONE-WAY FERRIES:

GNV GENOA /TUNIS 12/04 H. 18.00 ARR. 13/04 H. 19.30

GNV GENOA /TUNIS 15/04 H. 15.00 ARR. 16/04 H. 16.30

GNV C.VECCHIA /TUNIS 14/04 H. 19.00 ARR. 15/04 H. 23.00

#### RETURN FERRIES:

GNV TUNIS/C.VECCHIA 22/04 H. 23.00 ARR. 24/04 H. 06.30

GNV TUNIS/GENOVA 23/04 H. 19.00 ARR. 24/04 H. 20.30



**Air travel:** these are the connections compatible with the Rally activities in Tunisia:

**FLIGHTS FORWARD:**

- 1 . AZ 864 16APR FIUMICINO TUNIS 0915 0935
- 2 . TU 753 16APR FIUMICINO TUNIS 1125 1140
- 3 . TU 363 16APR BOLOGNA TUNIS 1135 1205 (no direct return)
- 4 . TU 757 16APR MALPENSA TUNIS 1145 1235
- 5 . TU 857 16APR MALPENSA TUNIS 1715 1805

**RETURN FLIGHTS:**

- 1 . TU 752 22APR TUNIS FIUMICINO 0800 1025
- 2 . TU 756 22APR TUNIS MALPENSA 0800 1045
- 3 . TU 472 22APR TUNIS VENICE 0810 1055 (no direct return)
- 4 . AZ 863 22APR TUNIS FIUMICINO 1025 1250

## Conditions and limits of group rally insurance

### OFFRE D'ASSURANCE

**Client :** Rallye Tunisie

**I/ Risque :** Collectif contre les accidents corporels

**Objet de la garantie :** La présente assurance couvre les pilotes désignées contre les accidents corporels pouvant les atteindre au cours du Rallye Tunisie qui va se dérouler du 17 au 21 avril 2023

1/ **En cas décès accidentel :** Un capital fixé au tableau ci dessous, payable aux ayants droits légaux ou aux personnes nommément désignés

2/ **En cas d'incapacité permanente totale :** Un capital fixé au tableau ci dessous, payable à la victime elle-même. Ledit capital est réductible en cas d'incapacité permanente partielle et ce, conformément au barème figurant aux conditions générales.

**2/ Le remboursement des frais médicaux, pharmaceutiques et d'hospitalisations** consécutifs à un accident et ce, jusqu'à concurrence du capital fixé au tableau ci-dessous par accident et par année d'assurance.

La présente garantie est accordée sur présentation des pièces justificatives des dépenses.

#### MONTANTS DES GARANTIES

	NB	Capitaux assurés			Prime nette par personne	Prime nette totale
		Décès	IPT	FM		
Option 1	40	7.000D	7.000D	2.000D	128D	5120D
Option 2	40	7.000D	7.000D	3.000D	178D	7.120D
Option 3	40	40.000D	10.000D	5.000D	290D	11.600D

