

Clarifications on the DRIVING RULES and PARA DRIVING RULES

12th Edition, effective 1st January 2022
Updates effective 1 January 2021

INTRODUCTION

During the 2021 FEI General Assembly in Antwerp, the FEI, in consultation with several National Federation's delegates, has introduced some changes to the proposed Rules Changes published in the Annexes of the FEI Hybrid General Assembly 2021.

In order to inform the FEI Driving community of the reasoning of these changes, the FEI has prepared this document, which also contains clarifications.

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Article 901.11 - Trial of New Scoring System

FEI Proposal (12.07.21):

FEI Driving New Scoring System
Concept

The current scoring system works as follows:

- Driven Dressage average score, originally given in percentage, then transformed into penalty points multiplied with a certain coefficient +
- Marathon total time taken in the obstacles and penalties transformed to penalty points +
- Cones course penalty points (balls down, time exceeding) added to the D+M scores.

This scoring system is difficult to understand and entails a lot of transformations/modifications, giving a final score that doesn't reflect clearly the Drivers performance.

The general changes proposed to the current scoring system are as follows:

1. For Dressage, the scores will be calculated in percentages. The percentage difference between drivers is multiplied by 3 seconds. All penalty points as currently stated in the Rules are simply multiplied by 3, thus giving penalty seconds (for example, entering the arena without a whip is 5 penalty points. $5 \times 3 = 15$ penalty seconds)
2. For Marathon, all penalty points as currently stated in the Rules are multiplied by 4, thus giving penalty seconds (for example, dislodging a dislodgeable element is 2 penalty points. $2 \times 4 = 8$ penalty seconds.)
3. For Cones, all penalty points as currently stated in the Rules are multiplied by 4, thus giving penalty seconds (for example, an Athlete entering without protective headgear is 5 penalty points. $5 \times 4 = 20$ penalty seconds).

Situation:

The feedback the FEI had from the National Federations on the 30.08.21 was positively accepted as a principle but a large majority referred that it needed to be tested before its implementation.

Based on the above, the FEI withdrew the proposal and proposed to have the alternative scoring system tested at selected events in 2022 for implementation in 2023, once evaluated and with the necessary adjustments.

Approved Rule:

Art. 901.11.1. As of 1 January 2022, the FEI can, with the prior agreement of the relevant Organising Committee, apply a new scoring system on a trial basis at selected CAI1, CAI2* and CAI3* (excluding FEI World Cup Qualifiers) events. Where an Event has been selected for the trial of the new scoring system, the Schedule of the Event must make it clear that the new scoring system will be used at the Event.*

11.2. The details/explanation of the new scoring system will be published on the Driving page of inside.fei.org. The FEI, in consultation with the FEI Driving Committee, can make revisions to the new scoring system from time to time provided that any changes must also be published on the Driving page.

11.3. If the FEI Driving Committee and the FEI decides that the trial of the new scoring system has been successful, it will be proposed for inclusion in the FEI Driving Rules 2023.

The details/explanation of the new scoring system can be found [here](#) under “FEI Driving Alternative Scoring System”

Article 913 - Minimum Eligibility Requirements / Qualification criteria

FEI Proposal (12.07.21):

The FEI proposes to change the Eligibility Requirements to become a 3* Athlete to five instead of two CAI2*. As the new dressage tests will provide for a clearer split between the levels, it appears important that the Athlete have enough experience before being able to enter 3* (higher level) competitions. The Article 914.2 has been changed in order to reflect the change in Dressage Test, as it will not be possible in 2022 to use 2* Dressage tests at 3* events. Only 3* events will be counted as qualifying results for Championships.

Situation:

The feedback the FEI had from the National Federations on the 30.08.21 was that the five instead of two CAIs 2* was a huge change and not feasible for many National Federations.

Based on the above the FEI updated the proposal for the final draft that was approved at the FEI Hybrid General Assembly 2021.

Approved Rule:

Category	Qualification criteria
1* Athletes	no minimum qualification criteria required
2* Athletes	Athletes who have successfully completed two CAI1* <u>at different shows</u> - Format 1, 2 (with Dressage) or 3 only - without Elimination, Retirement or Disqualification or alternatively, have successfully completed one CAI-B (under the previous Rules) or three CANs with Dressage, Marathon and Cones
3* Athletes	Athletes who have successfully completed three <u>two</u> CAI2*, <u>and/or CAI U25/J at different shows and/or CH EU J/CH EU U25 -</u> (format 1, 2 or 3 only) without Elimination, Retirement or Disqualification or alternatively, have successfully completed one CAI-A or three <u>two</u> CAI-Bs under the previous FEI Driving Rules
Youth	No criteria for Children, Junior and Young Drivers <u>U25</u> .
Para Driving	no criteria

Article 935. 3 - In-Harness Horse Inspection

Situation:

Just before the General Assembly, in a meeting with EEF, it was highlighted to the FEI that the procedure for the In-Harness Horse Inspections was taken out and it was needed as the Marathon format demanded an In-Harness Examination before the start.

As this was unintentionally omitted from the final draft, the re-insertion of the In-Harness Examination for the Marathon was presented to the National Federations during the Rules Sessions at the FEI Hybrid General Assembly 2021. No National Federations or other stakeholders raised any objection.

The rule was voted and approved, therefore re-instated and updated with the approved format of the Marathon.

Approved Rule:

Art. 935.3 In-Harness Horse Inspection

3.1 This must take place at all Events prior to the start of section A/Controlled Warm-Up of Marathon. One Veterinarian is responsible for this Inspection.

3.2 The fitness of the Horses must be determined by clinical observation, which may include: measuring the heart rate, the respiratory rate and the temperature in accordance with the Veterinary Regulations. These observations must be recorded.

3.3 The Ground Jury member must Eliminate the Athlete if their Horse is considered to be lame, injured or obviously exhausted and unfit to continue the Competition.

Article 936 - Permitted Carriages

FEI Proposal (18.10.21):

The FEI wants to give the opportunity to have more “polyvalent” carriages that can be used for the three competitions.

From the National Federations feedback the FEI proposes to use the wording as proposed by the US NF.

Situation:

This rule seems to be controversial as some had understood the wording as allowing the use of a third carriage; this was never the intention of the FEI Driving Technical Committee. Therefore a clarification note has been added to this article in the FEI Driving Rules (see below):

Approved Rule:

936.1 For CAI, CAIOs and Championships, Dressage or Marathon Carriages of the appropriate widths and weights are permitted. Refer to 937 for required carriage weights and dimensions for each competition.²

²*Clarification Note: For the avoidance of doubt, a maximum of two (2) carriages, which must meet the requirements set out in Article 937, can be used in a Driving Event. For the Cones Competition, only a Dressage Carriage or a Marathon Carriage which meets the requirements in Article 937 can be used.*

Article 937.4 Weights and Dimensions

Proposal (01.03.21):

This proposal was originally from the Hungarian National Federation, with the following reasoning:

"As per rules, the minimum weight of a Horse Four-in-Hand marathon carriage 600 kg. This weight must be reduced into 400 kg, because mainly the 2 wheeler horses pull the carriage in the obstacles, the 2 leader horses are not able to help pulling the carriage in the very technical marathon hazards. Comparing with the Horse Pairs – now the min. weight 350 kg of the carriage – the wheelers must carry much more weight, the carriage and the plus one groom. It is for saving and protection of the horses."

FEI Feedback (12.07.21):

In order to protect the Welfare of the Horse and the stability of the carriage, the FEI is proposing to change the following weights:

Four-in-Hand Horses: 500 kg min

Pair Horses 300 kg min

Pony pairs: 200 kg min

This change is to be implemented in 2023.

Situation:

Although this rule modification can be controversial, it has been approved for implementation as of 1 January 2023, and will not be implemented in 2022, as mentioned in the clarification stated in the rulebook.

Approved Rule:

4. Marathon Carriages must comply with the following:

Class	Wheels	Min Weight	Grooms	Min. Width
Horse Four-in-Hand	4	500 kg ¹	2 behind	125 cm
Pony Four-in-Hand		300 kg		
Horse Pair	4	300 kg ¹	1 behind	125 cm
Pony Pair		200 kg ¹		
Horse Single	4	150 kg	1 behind	125 cm
Pony Single		90 kg		

¹ To be implemented as of 1 January 2023

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Article 940 - Harness, carriage and Horses

FEI Proposal (12.07.2021):

New article to be introduced based on horse welfare.

940.8.4. The lever arm must not exceed 10 cm on any bit.

Situation:

Based on the comments received from National Federations and the discussions held during the FEI Hybrid General Assembly 2021 with the different stakeholders, the proposal was withdrawn before the General Assembly vote.

Approved Rule:

N/A. Rule proposal was withdrawn.

Article 948 - Starting Order

FEI Proposal (12.07.21):

The FEI proposed to re-introduce the previous system (physical draw) as several National Federations comments stated that the “blocks” system was problematic.

Art. 948.2.1 Starting order for Dressage for CAIOs and Championships:

The starting order will be a physical draw, held in the presence of the President of the Ground Jury and open to Athletes.

Art. 948.2.2 Starting order for Marathon for CAIOs and Championships:

The Athletes will go in reverse order of the results in the previous Competition(s). The Starting order will be:

- a) Retired Athletes, followed by
- b) Eliminated Athletes, followed by
- c) The remaining Athletes, commencing with the highest number of penalties, so that Athlete with the lowest penalties achieved without Retirement or Elimination will start last.

Situation:

From the comments received from the National Federations and the discussions held in Antwerp before the FEI Hybrid General Assembly 2021, the FEI withdrew the proposal.

National Federations were duly informed during the Rules Session held the day before the FEI Hybrid General Assembly vote on the Driving Rules.

Approved Rule:

The Rule remains as it is in the 2021 FEI Driving & Para Driving Rules.

Article 950 - The Arena

Proposal (01.03.21):

This proposal comes from the Dutch National Federation with the following reasoning:

Art. 951.1 states: The Driven Dressage arena must be 100m x 40m and laid out in accordance with the Annexes for all classes at Championship and CAIO events and for all classes of Four-in-Hand at CAI Events except Pony CAIOs and Championships where the size must be 80x40m.

We are of the opinion that in every class in Driving and Para Driving the Driven Dressage arena must be 80m x 40m, which will be an advantage when shorter dressage tests are developed and it will make the sport more attractive in general.

FEI Proposal (12.07.21):

The FEI has planned to adapt the Dressage Tests to be driven on an 80x40m arena and proposes to change the Article.

Situation:

The FEI maintained the proposal for with the following reasoning:

The FEI believes that the 80x40 m arena is possible for Four-In-Hand as the dressage tests will be adapted. It is the best way to reduce the time of the Dressage Tests.

With the change of the arena dimensions, it will become more technical and therefore improve the technical level of the 3* Athletes and Horses. There will now be a real difference and step up from 2* to 3*.

This change will be applicable for Four-in-Hand Horses only from 2023, at the same time as the new dressage tests are implemented for that class.

Approved Rule:

Art. 950.1 The Driven Dressage arena must be 80m x 40m for all classes (3), and laid out in accordance with the Annex 1.

2. Organisers must ensure that the arena is enclosed and that arrangements are in place so that spectators cannot approach closer than 5 metres from the edge of the arena.

(3) To be implemented on 01.01.2023 for Four-in-Hand Horses classes

Article 958 – Classification

FEI Proposal (12.07.21):

With new “live scoring systems” being put in place during FEI Driving Events, the following Article is proposed.

FEI Proposal (20.10.21):

The FEI would like to clarify this Article: this wording regards the individual marks of the Judges in order to avoid conflict on judgment during the competition.

Situation:

Further to the feedback of the National Federations and to align with the principles of Eventing and Dressage, a final proposal was found before the FEI Hybrid General Assembly 2021.

During the Rule Session the day before the FEI Hybrid General Assembly 2021 vote on the Driving Rules, the National Federations were informed that it was proposed to remove the last sentence of the proposed Rule. No National Federations or other stakeholders raised any objection.

958.1.2. In case a “live scoring system” is used during the Dressage competition, it must only publish the evolution of the percentage during the dressage test and not the marks by judges. ~~Marks and final percentage by judges must not be communicated by any means before the end of the class.~~

Approved Rule:

Art. 958.1.2. In case a “live scoring system” is used during the Dressage competition, it must only publish the evolution of the percentage during the dressage test and not the marks by judges.

Article 960 - The Course

Situation:

Further to discussions held with some prominent Driving National Federations before the Rules Session at the FEI Hybrid General Assembly 2021 it was noticed that in the table of Art 960.4 the two blocks for the speed of the Marathon for Juniors and U25 were empty. To avoid misunderstandings in the future, the respective speeds (in accordance with the speeds that were previously used) were inserted in those blocks.

The following modification was presented to the National Federations during the Rules Session that was held the day before the FEI Hybrid General Assembly vote on the Driving Rules. No National Federations or other stakeholders raised any objection.

LEVEL	Section A			Controlled warm-up	Section B			
	Distance km	Speed H	Speed P	Time	Distance km	Speed H	Speed P	# OBST
Championships	7-9	12-14	11-13	25 to 30 minutes	7-9	14	13	8
3* / 4*	5-9	12-14	11-13	25 to 30 minutes	5-9	14	13	6-8
2*	5-9	11-13	10-12	25 to 30 minutes	5-9	14-12	13-11	5-7
J + U25	4-6	11-13	10-12	25 to 30 minutes	4-5	14-12	13-11	5-6
CHILDREN	4-6		10-12	25 to 30 minutes	4-5		13-11	4-5
PARA	4-7	11-13	10-12	25 to 30 minutes	4-8	14-12	13-11	5-6

Approved Rule:

2. Marathon sections:

LEVEL	Section A			Controlled warm-up	Section B			
	Distance km	Speed H	Speed P	Time	Distance km	Speed H	Speed P	# OBST
Championships	7-9	12-14	11-13	25 to 30 minutes	7-9	14	13	8
3* / 4*	5-9	12-14	11-13	25 to 30 minutes	5-9	14	13	6-8
2*	5-9	11-13	10-12	25 to 30 minutes	5-9	12-14	11-13	5-7
J + U25YD	4-6	11-13	10-12	25 to 30 minutes	4-5	12-14	11-13	5-6
CHILDREN	4-6		10-12	25 to 30 minutes	4-5		11-13	4-5
PARA	4-7	11-13	10-12	25 to 30 minutes	4-8	12-14	11-13	5-6