



HOMOLOGATION - INLINE SLALOM VENUE - WSG ASUNCION 2026
according WORLD SKATE RULEBOOK INLINE SLALOM NOV 2025
(5.1.3 Homologation of the Racetrack)

1 Official approval from the relevant authorities to close the road for the duration of the event

NOC Paraguay confirmed the venue.

2 Name of the race track (street, place, country)

*Calle al Cerro Lambare, Asuncion, Paraguay (25°20' S, 57°38' W)
-> Street View in Google Maps available!*



Cerro Lambare

3 Length, Widths, Grade of the race track
(checkpoints every 15 m; first at the start, last at the finish, measured in percent)

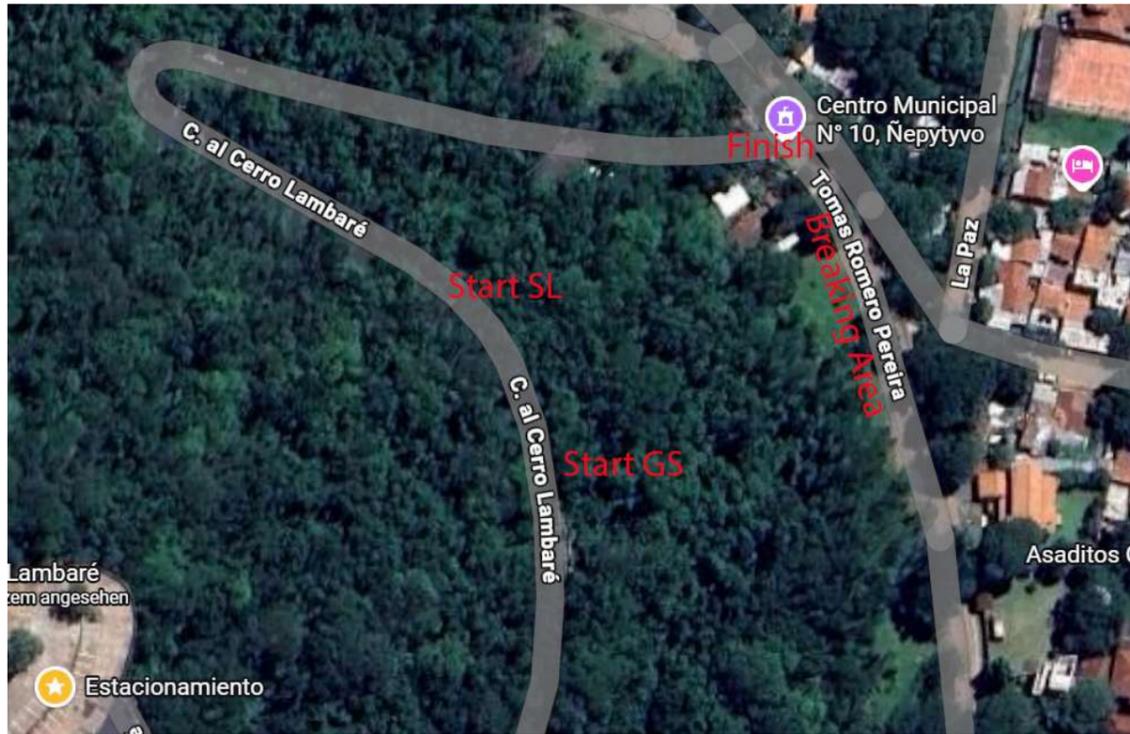
Point	Distance (m)	Gradient (%)	Width (m)	Comment
1	-60	5,4	6,4	Start GS
2	-45	5,2	6,6	
3	-30	5,1	6,6	
4	-15	4,0	6,7	
5	0	4,5	6,7	Start SL
6	15	5,4	6,7	
7	30	5,0	6,5	
8	45	4,5	6,8	
9	60	5,5	6,8	
10	65	6,7	6,9	
11	80	9,5	7,2	Begin 160° turn
12	95	14,8	10,3	Part of the street in the turn must be rebuilt
13	110	9,0	7,7	End 160 ° turn
14	125	9,7	6,9	
15	140	9,4	6,4	
16	155	7,2	6,4	
17	170	6,3	6,4	
18	185	4,0	6,4	
19	210	4,7	6,4	
20	225	4,8	6,6	
21	240	6,5	6,0	
22	255	2,0	6,0	Barrier (gate) has to be removed, base block has to be protected with foam mat
23	270	3,0	6,0	A speed beam has to be removed during the rebuilding of the asphalt.
24	285	1,0	6,0	Finish
25		0	7,0	Minimum 70 m length of breaking area

4 Average gradient

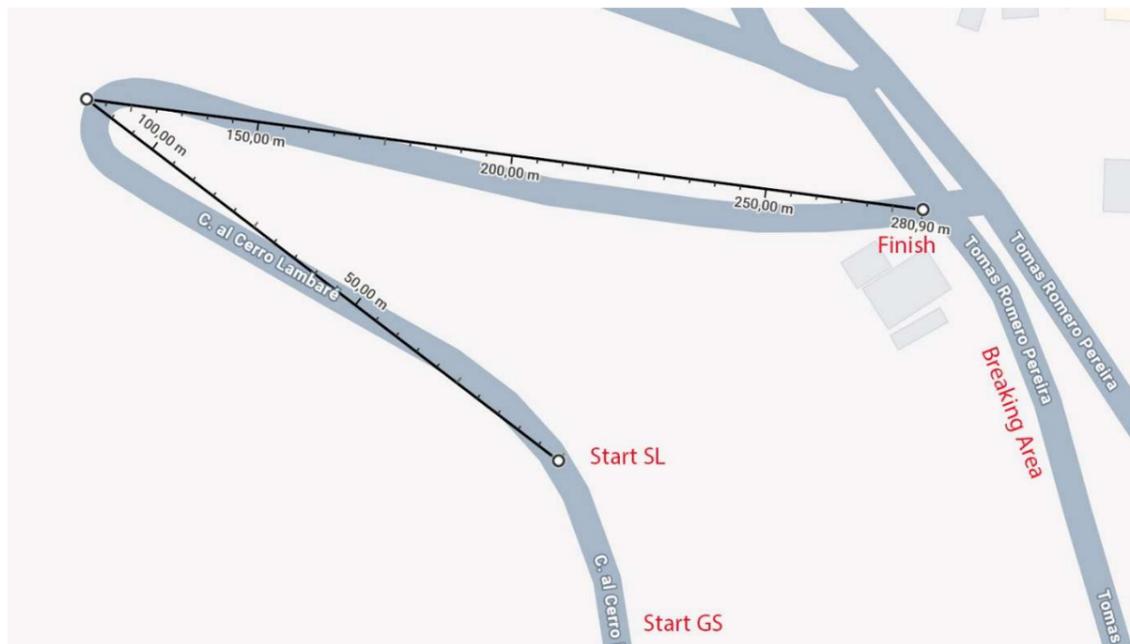
Slalom: 6,2 % plus 1,5 m high ramp -> 6,7 %

Giant Slalom: 6,0 % plus 1,5 m high ramp -> 6,4 %

5 Photographs (and maps) of the race track



Inline Slalom Track Cerro Lambare



Inline Slalom Track Cerro Lambare



Point 1: Start GS (-60 m)



Point 5: Start SL (0 m)



Point 8: (45 m)



Point 11: begin 160° turn (80 m)



Point 12: (95 m)



Point 13: end 160° turn 110 m)



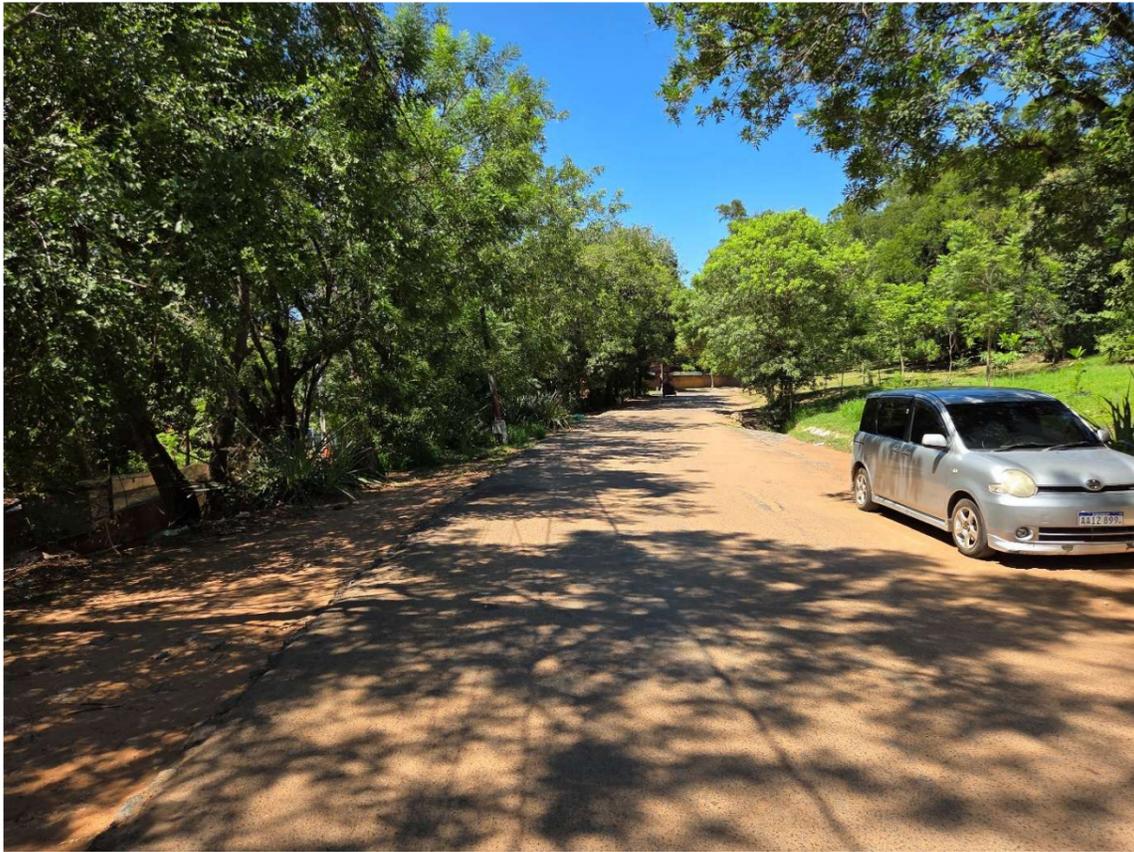
Point 17: (170 m)



Point 22: barrier/gate (255 m)



Point 24: Finish (285 m)



Point 25: breaking area

6 Type of ambulance and emergency vehicles available

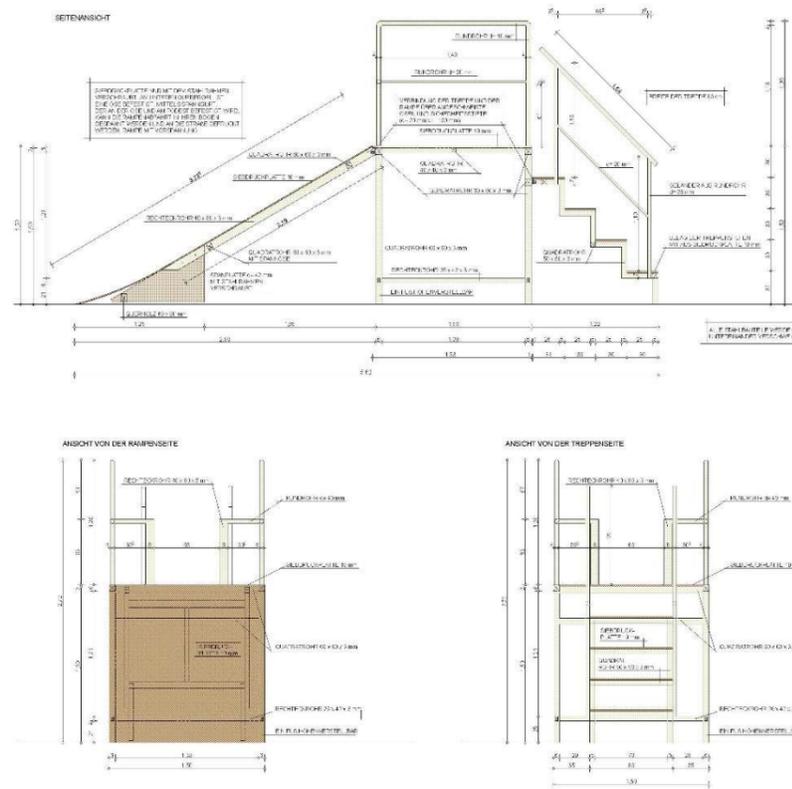
- two ambulance cars and one doctor on the venue
- Hospital "General Spital Lambare" 3 km away

7 Temporary safety barriers (material)

- plastic barriers on both sides of the whole track, plus breaking area
- additional foam mats for outside of 140°-turn and for the base block of the barrier
- barrier (gate) near the finish has to be removed

8 Description of the start area

- ramp minimum 1,5 m high
- tent on the start



Possible ramp design

9 Description of the finish area

- minimum 70 m breaking area with new asphalt
- safety barriers on both sides
- tents, benches, tables and chairs for the timekeeper
- electricity for the timekeeping and the loudspeaker

10 Description of the areas allocated for competitors

- 10 up to 15 tents nearby the start for teams, judges, TC
- chairs (for the number of athletes, accredited team members, judges and TC)
- some benches
- drinking water supply for athletes

11 Details of necessary security facilities

- private security company guards are responsible for safety of teams and equipment
- fences will be around the team tents
- entrance only with accreditation

12 Type of time measurement equipment

- time measurement equipment and personal is planned from Spain

13 Expected locations of sanitary facilities

- four toilettes near the start
- four toilettes near the finish
- sanitary paper is available

14 Information on curbs and their heights

- on one side of the street are curbs, 16 cm high
- plastic barriers are inside the curbs, track is wide enough

15 Duct covers

- not existing

15 Valves (gas/water)

- not existing

16 Pavement stripes across the street

- not existing

17 Fences, walls, jetties, tree groups,**traffic signs along the race track that must be secured or removed**

- plastic barriers are on both sides of the track
- Barrier (gate) has to be removed, base block has to be protected with mattresses (point 22)
- A speed beam has to be removed during the rebuilding of the asphalt (point 23)

18 Location of the race office

- tent nearby the finish of the race track

19 General condition of the pavement (graining, elevations)

- pavement surface have to be better constructed
- pavement part nearby the 160°-turn will get stairs

20 Contact information for the organizing leader

- contact information to the LOC, TC and WS operations will be organized during WSG (for example WhatsApp-Group)

21 Further information

- Poles, gate flags and maybe steel plates will be organized from Italy.
- WiFi is supported near the track.
- Doping test room will be organized.
- Transfer for the teams will be organized from the official hotels.
- Video documentation for the Jury will work.
- Audio System and Speaker from Spain is organized.

- Some blowers and brushes for drying and maybe a waterflooding truck for holding track wet will be organized.

22 Very Important

- The Jury may require additional protection.

- **A new asphalt must be placed on the track. The surface should not be too rough. The grain size (stones) can be for example 0/8. The underground must be in good condition. So in the 140 °-turn, it is necessary to rebuild the subconstruction. The profile has to be in level (smooth), traverse gradient not more than 2 or 3 %. The LOC will ensure the laying of a new asphalt as soon as possible, best till July. It will be documented by photos.**

23 Conclusion

- Paraguay is a very secure country, organization team works very well.

- The track is suitable for SL and GS.

- 160°-turn is a challenge for course setters.

- WSG Downhill and Skatebord Cross will also be placed in Cerro Lambare.

- Therefore the whole street "Calle al Cerro Lambare" will get a new asphalt.

- So from the top of the hill a Inline Slalom track is also possible, but only second choice, because of better breaking zone and infrastructure in the bottom of the hill.

Thanks to the LOC from NOC Paraguay and to World Skate Team for great support during the inspection.

Date of the inspection: 2026-03-13

Date of the documentation: 2026-03-25



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