

**PROPOSALS FOR RULES CHANGES OF
DRIVING & PARA DRIVING RULES 2023**

24 October 2023

Dear National Federations,

Please find below a summary of the proposed changes to the Driving & Para Driving Rules together with the corresponding explanations, the comments received as well as the reasoning for accepting or not accepting each proposal.

In the following document you will find 2 sections as follows:

- A. [Proposed Rules changes to be voted at the FEI General Assembly 2023;](#)
and
- B. [Proposed Rules changes that have been rejected or deferred to a future Rules revision.](#)

IMPORTANT: Memo updated on 26 October 2023 to include a suggestion from the FEI Medical Committee in Article 942.6 C in page 34 highlighted in yellow.

Sincerely,



Manuel Bandeira de Mello,
Driving & Para Driving Director

A. Proposed Rules changes to be voted at the FEI General Assembly 2023

Rules Proposal Submitted By
BEL NF
Article No.–Article Name
Chapter II – Art.901.11 New Scoring System
Periodical Rules Revision Policy Criteria
3. New/recently introduced rule(s) that has(ve) proven to be problematic in its implementation;
Explanation for Proposed Change
<p>In the current system, dressage is the most difficult event to understand for someone who does not know the sport. Therefore, the point system in dressage needs to be changed. It is assumed that the points in dressage are the difference with 100%.</p>
Proposed Wording
<p><u>Dressage:</u> We work on a percentage basis Final points are the difference between the result and 100%. Penalties are defined in percentages In relation to the current points, this gives the same points but divided by 1.6. Examples:</p> <ul style="list-style-type: none"> • 32 current points give 20 points as this represents 80%. • 48 current points give 30 points as this represents 70%. <p>Advantages:</p> <ul style="list-style-type: none"> • No more coefficient problems • More understandable for the public (we talk in percentages and not in points with a factor) • Simpler for everything <p>For penalties it is difficult to divide the current points by 1.6. Because 5 current points would give 3.125. So, there are two options, one takes 3% or 4% instead of 5 points. The other penalties are multiples of 5. The same option would apply.</p> <p>The importance of dressage is reduced by 37.5% if nothing is changed in the other tests.</p> <p><u>Marathon:</u> If we want to keep the same proportion for the 3 events, we should also divide the marathon points by 1.6. The proposal is not to take 1.6 but 1.25.</p> <ul style="list-style-type: none"> • This reduces the importance of dressage by 20%, which seems to be desirable but is less than the proposals made (from 37% to over 50%). • The 1.25 factor allows for round numbers <p>For the marathon each second in an obstacle is multiplied by 0.2 instead of 0.25 now. Marathon penalties:</p> <ul style="list-style-type: none"> • Second in obstacles: 0,2 points ($0,25 / 1,25 = 0,2$) • Penalties seconds before or after the time in sections: 0.2 points • All current penalties are divided by 1.25. For example: Grooming: 4 points instead of 5 points ($5 / 1.25 = 4$)

- The only remaining problem is the knockdown which was penalised at 2 points. The proposal is to keep this to increase the importance of the knockdowns.

Cones:

Same as in the marathon. Each second is penalised by 0.4 points instead of the current 0.5 ($0.5 / 1.25 = 0.4$).

All existing penalties are divided by 1.25

The points for the ball are also to be defined as 3 points divided by 1.25 gives 2.4. The weight of the ball can also be increased by leaving it at 3 points.

Summary:

Dressage: Difference with 100 % Marathon: 0,20 instead of 0.25 per second

Cones: 0,40 instead of 0.50 per second

- Very similar to the current system but easier to understand
- The importance of dressage is reduced by 37.5%, that of marathon and cones by 20%. In summary, the importance of dressage is reduced a little, which seems to be a wish of the FEI Driving Committee.
- There are few changes in the software for calculating results, as only the coefficients have been modified.
- Dressage
 - o Easy to understand results for everyone
 - o Penalties are also expressed as a percentage
 - o Slight decrease in the importance of dressage
 - o Removal of factors
- Marathon
 - o For the public there is no change
 - o Slight increase in the value of the fall
 - o No change for the public
 - o Slight increase in the value of the dropped ball
- Cones
 - o No change for the public
 - o Slight increase in the value of the dropped ball

FEI Feedback

Following the feedback of various National federations and the discussion at the Driving Forum in 2023, no consensus was found and the proposal of an alternative scoring system is postponed to the next full rules revision in 2025.

FEI Proposed Wording (if applicable)

~~art. 901.11~~

~~11. — trial of new scoring system~~

~~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 2024.~~

Feedback received on 16 August 2023

GBR:

We agree with the FEI’s proposal to postpone this to the next full rules revision in 2025 and we welcome the review of this approach. This is more complicated for the crowd than previously and changing the score to a percentage is simple and easy. It can be done now and often is. This simple change will help the crowd (as most people understand percentages).

The adjustment of the dressage scores to reduce influence is not easy to follow and we welcome further investigation.

GER:

It is understood that there is currently no consensus on the best scoring system for future rules. We strongly suggest that the debate and “pilot tests” continue to allow for a thorough debate and that this process is not put on hold for the next two years.

USA NF:

The US does not approve of this proposed rule change unless there is percentage-based scoring in Dressage.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

As per above.

Rules Proposal Submitted By

FRA NF

Article No.–Article Name

FEI Alternative scoring system

Periodical Rules Revision Policy Criteria

Explanation for Proposed Change

To evaluate the added value and potentially adjust the proposal on concrete feedback coming from real situations, the system must be tested on real shows. We believe this system might be interesting but we do not support future implementation without real testing at shows. Presentations and discussions at the occasion of the FEI Driving Seminar might be helpful.

Proposed Wording

FEI Feedback

Following the feedback of various National federations and the discussion at the Driving Forum in 2023, no consensus was found and the proposal of an alternative scoring system is postponed to the next full rules revision in 2025.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

Art. 901.11

~~11. Trial of New Scoring System~~

~~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 2024.~~
N/A.

Rules Proposal Submitted By
NED NF
Article No.–Article Name
901.11 Trial of New Scoring System
Periodical Rules Revision Policy Criteria
Explanation for Proposed Change
<p>4. Implementation of new technology development(s) relevant to the specific set of Rules We urge you to test the New Scoring System in 2023 so it can be implemented in 2024 as described in the Rules.</p>
Proposed Wording
FEI Feedback
Following the feedback of various National federations and the discussion at the Driving Forum in 2023, no consensus was found and the proposal of an alternative scoring system is postponed to the next full rules revision in 2025.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
<p><u>Art. 901.11</u> 11. Trial of New Scoring System 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 2024. N/A.</p>

Article No.–Article Name

Article 901.7 Championships

Periodical Rules Revision Policy Criteria

2. Correction of inconsistencies, manifest errors, contradictions, etc.

Explanation for Proposed Change

In order to align the Rules with the applicable FEI Standards for naming Championships, the Article is modified as per below.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

7. Championships

The various individual and team Championships are as follows (see Appendix D, General Regulations):

- FEI World Equestrian Games (Horses Four-in-Hand)
- FEI ~~World~~ Driving World Championship for Four-in-Hand Horses / CH-M-A4
- FEI ~~World~~ Driving World Championship for Pair Horses / CH-M-A2
- FEI ~~World~~ Driving World Championship for Single Horses / CH-M-A1
- FEI ~~World~~ Driving World Championships for Ponies / CH-M-A-P1,2,4
- FEI ~~Continental~~ Driving Continental Championships for Four-in-Hand Horses /CH-EU-A4
- FEI ~~Continental~~ Driving Continental Championships for Youth /CH-EU-A Youth
- FEI ~~World~~ Para Driving World Championships for Singles / CH-M-PEA1
- FEI ~~World~~ Driving World Championships for Young Horses / CH-M-A1 YH

Rules Proposal Submitted By
FRA NF
Article No.–Article Name
911 Horse welfare, Social Licence to Operate
Periodical Rules Revision Policy Criteria
Explanation for Proposed Change
<p>FRA NF: General comment We do consider that current regulation needs to evolve in order to better take into consideration the change of how the society looks to sport with horses with the horse welfare concerns. Driving discipline is not as exposed as other disciplines from a media perspective but Driving discipline is not less concerned compared to other disciplines by the need for change to create better pictures and ensure social acceptance in the future.</p> <p>Type and use of Bits, type and use of whips, marathon test are examples to be deeply investigated not only from what the driving community could agree on but also from what is acceptable from the outside perspective.</p> <p>In this perspective, we do support the marathon rules for dislodgeable elements. The way and the timeline it has been communicated could have been improved but the purpose was fair.</p> <p>We want to underline that FEI Driving World Cup rules and the way to apply it need to better take this horse welfare concern into consideration. This is even more urgent, important as the exposure is bigger in these events.</p> <p>Any rule change must be in line with horse welfare principles.</p> <p>FEI Feedback:</p> <p>The Driving Technical Committee and FEI is aware and takes very seriously the matters of Horse Welfare and Social License to Operate. And therefore wishes to implement a Recorded Warning, similar to the Eventing discipline, in order to further reinforce the welfare of horses at events and provide the officials with clear rules on when to apply the recorded warning, the below wording is proposed.</p>
Proposed Wording on 28 June 2023
<p><u>911.2</u></p> <p><u>2. Driving recorded warning</u></p> <p><u>2.1 A Driving Recorded Warning must be awarded to the Person Responsible for the following offence, during the On Site Preparation Period and the Period of Jurisdiction either by the President of the Ground Jury, Technical Delegate or the Chief Steward:</u></p> <p style="padding-left: 40px;"><u>a. Any case of Dangerous Driving (please refer to Annex 10)</u></p>

- b. If the Veterinary Delegate observes Blood on Horse caused by the Athlete or their entourage either in the mouth or on any part of the body, as a minimum or by stronger sanction(s).
- c. If the Veterinary Delegate observes any marks of whip on any part of the body of a Horse, as a minimum or by stronger sanction(s).
- d. Any case of excessive whipping.

2.2 Before issuing a Driving Recorded Warning the President of the Ground Jury, Technical Delegate or Chief Steward has the duty to hear the Athlete, if available. At any time, the Athlete has the right to seek out the Officials for any explanation related to a Driving Recorded Warning.

2.3 If after reasonable efforts, the Athlete cannot be notified during the Period of Jurisdiction that the Athlete has received a Driving Recorded Warning, the Athlete must be notified in writing within ten (10) days of the Event.

Should the same Person Responsible receive two (2) Driving Recorded Warning, it will result in a at the same or any other International Event within two (2) years (24 months), the Person Responsible shall be automatically suspended for a period of two (2) months. The suspension shall be delivered from, or on behalf of, the FEI Secretary General. The start date of the suspension shall be decided in accordance with the FEI General Regulations and confirmed in the notification.

ANNEX 10 Dangerous Driving

Any Athlete who, at any time during the Competition deliberately or unintentionally by incompetence exposes themselves, their Horse(s)/Pony(ies) or any third party to a higher risk than what is strictly inherent to the nature of the Competition; will be considered to have acted dangerously; and will be penalised according to the severity of the infringement.

Such acts may include, without limitation, any of the following:

- a) Driving out of control with the Horse(s)/Pony(ies) clearly not responding to the Athletes restraining or driving aids.
- b) Driving too fast and in a continued reckless manner that may cause a turnover.
- c) Repeatedly being late for proper cueing in upcoming turns to give the Horse(s)/Pony(ies) proper time to perform the requested action or movement.
- d) Electing to take dangerous or wild routes obviously not intended as actual routes or options through obstacles.
- e) Severe lack of responsiveness from the Horse(s)/Pony(ies) or the Athlete.
- f) Continuing after any form of elimination.
- g) Endangering the public in any way, e.g. leaving the track
- h) Willful obstruction of an overtaking Athlete and/or not following the instructions of the Officials causing danger to another Athlete.

i) Pressing tired Horse(s)/Pony(ies).

Any individual member of the Ground Jury, the Technical Delegate, or Chief Steward have the right and the duty to monitor possible cases of Dangerous Driving. The Technical Delegate and/or Chief Steward have to report immediately to a member of the Ground Jury who, if appropriate and practical will stop and eliminate an Athlete on the Marathon or Cones competitions for Dangerous Driving.

In addition, the Course Designer has the right and the duty to monitor possible cases of Dangerous Driving on Marathon and Cones competitions and to report the case to the Ground Jury who will make a decision regarding the elimination of the combination. If not directly witnessed by the Ground Jury, the incident must be reported as soon as possible to the Ground Jury who will decide if and how to penalise the Athlete.

Additionally for the Marathon competition, the President of the Ground Jury can designate one or more assistants (e.g. experienced Driving Officials who are not in an Official function at the Competition, experienced Athletes or trainers not directly involved in the Competition) to help to monitor possible cases of Dangerous Driving.

The President of the Ground Jury will decide their specific role, authority and reporting procedure prior to the start of the Marathon competition. It is recommended that these additional officials be grouped in pairs during the Marathon competition to avoid any avoidance of doubt when identifying Dangerous Driving.

Comments Received by 16 August 2023

AUS:

The DTC is proposing to introduce simultaneously a new Principle 10 Horse Welfare, revisions to the Yellow Card and a new Article, drawn from Eventing, the Driving Recorded Warning. It is clear that Social Licence is imposing higher standards of horse welfare (a good thing) but it is not clear that over the last twelve months that there have been incidents in driving that could not have been dealt with under current rules and which explain this draconian shift in the sanctions regime. The DTC argues that this is designed to provide clear rules on when to apply a warning but given the way in which the three disciplinary processes overlap and the way in which the definitions are framed, this will be very difficult to implement.

Conversations with Officials highlight the difficulty of implementing the proposed rules as drafted.

The actions, which require the PoJ, without any discretion, to issue a Driving Recorded Warning are phrased very ambiguously, are judgemental in nature and subject to different interpretations. These include but are not limited to:

"Driving too fast"/ "Electing to take dangerous or wild routes", "wilful obstruction of an overtaking athlete"/ "repeatedly being late for proper cuing in upcoming turns". These may also be actions which characterise less experienced drivers, yet the sanction is the same - an automatic Driving Recorded Warning. This seems very harsh for what may be an accidental action. This is a big disincentive for athletes to take up/continue in the sport of driving. Annex 10 needs to be completely rethought to come up with proportionate sanctions and clear definitions for the offences that trigger such sanctions.

A Driving Recorded Warning will also be issued if the veterinary delegate observes blood in the mouth or any part of the body caused by the athlete or their entourage. The DTC needs to be clearer in terms of what this means. The drafting refers to stronger sanctions without defining what these are.

Lastly this power is to reside with any of the PoJ, TD and Chief Steward. There is a need for checks and balances in this hugely significant shift in the disciplinary process. We recommend that such a card should only be issued if two of the three are in agreement.

AUS: Proposed Wording

2.1 A Driving Recorded Warning may be awarded by the PoJ in agreement with at least one of the Chief Steward and TD

Annex 10 – We do not agree to all of the proposed Dangerous Driving definitions being added to Annex 10.

In principle we agree dangerous driving may warrant a YWC, however the proposed additions to Annex 10 still needs reviewing and refining.

BEL:

The BEL NF has a remark on this article:

f) Continuing after any form of elimination:

Will be considered as dangerous driving.

An uncorrected error of course results in elimination but cannot be considered as dangerous driving

EEF & FRA:

We do support the purpose of the proposal but like to see improvement in the wording to ensure realistic and efficient implementation which is a key condition for getting the understanding from the community and create positive result.

We fear that 2.1.b without more details could be problematic. We would recommend clearer details when it comes to the rules applying regarding blood in Driving competitions. To be decided if this should be covered within the rules or side documents.

- Significant, obvious, constant-repeated fresh bleeding should lead to direct elimination without being allowed to finish the test.
- All athlete induced (bit and whip) blood on the horse, must be reviewed case by case by the Officials. If the horse shows fresh blood, Officials may authorize the rinsing or wiping of the mouth and if there is no further evidence of bleeding, the athlete is allowed to continue.
- At the check after dressage and cones when if there is fresh blood the driver should be eliminated, for the other occasions if the horse shows fresh blood, Officials may authorize the rinsing or wiping of the mouth and if there is no further evidence of bleeding, the athlete is allowed to continue without elimination.

We propose to increase from 3 to 4 the number of offences which generate the suspension to differentiate more this warning process from the yellow warning card. It would also certainly facilitate its use by FEI Officials when needed.

We suggest restricting the examples from the annex 10 to the ones who can be monitored.

Proposes: Should the same Person Responsible receive **four (4)** or more Driving Recorded Warning at the same or any other International Event within two (2) years (24 months),

Annex 10 to rewrite

- a) and e) are too similar. It is more appropriate to withdraw one or to combine the same sentence.
- b) and c) adress some fair points, nevertheless we don't think it is realistically judgeable. Consequently, this would lead to unfair decisions or lack of use because convenient for the judges to apply. This would be more problematic than positive.
- d) we believe those routes has to be closed or out of obstacle area if they are dangerous so we don't see the need of this point.
- f) not appropriate for driving when for example there are cases of eliminations which are cleared or even identified by officials when the marathon is finished, with the use of video. In case of elimination for turnover, horse welfare, exhausted horse case

addressed by officials ... the diver must not continue, it cannot be under only a sanction afterward.

h) ok

i) ok

GBR:

We agree with the need to ensure that horse welfare is paramount. However, we already have a yellow card system and we are not sure why there is a need to introduce another system. The simple solution would be to review the existing yellow card system if required and adjust where necessary. The new proposed wording can be applied to the current yellow card system.

With reference to Annex 10 Dangerous Driving points A-I of the FEI's proposed wording, we feel that most of these points are subjective and open to some interpretation. This may cause officiating issues and we would therefore suggest further clarification of the wording

Proposes:

911.2 No new wording just a review of current processes and correct enforcement of the existing rules.

Annex 10 Dangerous Driving A-I: we would welcome further clarification of the wording to avoid any misinterpretation.

NED:

We support implementing a Recorded Warning in order to further reinforce the welfare of horses at events and provide the officials with clear rules on when to apply the recorded warning. Regarding the defined actions under Annex 10 we suggest to:

Remove b) – Driving too fast...and d) Electing to take dangerous routes....: it won't be easy for officials to make good judgement and will only lead to dispute.

Remove f) – Continuing after any form of elimination....: it is better to penalize after they finish. Similar to when a gate is missed in an obstacle, this means elimination, but the penalty follows after they finish.

Remove g): OC's always use enclosed tracks

Add 'fallen horses' to 'Pressing tired horses'

Please build in the possibility to give a recorded verbal warning first. Register the recorded verbal warnings and use a suspension for athletes who receive three verbal warnings in two years.

Proposes:

Any Athlete who, at any time during the Competition deliberately or unintentionally by incompetence exposes themselves, their Horse(s)/Pony(ies) or any third party to a higher risk than what is strictly inherent to the nature of the Competition; will be considered to have acted dangerously; and will be penalised according to the severity of the infringement.

Such acts may include without limitation any of the following:

a) Driving out of control with the Horse(s)/Pony(ies) clearly not responding to the Athletes restraining or driving aids.

b) Repeatedly being late for proper cueing in upcoming turns to give the Horse(s)/Pony(ies) proper time to perform the requested action or movement.

c) Severe lack of responsiveness from the Horse(s)/Pony(ies) or the Athlete.

d) Wilful obstruction of an overtaking Athlete and/or not following the instructions of the Officials causing danger to another Athlete.

e) Pressing tired or fallen Horse(s)/Pony(ies).

Any individual member of the Ground Jury, the Technical Delegate, or Chief Steward have the right and the duty to monitor possible cases of Dangerous Driving. The Technical Delegate and/or Chief Steward have to report immediately to a member of

the Ground Jury who, if appropriate and practical will stop and give a verbal warning or eliminate an Athlete on the Marathon or Cones competitions for Dangerous Driving. In addition, the Course Designer has the right and the duty to monitor possible cases of Dangerous Driving on Marathon and Cones competitions and to report the case to the Ground Jury who will make a decision regarding the combination.

If not directly witnessed by the Ground Jury, the incident must be reported as soon as possible to the Ground Jury who will decide if and how to penalise the Athlete.

Additionally for the Marathon competition, the President of the Ground Jury can designate one or more assistants (e.g. experienced Driving Officials who are not in an Official function at the Competition, experienced Athletes or trainers not directly involved in the Competition) to help to monitor possible cases of Dangerous Driving. The President of the Ground Jury will decide their specific role, authority and reporting procedure prior to the start of the Marathon competition. It is recommended that these additional officials be grouped in pairs during the Marathon competition

NOR:

We are not in favour of specific warnings for different disciplines. Ref the proposed amendment for Endurance, returning to only one Yellow Warning Card. These sanctions should be as similar as possible across disciplines.

We support the introduction of Annex 10 Dangerous Driving

SUI:

We support the proposal in principle, but the annex 10 must be clear for all officials and athletes. A decision must be unequivocal and must not be made according to interpretation of the points in annex 10. Example Letter b in Annex 10 can be interpreted differently and this bring different decisions.

USA NF:

The US supports the Recorded Warning, similar to Eventing. The language in the Dangerous Driving section is a significant addition to the rules and also subjective (Examples - 'driving too fast' and 'electing to take dangerous or wild routes') and will require discussion amongst the driving community. We suggest that this component of the rule is delayed so it can be reviewed during the next full rule revision of the Driving rules.

USA:

We suggest that the authority to issue a Driving recorded warning should be the decision the Ground Jury (or more than 1 official).

Proposes:

A Driving Recorded Warning must be awarded to the Person Responsible for the following offence, during the On Site Preparation Period and the Period of Jurisdiction by the Ground Jury.

FEI Feedback

Taking into account the Feedback from the NFs, the FEI Driving Committee to add the Driving Recorded Warning with a reduced list of infringements in the Article. A clarification is proposed to the Yellow Warning Card clause to align with the FEI General Regulations which confirm that a Technical Delegate can give a Yellow Warning Card.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

2(A) Yellow Warning Card ~~and Driving Recorded Warning~~

Where there is ~~an~~ aAbuse of Horses in any form or ~~i~~ncorrect ~~b~~ehaviour towards Event Officials or any other party connected with the Event, non-compliance with ~~the~~ the Driving Rules during the Onsite Preparation Period and ~~/or~~ or Period of Jurisdiction, the President of the Ground Jury ~~or the Technical Delegate~~ and-or the FEI Chief Steward, as an alternative to instituting the procedures foreseen in the legal system, may deliver to the Person Responsible a Yellow Warning Card.

2(B) Driving Recorded Warning

A Driving Recorded Warning must be issued to the Person Responsible for the following offence(s), during the Onsite Preparation Period and/or the Period of Jurisdiction by the President of the Ground Jury, or the Chief Steward or the Technical Delegate:

- a) Driving out of control with the Horse(s)/Pony(ies) clearly not responding to the Athletes restraining or driving aids
- b) Severe lack of responsiveness from the Horse(s)/Pony(ies), or the Athlete.
- c) Endangering the public in any way, e.g. leaving the track
- d) Willful obstruction of an overtaking Athlete and/or not following the instructions of the Officials causing danger to another Athlete.

In addition to incurring a Driving Recorded Warning, the President of the Ground Jury may eliminate the Athlete as referred in Article 911.10.

Before issuing a Driving Recorded Warning, the President of the Ground Jury, the Chief Steward or the Technical Delegate has the duty to hear the Athlete, if available. At any time, the Athlete has the right to seek out the Officials for any explanation related to a Driving Recorded Warning.

If after reasonable efforts, the Athlete cannot be notified during the Period of Jurisdiction that the Athlete has received a Driving Recorded Warning, the Athlete must be notified in writing within fourteen (14) days of the Event.

The Driving Recorded Warnings will be recorded and published on the FEI Website. Should the same Person Responsible receive three (3) or more Driving Recorded Warnings at the same or any other International Event within one (1) year (12 months) of the delivery of the first Driving Recorded Warning, for any offence, the Person Responsible shall be automatically suspended for a period of two (2) months after official notification from, or on behalf of, the FEI Secretary General. The start date of the suspension shall be decided in accordance with the FEI General Regulations and confirmed in the notification.

Article No.–Article Name
911.2 Yellow Warning Cards
Periodical Rules Revision Policy Criteria
2. Correction of inconsistencies, manifest errors, contradictions, etc.
Explanation for Proposed Change
This Rule change is proposed in order to clarify a discrepancy with the FEI General Regulations Art 164.3 that states that the Technical Delegate may issue a Yellow Warning Card.
Proposed Wording on 28 June 2023
Yellow Warning Card Where there is abuse of Horses in any form or incorrect behaviour towards Event Officials or any other party connected with the Event, non-compliance with Driving Rules during the Onsite Preparation Period and Period of Jurisdiction, the President of the Ground Jury and the Chief Steward <u>and the Technical Delegate</u> , as an alternative to instituting the procedures foreseen in the legal system , may deliver to the Person Responsible a Yellow Warning Card.
Comments Received by 16 August 2023
AUS: Equestrian Australia supports the wish to address a discrepancy within the FEI General Regulations Art 164.3 under which the TD may issue a Yellow Warning Card. We believe however that such a card should be issued in conjunction with either the PoJ and the Chief Steward to ensure that there are appropriate checks and balances given the significant implications for the career and reputation of the concerned athlete. Proposed wording: Where there is abuse of horses in any form or incorrect behaviour towards Event Officials or any other party connected with the Event, non-compliance with Driving Rules during the Onsite Preparation Period and Period of Jurisdiction, the TD, in conjunction with the PoJ and the Chief Steward may deliver to the person responsible a Yellow Warning Card. USA: Similar to our comment on the Recorded Warning, we believe the authority to award a Yellow Card should rest with the Ground Jury so there are always multiple individuals involved in the decision. When appropriate, the Ground Jury may deliver a Yellow Warning Card to the Person Responsible.
FEI Feedback
The Driving Technical Committee deems it essential to maintain alignment with the General Regulations, and as a result, suggests retaining the originally proposed wording, with the addition of the Driving Recorded Warning as explained in the pages above.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
<u>2(A) Yellow Warning Card</u> Where there is <u>an a</u> Abuse of Horses in any form or <u>i</u> ncorrect <u>b</u> ehaviour towards Event Officials or any other party connected with the Event, non-compliance with <u>the</u> Driving Rules during the Onsite Preparation Period and Period of Jurisdiction, the President of the Ground Jury <u>or the Technical Delegate or and</u> the FEI Chief Steward, as an alternative to instituting the procedures foreseen in the legal system, may deliver to the Person Responsible a Yellow Warning Card.

Article No.–Article Name
911 - Principles
Periodical Rules Revision Policy Criteria
1.Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes;
Explanation for Proposed Change
As recommended by the EEWB commission: Include in the FEI General Regulations a rule to apply to all Disciplines which would allow the President of the Ground Jury (or their designee) to eliminate an Athlete/Horse combination while a round was ongoing if the President of the Ground Jury (or their designee) decided that it would be contrary to the principles of Horse Welfare to allow the combination to continue the round. The decision to eliminate was to be final and not subject to appeal or protest.
Proposed Wording on 28 June 2023
<p><u>9. Horse Welfare</u></p> <p><u>9.1.—The President of the Ground Jury (or in their absence, the Ground Jury Member designated by the President of the Ground Jury) may, at their sole discretion, ring the bell (in Dressage/Cones) or stop the Athlete (in Marathon) to eliminate a turnout whilst in competition, if this would be in the best interest of the wellbeing and/or safety of the Horse and/or Athlete. The decision to eliminate is final and not subject to appeal or protest.</u></p>
Comments Received by 16 August 2023
<p>AUS: Equestrian Australia (EA) fully supports the work of the EEWB Commission and understands the context for a rule to apply to all disciplines which would allow the President of the Ground Jury to eliminate a turnout in competition if it were to be contrary to principles of horse welfare to continue. EA, however supports the approach being taken by other disciplines which focus on the “safety of the horses and the athletes” as the trigger for elimination. Given the very significant increase in the powers entrusted to the PoJ, we believe that any decision to eliminate a turnout should also be subject to consultation with any member of the Ground Jury or expert appointed by the PoJ. We do not believe that this power should be delegated given its significance.</p> <p>Proposed wording: 10. Horse Welfare The President of the Ground Jury may, at their sole discretion , following consultation with the relevant member of the Ground Jury, ring the bell [wording continues until] if this would be in the best interests of the safety of the horse and athlete.</p> <p>NOR: We strongly support that the President of the Ground Jury should have the power to eliminate an Athlete/Horse combination if it would be contrary to the principles of Horse Welfare to allow the combination to continue. The decision to eliminate should be final and not subject to appeal or protest. Similar rule should apply across all disciplines</p>
FEI Feedback
Consulting with other Ground Jury Members for these pressing matters is impractical during events, particularly the Dressage and Marathon competitions. When it comes to safeguarding the welfare and safety of horses, the President of the Ground Jury holds the authority to make urgent decisions.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
As per above.

Rules Proposal Submitted By
NOR NF
Article No.–Article Name
Article 912.5 Age
Periodical Rules Revision Policy Criteria
2. <i>Correction of inconsistencies, manifest errors, contradictions, etc.</i>
Explanation for Proposed Change
<p>NOR NF: Regulations valid across disciplines should be given only once to avoid inconsistencies and contradictions.</p> <p>In the Dressage Rules, the definitions of Athletes’ Ages are inaccurate. For Endurance, there are no definitions and no reference. For Driving, the max age limit is unclear</p> <p>For rider’s age (pony, junior, Young rider, U25, children) the definition is given in the General Regulations Appendix A - Definitions. Reference should rather be given to these definitions in each rule book and with the same wording, instead of the variation in the current texts.</p> <p>FEI Feedback: The DTC proposes to align to the General Regulations wording.</p>
Comments Received by 16 August 2023
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
<p><u>912.5</u> Age is determined from the beginning of the calendar year in which the Athlete and Grooms reach the designated age <u>and until the end of the year they reach the designated age</u></p>

Rules Proposal Submitted By
DEN NF
Article No.–Article Name
Article No.923 Entries World Pony Driving Championships
Periodical Rules Revision Policy Criteria
5. Other scenarios not foreseen by this Policy as considered and approved by the Board.
Explanation for Proposed Change
<p>DEN NF: We suggest changing Article 923.2. NFs which cannot send a team may send up to two athletes in each class. Explanation follows in addition to proposal of changes to Article 927 below.</p> <p>Proposed: Article 923.2. NFs which cannot send a team may send up to two athletes in each class. For additional entries, see Article 927.3.1.</p> <p>FEI Feedback on 28 June:</p> <p>The FEI will circulate a survey that will tackle the different formats of the Championship and will include the proposal to split the Pony Championships. In any way, this will be considered for the full Rules Revision in 2025.</p>
Proposed Wording on 28 June 2023
N/A.
Comments Received by 16 August 2023
<p>GBR: We note the FEI feedback and the review for 2025. If this is completed, then the first competition will be 2027 leaving it for another 4 years. We feel there should be a change before this time as the numbers of pony teams is reducing especially in the smaller driving nations. We would ask for a waiver in 2025 to allow more pairs and singles to attend and not be restricted by the number so teams / pony fours.</p> <p>We agree with the FEI’s proposal to circulate a survey that will tackle the different formats of the Championship and will include the proposal to split the Pony Championships</p> <p>NED: Simplify the rules en increase the number of starts to keep up with the growth in this class. Only use a class division for the composition of the team and allow NF’s to enter up to fifteen Athletes (nominated and additional) on the list of nominated entries no matter what class.</p> <ol style="list-style-type: none"> 1. A national team shall consist of one or two Singles, one or two Pairs and one or two Four in-Hands. Each nation is entitled to send up to a maximum of fifteen Athletes. 2. A spare Pony may be entered for the single Class. The Athlete who uses the spare Pony will be eligible for the individual classification as well as for the team classification. The spare Pony can only be substituted once not later than one hour before the start of Dressage and must be notified in writing to the Organiser. 3. Each NF is entitled to send a chef d’équipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes <p>NOR: We support the proposal from Denmark</p>
Option A FEI Feedback

The DTC agrees with the comments of the National Federations, and proposes to change the wording as follows. Please also refer to Art. 927.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

2. ~~NFs which cannot send a team may send up to two Athletes in each Class. For NFs which cannot send a team, please refer to Art. 927~~

Option B

FEI Feedback

While the FEI Driving Technical Committee agrees that this Article needs changing, it is unfortunately not possible to change it under the Rules Revision Policy as it does not fit under any of the criteria.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

N/A.

If option A as referred to in Article 927 is to go forward, the below Article will also be modified.

Article No.–Article Name

Art 924 Entries Youth Driving Championships

Periodical Rules Revision Policy Criteria

5. Other scenarios not foreseen by this Policy as considered and approved by the Board.

Explanation for Proposed Change

In order to align with Art 927, the wording has been changed.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

1. A national team shall consist of at least one Child, one Junior and one U25 and each Nation is entitled to send up to a maximum of six Athletes, maximum two per age category.
- ~~1.2. NFs which cannot send a team may send up to four Athletes in total as individual entries, maximum two per age category. For NFs which cannot send a team, please refer to Art. 927.~~

Rules Proposal Submitted By
DEN NF
Article No.–Article Name
Article No. 927 Additional Entries for Championships and CAIOs
Periodical Rules Revision Policy Criteria
Explanation for Proposed Change
<p>This proposed change of rules, Article 927.3. and 927.5.1. is proposed now, not because it is urgent repair regarding horse welfare or security reason, but if we wait for full revision in 2026, it cannot be implemented for Pony World Championships before 2027.</p> <p>Article 927 Additional Entries for Championships and CAIOs 927.5. Additional Entries for the host country and NFs who have submitted a Nominated Entry for a team. Championships 5.1. The host country and NFs who have submitted a Nominated Entry for a team may enter up to 6 individual additional entries. For Combined Pony 2 per class (Single, Pair, Four-in-Hand) and Youth Championships, 2 per class (age group)</p> <p>With the current rules for Combined Pony World Championships, a NF with a Four-in-Hand, can enter up to 12 entries, 4 in each class. A NF that cannot produce/enter a qualified Four-in-Hand, can only send up to two Singles and two Pairs. For the individual championships in Singles, Pairs and Four-in-Hands Ponies, it seems not fair compared to Championships for Horses, where each NF is entitled to send up to 6 qualified athletes in each Championship.</p> <p>Being a serious and qualified Pony-driver in Single- or Pair-class as no. 3 or 4 in your Country, you are depending on qualification of an Athlete in the Four-in-Hand class. To recognize Pony-drivers as just as serious and important as Horse-drivers, they should have the same opportunities at a World Championship, not depending on drivers in other classes. For the fairness between nations in the individual Pony World Championships, all NF should have the opportunities to enter up to 4 Athletes in each class, not depending on sending a team.</p> <p>Proposed: Article 927 Additional Entries for Championships and CAIOs 3.1. For World Combined Pony Championships each NF is entitled to enter up to two additional entries in each class, in total up to four entries in each class, not depending on ability to send a team. 5.1. Delete: "For Combined Pony 2 per class (Single, Pair, Four-in-Hand)"</p> <p>FEI Feedback on 28 June:</p> <p>The FEI will circulate a survey that will tackle the different formats of the Championships and will include this proposal. In any way, this will be considered for the full Rules Revision in 2025.</p>

Comments Received by 16 August 2023

AUS: The FEI has rejected a proposal from DEN under which all NFs should have the opportunity to enter up to 4 athletes in each of the Pony World Championship classes, not depending on sending a team. Entries for this year's Pony World Championships show that half of the Nations forming a team have either only one Pony Pair or Team Driver which shows how challenging it is for many nations to field a team.. EA believes that it is unfair to create two classes of nation. EA also believes that it is very important to think strategically about the future growth of the sport and to send a positive message to the next generation of pony drivers. Under the FEI proposal this generation will miss out until 2027.

Proposes : 3.1 All nations should be allowed to enter the same number of athletes for single pony, pony pair, and pony four in hand classes at the Pony World Championships

DEN:

We highly recommend the Technical Committee to make an exception from full revision rules in 2025 regarding additional entries for Pony World Championships, as described in our earlier proposal.

If we wait, nothing will be changed before the Pony World Championships in 2027.

It is all about the future growth of the sport and the importance of providing encouragement to young/new drivers coming into the sport and given the opportunity to compete at the highest level.

Also, to avoid any kind of discrimination – A and B nations, it should be allowed all nations to enter the same number in each category for the individual championships for single pony, pony pair and pony four-in-hand, not depending of ability to present a full team.

For the individual competitors it will give them a safer preparation during the next 2 years up till next championships in 2025, not to worry about ability of competitors in other categories.

Proposes:

Article 927 Additional Entries for Championships and CAIOs

3.1. For World Combined Pony Championships each NF is entitled to enter up to two additional entries in each class, in total up to four entries in each class.

5.1. Delete: "For Combined Pony 2 per class (Single, Pair, Four-in-Hand)

EEF:

To not limit the number of drivers by nation to the team members only is financially vital for organisers so please do not take the following comments as a call to drop the individual entries from the rules.

The current regulation leads lots of misunderstanding at NFs stage and require lots of explanation from FEI driving Dpt to try to explain in the simplest way possible the rules which are very confusing even potentially leading to legal cases.

Since several years the problems is coming back on the table, already at several occasion of the FEI rules revision process it has been addressed.

When a CAIO or Championship OC wants to have the possibility to allow NFs who send a team to have additional entries, NFs should declare all the potential drivers/horses through the nominated entries, without being forced to use only few ones for the teams with others restricted to be individuals. There is no fair purpose behind the constraints of the current rule.

NFs should be allowed to choose within those turnouts to proceed their definite entries, all being potentially team members or individuals.

From an OC side, fixing the exact number of individual drivers is very risky. They might end up with too low or excessive number of entries as you can't be sure about the number of overall entries you will get.

After the date of nominated entries, the OC should be allowed to fix the final number of additional entries per nation.

Please see GER NF and FRA NF

FRA:

The current regulation leads lots of misunderstanding at NFs stage and require lots of explanation from FEI driving Dpt to try to explain in the simplest way possible the rules which are very confusing even potentially leading to legal cases. Since several years the problems is coming back on the table, already at several occasion of the FEI rules revision process it has been addressed.

When a CAIO or Championship OC wants to have the possibility to allow NFs who send a team to have additional entries, NFs should declare all the potential drivers/horses through the nominated entries, without being forced to use only few ones for the teams with others restricted to be individuals. There is no fair purpose behind the constraints of the current rule.

NFs should be allowed to choose within those turnouts to proceed their definite entries, all being potentially team members or individuals.

From an OC side, fixing the exact number of individual drivers is very risky. They might end up with too low or excessive number of entries as you can't be sure about the number of overall entries you will get.

After the date of nominated entries, the OC should be allowed to fix the final number of additional entries per nation.

Proposes:

Article 919 Entries Championships and CAIOs

(addition)

Nominated Entries,

Each National Federation, including the host National Federation may enter up to four times the number of team drivers, with the double number of horses that are entitled to be entered on definite entries and start with one driver.

All those drivers and ponies will be eligible either as Team member or Individuals.

Definite Entries

Each National Federation, including the host National Federation will enter its Drivers and Horses on the definite entry list,

- from their nominated list

- with the maximum number of entries per NF defined by the OC with the FEI allowances,

- with a maximum of one horse per athlete in single classes, 3 horses in the pair classes, 5 in the four in hand classes.

Article 927 Additional Entries for Championships and CAIOs

3. At the discretion of the OC all NFs who have submitted a Nominated Entry for a team may be invited to enter Additional Entries for Championships and CAIOs

4. An additional entry date shall be specified in the Schedule should the OC decide to invite NFs to submit Additional Entries. At this date, the OC informs the NFs of the number of Additional Entries it will allow per NF.

5. Additional Entries for the host country and NFs who have submitted a Nominated Entry for a team

Championships

5.1. The host country and NFs who have submitted a Nominated Entry for a team may enter up to 6 ~~individual~~ additional entries. For Combined Pony 2 per class (Single, Pair, Four in-Hand) and Youth Championships, 2 per class (age group).

5.2. The host country will be limited to the same number of Athletes and Horses as the maximum number permitted for the foreign countries CAIOs

5.3. The host country and NFs who have submitted a Nominated Entry for a team may enter up to 6 ~~individual~~ Additional Entries.

6. The number of nominated Athlete Entries may be twice the number permitted for definite entries as set out in the General Regulations, Article 116.4.2.

CAIOs

5.3. The host country and NFs who have submitted a Nominated Entry for a team may enter up to 6 ~~individual~~ Additional Entries.

~~6. The number of nominated Athlete Entries may be twice the number permitted for definite entries as set out in the General Regulations, Article 116.4.2.~~

+ cancel contradictions in other articles as Art 920.1, 921.1, 922.1, 925.1

GBR:

We agree with the new proposed wording submitted by DEN NF but have concerns it may mean too many competitors at a championship. We agree with the FEI's proposal to circulate a survey.

GER:

We felt it was clear we could enter Additional Athletes for this year's Driving Ponies World Championships and for the CH-EU-A4, but this was denied. The discussion about Article 927 should be terminated by finding a clear, practicable wording that leaves no room for interpretation. The tenor of the FEI Tribunal decision on our NF's Appeal must of course be taken into account in this discussion.

Proposal:

Art. 919 Entries for CAIOs (for all classes Horse and Pony)

CAIOs are open to national Teams and Individuals. A Team member is always automatically entered as an Individual for the Event.

A National Team consists of two or three Athletes of the same nationality.

At the discretion of the OC and approved by the FEI NFs who submit a Nominated Entry for a Team (any entry for more than one Athlete is considered as a Team Entry) are entitled to send Individual Athletes in addition to their Team up to the number stated in the approved schedule.

The host country is always entitled to send up to two Individual Athletes in addition to their Team.

Art. 920 Entries for World and Continental Championships for Singles, Pairs and Four-in-Hands

These Championships are open to National Teams and Individuals. A Team member is always automatically entered as an Individual for the Event.

A Team consists of two or three Athletes of the same Nationality.

At the discretion of the OC.... (Wording as above Art. 919)

Art. 921 Entries for World Pony Driving Championships

These Championships are open to National Teams of the same Nationality (one or two Single, Pairs and Four-in-Hands each) and Individuals.

At the discretion of the OC and approved by the FEI the number of invited Individuals permitted in each class has to be stated in the Schedule.

For each NF the max. number of invited Athletes is equal/ the same, the host nation is always entitled to send one/two (?) Individuals in addition to their Team or in the relevant class, if they cannot send a Team.

[923.3 to be deleted; no spare Pony]

Art. 922 Entries Youth Driving Championships (actually Art. 924)

Current Rules to remain unchanged, new format to be discussed for next Revision of them Driving Rules [924.2. to be deleted, no spare Horse/Pony]

Art. 923 Entries Para Driving Championships (actually Art. 925)

Current Rules to remain unchanged.

[925.6. to be deleted, no spare Horse/Pony]

Art. 924. (new)

The number of Nominated Athletes Entries may (always) be twice the number permitted for Definite Entries as set out in the GR, Art. 116.4.2.

Art. 926; Addition

Each NF is entitled to send a Chef d'Equipe, a Trainer and a Veterinarian, these will be accorded the same privileges as the Athletes.

Art. 927

To be worded, taking into account the reasoned decision of the FEI Tribunal

NED:

Simplify the rules and avoid a lack of clarity regarding the different entry dates. Use one date for nominated entries (longlist including additional entries for NF's with a team) and one date for the definite entries. Let the OC announce the definite number of athletes per NF within one week after the nominated entries have been made.

Proposed:

Article 927 Additional Entries for Championships and CAIOs

3. All NFs who can submit a team may enter individual additional entries for Championships and CAIOs at the nominated entry date.

4. The number of Additional Entries on the nominated entry list shall be specified in the Schedule.

5. After the nominated entry date the OC shall decide the definite number of Additional Entries per NF.

Championships

5.1. The host country and NFs who can submit a team may enter individual additional entries.

5.2. The host country will be limited to the same number of Athletes and Horses as the maximum number permitted for the foreign countries

CAIOs

6. The number of nominated Athlete Entries may be twice the number permitted for definite entries as set out in the General Regulations, Article 116.4.2.

NOR:

We support the proposal from Denmark

USA:

We look forward to receiving the survey and proposal mentioned by the FEI regarding the different formats of the Championships. From the USEF perspective, allowing more competitors to compete at the Championships benefits both the NFs with sufficient entries to warrant sending four athletes per class, as well as those NFs that cannot field a complete team. The organizers also benefit from additional entries economically.

Proposes

Article 927 3.1 All nations should be allowed to enter the same numbers of athletes per class at the FEI Pony World Championships.

FEI Feedback

The FEI Driving Committee took good note of the feedback from the NFs regarding the possibility for NFs to make additional entries in Ponies and Youth Championships even if the NF has not entered a team and that it is considered that such a change is necessary to ensure the viability of Pony/Youth Championships and to ensure that smaller NFs would not be disadvantaged by their lack of four-in-hand participants at the Pony/Youth level.

As explained in the original memo, this proposed change is not one that can ordinarily be made unless the Rules are undergoing a full revision as it does not fit within the [rules revision criteria](#). The Driving Committee noted that the "urgent repairs" criteria only applies to "urgent repairs" that are necessary for horse welfare/athlete safety reasons.

Nevertheless, it was agreed that the FEI Board would be asked at its meeting on 18 November 2023 (prior to the General Assembly) to allow the rule proposal allowing for Additional Individual Entries without the requirement to have entered a team at Pony/Youth Championships to go forward for approval at the General Assembly. The Board would be asked to allow that change under the following rules revision criteria "*Other scenarios not foreseen by this Policy as considered and approved by the Board*".

That proposed change is shown below as Option A.

If the Board does not agree to allow Option A go forward for approval at the General Assembly, option B will be presented instead.

Option B repairs the inconsistencies/misunderstandings with the current wording of Article 927 but keeps the requirement for Individual Additional Entries to only be available to NFs who have entered a team.

Proposed Final Wording to be Voted at the FEI General Assembly 2023**OPTION A**

(subject to the approval of the FEI Board at the FEI Board Meeting on 18 November 2023 – Allowing additional individual entries for Ponies/Youth Championships even if the NF has not entered a team)

Article 927 Additional Individual Entries for Championships and CAIOs

3-1. For Four-in-Hand Horses, Pair Horses and Single Horses Championships and CAIOs, At the discretion of the OC all NFs who have submitted a Nominated Entry for a team may be invited to enter Additional Individual Entries for Championships and CAIOs.

2. For Pony and Youth Championships, at the discretion of the OC, all NFs who have submitted a Nominated Entry may be invited to enter Additional Individual Entries.

3. An additional individual ~~second-nominated~~ entry date shall be specified in the Schedule should the OC decide to invite NFs to submit Additional Entries. The FEI will confirm, on the deadline mentioned in the Schedule, the opening of the Additional Individual Entries.

4. Additional Individual Entries are not considered as Nominated Entries.

5. If the OC confirms that it will accept Additional Individual Entries, the exact number of permitted Individual Entries (subject to the maximum set out in this Article 927) will be confirmed by the FEI following consultation with the OC. The Additional Individual Entries must be submitted by the date specified in the Schedule.

6. Any Athlete/Horse combination that is entered as an Additional Individual Entry must have achieved the qualification criteria within the period specified in the qualification criteria document as published on the FEI website (see Article 914). Certificates of Capability and records of results must be sent by NFs with their Additional Individual Entries, for such entries to be considered valid.

7. Additional Individual Entries are not applicable to Young Horses Championships.

~~5. Additional Entries for the host country and NFs who have submitted a Nominated Entry for a team.~~

8. Championships

~~5.8.1. The host country and All~~ NFs who have submitted a Nominated Entry for a team for Four-in-hand Horses, Pair Horses and Single Horses Championship may enter up to 6 ~~individual~~ Additional Individual Entries.

8.2 All NFs who have submitted a Nominated Entry for ~~Combined~~ Pony Championships may enter up to 4 Additional Individual Entries-2 per class (Single, Pair, Four in-Hand)

8.3 All NFs who have submitted a Nominated Entry for ~~and~~ Youth Championships may enter up to 4,-2 Additional Individual Entries per class (age group) category (Children, Junior, U25).

The host country will be limited to the same number of Athletes and Horses as the maximum number permitted for the foreign countries.

9. CAIOs

~~5.3.-9.1 The host country and All~~ NFs who have submitted a Nominated Entry for a team for Four-in-Hand Horses, Pair Horses and Single Horses ~~a team~~ may enter up to 6 ~~individual~~ Additional Individual Entries.

9.2 All NFs who have submitted a Nominated Entry for Pony CAIOs may enter up to 4 Additional Individual Entries-2 per class (Single, Pair, Four-in-Hand)

9.3 All NFs who have submitted a Nominated Entry for Youth CAIOs may enter up to 4 Additional Individual Entries per age category (Single, Pair, Four-in-Hand).

~~6. The number of nominated Athlete Entries may be twice the number permitted for definite entries as set out in the General Regulations, Article 116.4.2.~~

OPTION B

(applicable if the FEI Board does not agree to Option A)

Article 927 Additional Individual Entries for Championships and CAIOs

1. At the discretion of the OC all NFs who have submitted a Nominated Entry for a team may be invited to enter Additional Individual Entries for Championships and CAIOs.
2. ~~A second nominated entry date shall be specified in the Schedule should the OC decide to invite NFs to submit Additional Entries~~Additional Individual Entries are not applicable for Young Horses Championships.
3. Championships
 - 3.1. The host country and NFs who have submitted a Nominated Entry for a team may enter up to 6 Additional Individual Entries. For Combined Pony Championships: 2 per class (Single, Pair, Four-in-Hand) and Youth Championships; ~~2 per class (age group~~Children, Junior, U25).
 - 3.2. The host country will be limited to the same number of Athletes and Horses as the maximum number permitted for the foreign countries.
4. CAIOs
 - 4.1. The host country and NFs who have submitted a ~~N~~ominated ~~E~~entry for a team may enter up to 6 Additional Individual Entries.
 - 4.2. For Combined Pony CAIOs: 2 per class (Single, Pair, Four-in-Hand) and Youth ~~Championships~~CAIOs; ~~2 per class (age group~~ Children, Junior, U25).
5. ~~Status of Individual Entries The number of nominated Athlete Entries may be twice the number permitted for definite entries as set out in the General Regulations, Article 116.4.2~~
 - 5.1 Additional Individual Entries are not considered as Nominated Entries.
 - 5.2 If the OC confirms that it will accept Additional Individual Entries, the exact number of permitted Individual Entries (subject to the maximum set out in this Article 927) will be confirmed by the FEI following consultation with the OC. The Additional Individual Entries must be submitted by the date specified in the Schedule.
 - 5.3 Any Athlete/Horse combination that is entered as an Additional Individual Entry must have achieved the qualification criteria within the period specified in the qualification criteria document as published on the FEI website (see Article 914). Certificates of Capability and records of results must be sent by NFs with their Individual Additional Entries, for such entries to be considered valid.

Article No.–Article Name

Art 928.2.5 Body Protector

Periodical Rules Revision Policy Criteria

1.Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes;

Explanation for Proposed Change

Clarification on the body protectors and air vests. For the sake of clarity, the FEI proposes to change the wording as below.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

- 2.2 From the In-Harness Horse Inspection until the end of the Cool Down, Athletes and Grooms must wear securely fastened Protective Headgear, such Protective headgear must comply with the list of the applicable international testing standards published on the FEI website and a back/body protector.
- 2.3 During the Section A, Controlled Warm-Up, Warm-Up Obstacle and Section B, failure to wear such Protective Headgear and back/body protector will result in Elimination.
- 2.4 During the In-Harness Inspection, Halt area and Cool Down area, failure to wear such Protective Headgear and back/body protector where and when required after being notified by an Official to do so, will result in a Yellow Warning Card being issued to the Athlete.
- 2.5 When a back/body protector is required, ~~if an air protector can be used combined with a real back or body protector but never without air vest is used it must be worn over the back/body protector, and cannot replace it.~~

Article No.–Article Name

933.2.4 Welfare of the Horse

Periodical Rules Revision Policy Criteria

1.Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes

Explanation for Proposed Change

In order to further protect Horse Welfare, align with other disciplines and solve issues that have arisen in the past, the DTC proposes to enter a “Horse Fall” rule in the FEI Driving Rules.

Proposed Wording on 28 June 2023

2.4 A horse is considered to have fallen down when it cannot stand up by itself and needs assistance to stand up again. If a Horse falls down during competition, the Athlete will be eliminated.

Comments Received by 16 August 2023

AUS: The FEI is proposing to enter a Horse Fall Rule which under paragraph 2.4 is to be defined as follows “ A horse is considered to have fallen down when it cannot stand up by itself and needs assistance to stand up again”. In such circumstances an athlete will be eliminated. As the rules currently stand grooms step down immediately from the carriage and try to keep the horses calm and down until they can be safely released from the carriage. Under the proposed rules there is a risk that athletes will try to encourage the horse to stand up without external assistance. This could result in more significant welfare issues as well as present terribly to the watching public. This rule therefore needs to be rethought and should be withdrawn as it raises more significant welfare issues than the ones it seeks to address.

Proposes to Delete paragraph 2.4 – and replace with clearer wording that will define fall of horse with clearer definition that puts the horse’s welfare at the focus, not competition

EEF&FRA:

We do support the concept of protecting horses by eliminated and not allowing a driver to continue

Proposes:

2.4 A horse is considered to have fallen down when it cannot stand up **immediately** by itself and needs assistance to stand up again, **including but not exclusively driver’s physical action such as reins or whip**. If a Horse falls down during competition, the Athlete will be eliminated.

GBR:

We feel this may be suitable for ridden horses where there are few restrictions in terms of saddlery to prevent it from standing.

This is not the case with the driving horse. On a number of occasions a horse will be unable to get up due to its harness. Therefore, once released in the correct way by the grooms on the vehicle the horse will stand. The rule as it is written will not allow this and may cause more horse welfare issues. Most horses in harness that slip and fall do get up immediately.

New wording to include the driving horse and harness.

If a horse in harness falls and immediately gets up they will incur no penalty. Should a horse fall in harness and as a direct result of the harness prevents it from rising, then it should be the responsibility of the driver to ask the groom / backstepper to assist the horse. On release of the harness the horse should immediately get up. If the horse remains down, then the athlete will be eliminated.

NED:

To prevent any delay in help describe what is considered a fallen horse and eliminate on that instead of the need for assistance to stand up again.

Proposes:

2.4 A horse is considered to have fallen when the shoulder and quarters have touched the ground. If a Horse falls down during competition, the Athlete will be eliminated.

NOR:

We agree to enter a "Horse Fall" rule in the FEI Driving Rules.

However, in our opinion the proposed definition is not strict enough. We would like to propose another wording, more in line with other disciplines.

Ref Jumping art 224.3 and Eventing 549.5.2. As Driving is more similar to Eventing than Jumping, we propose to adapt the same definition as for Eventing.

Proposes:

A Horse is considered to have fallen when, at the same time, both its shoulder and quarters have touched either the ground or the obstacle and the ground, or when it is trapped in a fence in such a way that it is unable to proceed without assistance or is liable to injure itself. If a Horse falls down during competition, the Athlete will be eliminated.

SUI:

A horse's fall should not be limited to the fact that it cannot stand up. We propose that the notion of a fall should be determined by the fact that the horse's shoulder touches the ground.

Proposes:

2.4 A horse is considered to have fallen down when the one of his shoulder touch the ground.

USA:

We fully agree that equine welfare must remain a top priority. We feel this rule needs careful consideration and further discussion. Currently, permitted outside assistance is a rule for Marathon. The wording proposed could potentially encourage athletes/grooms to attempt to make a fallen horse stand up 'on its own' possibly leading to unintended consequences.

FEI Feedback

To safeguard the well-being of the horses and to secure the necessary Social License to Operate, the Driving Technical Committee aims to enhance the clarity of this rule by including the term "immediately" in the wording.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

2.4 A horse is considered to have fallen down when it cannot stand up by itself immediately and needs assistance to stand up again. If a Horse falls down during competition, the Athlete will be eliminated.

Article No.–Article Name

937 Weights and Dimensions

Periodical Rules Revision Policy Criteria

1.Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes;

Explanation for Proposed Change

In order to clarify that breeching has to be used whenever a Horse/Pony is pulling a carriage as a Single and not only during Single classes, the below wording is proposed.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

- ~~1.1. In all Classes, During the On-Site Preparation Period and the Period of Jurisdiction during Dressage, Marathon, Cones and Combined Marathon, if the carriage has no brakes, breeching is compulsory. Failure to comply will result in Elimination. In Single Horse and Single Pony classes breeching is compulsory. Failure to comply will result in Elimination.~~
- 1.1.1.2. During the On-site Preparation Period and the Period of Jurisdiction, whenever a Horse/pPony is harnessed as a single to a carriage, breeching is compulsory. Failure to comply will result in Elimination.

Article No.–Article Name

Article 940 Harness, carriage and Horses

Periodical Rules Revision Policy Criteria

2. Correction of inconsistencies, manifest errors, contradictions, etc.

Explanation for Proposed Change

With the release of the FEI TackApp and FEI Tack, Equipment and Dress database, the Guidelines for the use of Tack, Equipment and Dress will no longer be used or published from 1 January 2024, so as not to have duplicates.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

Please also refer to ~~the FEI Driving guidelines on use of Tack, Equipment and Dress for latest clarifications, published on the FEI website.~~Tack, Equipment and Dress Database or the FEI Tack App.

Article No.–Article Name
940.1.14 Harness, Carriage and Horses
Periodical Rules Revision Policy Criteria
2. Correction of inconsistencies, manifest errors, contradictions, etc.
Explanation for Proposed Change
The Rule mention art. 940.12, however it should refer to 940.14 (Penalties)
Proposed Wording on 28 June 2023
1.14 Where a forbidden equipment is used or a severe incidence of the Welfare of the Horse is ascertained, the penalty will be Elimination or Disqualification (see Article 940.142).
Comments Received by 16 August 2023
GER: Agreed; we suggest to add: "... if not sanctioned by penalty points according to these Rules"
FEI Feedback
The FEI Driving Technical Committee agrees to modify the wording as proposed by the GER NF.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
1.14 Where a forbidden equipment is used or a severe incidence of the Welfare of the Horse is ascertained, the penalty will be Elimination or Disqualification (see Article 940.142), <u>if the infringement is not sanctioned by penalty points according to these Rules.</u>

Article No.–Article Name

942.6 Safety – Conditions that are relevant

Periodical Rules Revision Policy Criteria

1.Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes;

Explanation for Proposed Change

Proposal to align this provision with the Eventing rules version, which reflects a recommendation made by the Medical Committee in 2022.

Proposed Wording on 28 June 2023

6 Medical Information

To ensure that vital information is available to first aid or medical personnel in case of emergency, Athletes must comply with the following:

a. Providing a valid contact information is mandatory for all Athletes the telephone number of an accompanying person/next-of-kin must be provided to the Event secretariat upon arrival (Organising Committees and medical officer to ensure all information has been received before the Marathon).

b. Declaration of medical condition
Athletes with medical conditions that may be relevant in the case of a medical emergency are responsible, at every Event when Driving, for wearing a medical data carrier* from a system provider able to communicate information at least in English. Alternatively (and at the minimum) a medical armband of good quality can be used. Athletes who chose to wear an armband should download and fill the form available for this purpose on the FEI’s website.

c. Conditions that are relevant include:

- Serious head/spinal injury;
- Concussion having occurred during the last three months, ,
- Chronic health problems such as diabetes, epilepsy;
- Anticoagulation (blood thinners)
- Serious allergies.
- If in doubt, the Athlete should discuss this with their own treating physician.

Comments Received by 16 August 2023

GER:

We agree and deem necessary to include another relevant condition that in case of an emergency, medical personnel must be made aware of, which is a recently suffered severe injury that entailed surgical fracture treatment.
Furthermore, since not only Athletes but also Grooms are on the carriage, the medical information should be provided by them as well.

Proposed: 6 Medical information

To ensure that vital information is available to first aid or medical personnel in case of emergency, Athetes *and Grooms* must comply with the following:

[...] c. Conditions that are relevant include:

Add:

Severe injuries in the last three months with surgical fracture treatment

FEI Feedback

Conditions like past fractures were deliberately not included in the list because they're not relevant information when it comes to emergency response.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

Medical Information

To ensure that vital information is available to first aid or medical personnel in case of emergency, Athletes and Grooms must comply with the following:

Providing a valid contact information is mandatory for all Athletes the telephone number of an accompanying person/next-of-kin must be provided to the Event secretariat upon arrival (Organising Committees and medical officer to ensure all information has been received before the Marathon).

Declaration of medical condition
Athletes with medical conditions that may be relevant in the case of a medical emergency are responsible, at every Event when Driving, for wearing a medical data carrier* from a system provider able to communicate information at least in English. Alternatively (and at the minimum) a medical armband of good quality can be used. Athletes who chose to wear an armband should download and fill the form available for this purpose on the FEI's website.

Conditions that are relevant include:

- Serious head/spinal injury;
- Concussion having occurred during the last three months, ,
- Chronic health problems such as diabetes, epilepsy;
- Anticoagulation (blood thinners)
- Serious allergies.

If in doubt, the Athlete should discuss this with their own treating physician.

Article No.–Article Name
945.3 Permitted outside assistance
Periodical Rules Revision Policy Criteria
2. Correction of inconsistencies, manifest errors, contradictions, etc.
Explanation for Proposed Change
It is not possible to exactly define what encompasses an assistance to avoid accidents and therefore to avoid any misuse of this rule, the Driving Technical Committee proposes to remove this provision.
Proposed Wording on 28 June 2023
3. Permitted assistance 3.3 The following are considered to be permitted outside assistance: <ul style="list-style-type: none"> - Assistance during the halt and in neutral zones between Sections. - Assistance to avoid accidents. - Assistance to Horses as a result of an accident inside an Obstacle, providing the Grooms are dismounted.
Comments Received by 16 August 2023
NOR: We are not in favour of deleting “Assistance to avoid accidents”. Actions meant to prevent serious accidents and injuries to horses and people should not be discouraged. However, examples of what is considered as an “accident” and relevant measures could be developed. We propose bringing the issue back to the Driving Technical Committee to develop relevant text.
FEI Feedback
The FEI Driving Technical Committee intends to retain the proposed wording, clarifying that its removal does not eliminate the option to provide assistance in case of accidents. Instead, it aims to prevent athletes from continuing the competition if such incidents occur.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
As per above.

Article No.–Article Name
Article 950 The Arena Article 972 The Course
Periodical Rules Revision Policy Criteria
5 Other scenarios not foreseen by this Policy as considered and approved by the Board.
Explanation for Proposed Change
As per the Key Event Requirement number 13, there is a general recommendation to include a regulation in relation to Warm-up. This was missing in Driving for the Dressage warm-up and Cones warm-up.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
Art. 950.5 <u>There must be at least one suitable warm-up area per Dressage arena which must be at least 3200 m2.</u> Art 972.1.3: <u>There must be at least one suitable warm-up area which must be at least 3200 m2.</u>

Article No.–Article Name																																																																						
960.2 Marathon Sections																																																																						
Periodical Rules Revision Policy Criteria																																																																						
2. Correction of inconsistencies, manifest errors, contradictions, etc.																																																																						
Explanation for Proposed Change																																																																						
Limiting the maximum distance in the section b to 5 km for Children and J+U25 is problematic as this leaves a very short distance for each obstacle. The distance should be in relation to the number of obstacles.																																																																						
Proposed Final Wording to be Voted at the FEI General Assembly 2023																																																																						
1. Marathon sections:																																																																						
<table border="1"> <thead> <tr> <th rowspan="2">LEVEL</th> <th colspan="3">Section A</th> <th rowspan="2">Controlled Time</th> <th colspan="4">Section B</th> </tr> <tr> <th>Distance km</th> <th>Speed H</th> <th>Speed P</th> <th>Distance km</th> <th>Speed H</th> <th>Speed P</th> <th># OBST</th> </tr> </thead> <tbody> <tr> <td>Champions</td> <td>7-9</td> <td>12-14</td> <td>11-13</td> <td>25 to 30</td> <td>7-9</td> <td>14</td> <td>13</td> <td>8</td> </tr> <tr> <td>3* / 4*</td> <td>5-9</td> <td>12-14</td> <td>11-13</td> <td>25 to 30</td> <td>5-9</td> <td>14</td> <td>13</td> <td>6-8</td> </tr> <tr> <td>2*</td> <td>5-9</td> <td>11-13</td> <td>10-12</td> <td>25 to 30</td> <td>5-9</td> <td>12-14</td> <td>11-13</td> <td>5-7</td> </tr> <tr> <td>J + U25</td> <td>4-6</td> <td>11-13</td> <td>10-12</td> <td>25 to 30</td> <td>4-85</td> <td>12-14</td> <td>11-13</td> <td>5-6</td> </tr> <tr> <td>CHILDREN</td> <td>4-6</td> <td></td> <td>10-12</td> <td>25 to 30</td> <td>4-85</td> <td></td> <td>11-13</td> <td>4-5</td> </tr> <tr> <td>PARA</td> <td>4-7</td> <td>11-13</td> <td>10-12</td> <td>25 to 30</td> <td>4-8</td> <td>12-14</td> <td>11-13</td> <td>5-6</td> </tr> </tbody> </table>	LEVEL	Section A			Controlled Time	Section B				Distance km	Speed H	Speed P	Distance km	Speed H	Speed P	# OBST	Champions	7-9	12-14	11-13	25 to 30	7-9	14	13	8	3* / 4*	5-9	12-14	11-13	25 to 30	5-9	14	13	6-8	2*	5-9	11-13	10-12	25 to 30	5-9	12-14	11-13	5-7	J + U25	4-6	11-13	10-12	25 to 30	4- 8 5	12-14	11-13	5-6	CHILDREN	4-6		10-12	25 to 30	4- 8 5		11-13	4-5	PARA	4-7	11-13	10-12	25 to 30	4-8	12-14	11-13	5-6
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The pace in Section A, B and Controlled Warm-Up and Cool Down Area is free.																																																																						

Article No.–Article Name

961 Obstacles in Section B

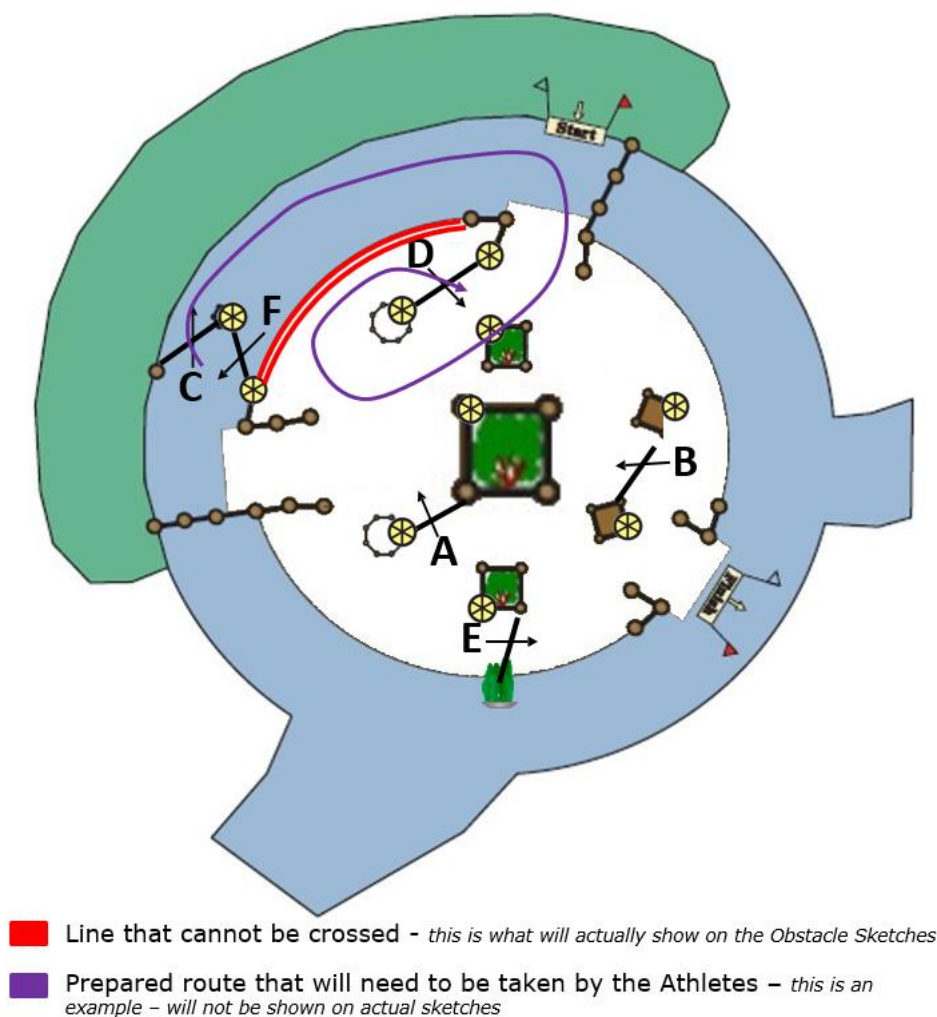
Periodical Rules Revision Policy Criteria

1.Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes;

Explanation for Proposed Change

In order to further protect the welfare of Horses, the Committee proposes to allow the Course Designer to draw a double red line in Obstacle Sketches in order to prohibit an Athlete from taking a specific route through a Marathon Obstacle in the interest of safety and Horse Welfare.

This will also be reflected in the summary for penalties. (Art 969)
For further explanation of this Article, please see below an example:



Proposed Wording on 28 June 2023

961 Obstacles in Section B

2.1 In order to avoid Athletes driving a dangerous and unsafe route through an Obstacle, the Course Designer may draw a double red line on the course map and on the ground to indicate a track-which cannot be crossed at any time by an Athlete. If the Athlete crosses the area of the course marked by the double red line, they will incur elimination.

Art 965.2.6

2.6 ~~2.6~~ An Athlete is not considered to have passed through a Compulsory Gate in an Obstacle until the whole turnout has passed between the Flags denoting the Compulsory Gate.

~~2.62.7~~ An Athlete is not considered as having have crossed a double red line as per the Article 961.2.2 until the whole turnout has crossed the double red line.

Comments Received by 16 August 2023

EEF&FRA:

We believe that when there is a major safety issue, this should "physically" be corrected, blocked on site. We fear that if this rule is implemented to avoid safety issue, OCs and CDs could tend to not correct this situation in anticipation despite it would have been feasible.

We better see this concept in order to help the Course Designer to differentiate options amongst the different categories (for example forbid a specific short option for the four in hand when the same option is free for other categories).

In order to allow more testing, we would recommend restricting this new rule only for shows with different categories and maximum 2 times in 1 marathon.

Without further guarantee and limitation, it could mislead drivers and officials and be counterproductive.

GBR:

We believe the proposal produces more complications in an obstacle. If a route is possible but dangerous it should be railed / blocked and sealed to prevent a problem. How will such a line be judged? More officials will be required just to watch the line.

The obstacles are currently inspected by the POJ who is looking to see if an obstacle is safe or not. A line on the ground will not prevent an accident. Any unsafe areas should not be allowed. We would ask that the wording be re considered as we do not agree with the suggested proposal.

GER:

Was this proposal discussed with and among Course Designers? We fear that such a rule might create confusion.

NED:

We support the introduction of the double line in the interest of safety and Horse Welfare but have a few practical suggestions.

Flag off the line that cannot be crossed with easy recognisable markers (yellow of black and white flags visibly positioned (high))

Do not penalize the crossing of this line with elimination. Penalize it with 10 or 20 penalties Only use the line to guaranty safety and prevent dangerous situations. Limit the use of the line to a maximum: once at a marathon with 6 Obstacles and twice at a marathon with 7 or 8 Obstacles.

Test the use of the line for a maximum period of two years until the full Rules Revision 2025.

Propose:

961 Obstacles in Section B

2.6 In order to avoid Athletes driving a dangerous and unsafe route through an Obstacle, the Course Designer may draw a double line on the course map and on the ground and mark the line by two clearly positioned (yellow or black and white) flags to indicate a track which cannot be crossed at any time by an Athlete. If the Athlete crosses the area of the course marked by the double line and flags, they will incur 10 (or 20?) penalties for each occurrence.

Art 965.2.6

2.6 2.6 An Athlete is not considered to have passed through a Compulsory Gate in an Obstacle until the whole turnout has passed between the Flags denoting the Compulsory Gate.

2.6.2.7 An Athlete is not considered as having crossed a double line as per the Article 961.2.2 until the whole turnout has crossed the double line.

SUI:

The application from the FEI with the double red line is an interesting tool for the CD. But the line must have another colour, red is part of the official CTF Red/White, so this can be confusing.

The double (red) line must not be for all classes, it must be possible for the CD to declare the double (red) line just for separated classes. So we have good alternatives for the different classes. Example the difference from 2* to 3* or also to close a short turn for the H4.

FEI Feedback

Considering the input received from the National Federations, The FEI Driving Technical Committee suggests revising the wording as follows.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

961 Obstacles in Section B

2.2 In order to avoid Athletes driving a dangerous and unsafe route through an Obstacle, the Course Designer may draw a double line of any color on the course map and on the ground to indicate a track- which cannot be crossed at any time by an Athlete. If the Athlete crosses the area of the course marked by the double line, they will incur 20 penalty points. A Course Designer cannot draw more than 8 double lines on the course map in total. The double lines to be used in the course must be drawn on the ground at least 48 hours before the first start of the Marathon competition.

Art 965.2.6

2.6An Athlete is not considered to have passed through a Compulsory Gate in an Obstacle until the whole turnout has passed between the Flags denoting the Compulsory Gate.

2.62.7 An Athlete is not considered as having have crossed a double line as per the Article 961.2.2 until the whole turnout has crossed the double line.

Rules Proposal Submitted By
NED NF
Article No.–Article Name
961.5 Dislodgeable/detachable elements
Periodical Rules Revision Policy Criteria
3. New/recently introduced rule(s) that has(ve) proven to be problematic in its implementation.
Explanation for Proposed Change
<p>NED NF</p> <p>The number of dislodgeable/detachable elements allowed on an obstacle is too many. We understand the reason for the increase but it complicates the sport and makes it less attractive for spectators. Therefore we propose that the designated TD at Nations Cups and Championships be given the authority to determine how many dislodgeable/detachable elements an obstacle should have.</p> <p>FEI Driving and Para Driving Rules; article 961.5 Dislodgeable/detachable elements, calculation example by Ad Aarts:</p> <p>Pratoni del Vivaro (ITA) 37 drivers – knocking down 45 detachable elements (1,21 %)</p> <p>Le Pin-au-Haras (Fra) 74 drivers – knocking down 37 detachable elements (0,5 % per driver). In total there were 126 detachable elements in 8 obstacles in Le Pin-au-Haras and 9324 checks that had to be done by the officials.</p> <p>Proposed:</p> <p>5.7 The TD assigned for CAIO’s and Championships has the authority to determine the number of dislodgeable/detachable éléments on obstacles.</p> <p>FEI Feedback on 28 June:</p> <p>The FEI Driving Technical Committee is content with the outcome of the Single Horse and Four-in-Hand Horses Championship in 2022 and believes that the amount of dislodgeable elements on the Obstacles served the welfare of the Horses.</p> <p>The Driving Technical Committee proposes to amend the wording as per below, in order to further clarify the Rule and avoid any confusion.</p>
Proposed Wording on 28 June 2023
Article 961.5 Dislodgeable/detachable elements
<p>5.4 The number of dislodgeable/detachable elements must not exceed 24 in total on fixed Obstacles. <u>Each Heavy Mobile Obstacles element</u> must have one dislodgeable/detachable element each, not counting in the 24. Athletes will incur two penalties for each element dislodged.</p> <p>Annex 10 Definitions - Marathon Obstacles:</p> <ul style="list-style-type: none"> - <u>Fixed Obstacles</u>: outdoor Obstacles composed of mainly artificial or natural elements, anchored firmly (at least 50cm) into the ground <u>with their own elements (added screws or pins longer than 50 cm will not be considered as a fixed obstacle)</u>. Example: trees, poles, hedges, stone constructions etc. - <u>Heavy Mobile Obstacles</u>: outdoor Obstacles composed of mainly <u>heavy mobile artificial</u> elements, placed on the ground, strongly fixed. They could be strengthened with concrete blocks, sandbags, water, big metal screws and/or chains. <u>Screws or pins or other similar means of anchoring longer than 50 cm are still considered as Heavy Mobile Obstacle.</u> - <u>Light Mobile Obstacles</u>: indoor Obstacles composed mainly of <u>artificial-light mobile</u> elements, placed on the ground, not fixed into the ground. These Obstacle elements are used during the indoor competition, and can be used as an outdoor training Obstacle.

Feedback received on 16 August 2023

AUS: The FEI is proposing to adopt the Rule Clarification of 30 August 2022 relating to marathon obstacles as a new rule for 2024. The FEI is aware that this clarification prompted a number of critical comments from NFs including EA and we are surprised that this important change is not being considered as part of the broader periodic rules revision in 2025 which would allow the proposed changes to be integrated into a broader review of the marathon competition. It is a disappointing that an issue which could be presented positively on the grounds of horse welfare and greater flexibility for OCs has met with such hostility. As currently proposed the rule has a number of flaws, not least that given the increasing number of dislodgeable elements (there were 141 balls at Le Pin this year for 7 obstacles) dislodged balls are not being spotted by obstacle observers and athletes are being unfairly penalised. This is becoming a major issue.

We would also like to recommend that consideration is given to reducing widths from 3.5m (required for mobile obstacles) to 3m as the move towards mobile obstacles is shifting the balance away from technical skill to speed, with all the potential risks that come with that. EA therefore supports the proposal from NED to give the TD some discretion as an interim step ahead of some proper scrutiny of this rule change at the periodic rules review

Proposed wording: 5.7 The TDs assigned for CAOIOs and Championships has the authority to determine the number and location of dislodgeable elements on each obstacle.

GBR:

We believe that any changes to this needs to consider the social license concerns. The number of dislodgeable elements can cause a problem when the obstacle stewards are not observant. We would like to suggest a protocol ensuring one obstacle steward becomes responsible for reviewing the dislodgeable elements.

We therefore do not support the proposed change. If the change was only at Championships and CAIO's, it would produce a two-tier system and further rule changes

USA NF

We continue to disagree with this rule and the latest clarifications. We believe the recent changes encourage the Marathon phase to be more about defensive driving instead of nice/forward Marathon style of the past. Additionally, obstacle observers and officials often miss a knockdown for one competitor and instead mistakenly attribute the following competitor with the penalties.

Propose:

5.7 TDs assigned to each CAIO and Championship have the final decision on the number of and placement of knockdowns in the obstacles.

FEI Feedback

The FEI Driving Technical Committee is of the opinion that the effectiveness of this rule in safeguarding horse welfare was once more demonstrated during the 2023 Championships. Consequently, it recommends retaining the previously proposed wording.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

As per the above.

Article No.–Article Name	
961.4.4 Obstacles in Section B	
Periodical Rules Revision Policy Criteria	
2. Correction of inconsistencies, manifest errors, contradictions, etc.	
Explanation for Proposed Change	
<p>In order to clarify the table in Art 961.6.2 only applies for the minimum width of Heavy Mobile Obstacles, the Driving Technical Committee proposes to amend the wording as per below.</p>	
Proposed Final Wording to be Voted at the FEI General Assembly 2023	
4.4	For fixed Obstacles, the minimum width of a compulsory gate is 2.50 m. For Heavy Mobile Obstacles <u>minimum width</u> ; please refer to Art. 961.6.2. <u>There is no maximum width.</u>

Article No.–Article Name
989 Course Designers
Periodical Rules Revision Policy Criteria
2. Correction of inconsistencies, manifest errors, contradictions, etc.
Explanation for Proposed Change
The Rules did not describe accurately the Job of a Course Designer, and missed two key elements of a CD's duties.
Proposed Wording on 28 June 2023
<p>3. Duties</p> <p>3.1. The Course Designer is responsible, under the supervision in agreement with the Technical Delegate, for:</p> <p>a) Selecting the site, laying out and measuring the arena for Driven Dressage.</p> <p>b) Designing, laying out and measuring the Course and for the construction of the Obstacles in Marathon.</p> <p>c) Designing, laying out and measuring the Cones Course.</p>
Comments Received by 16 August 2023
<p>ITA: We also propose that the Course Designer should have further elements added to their job description. Propose: Duties</p> <p>3.1. The Course Designer is responsible, under the supervision in agreement with the Technical Delegate, for:</p> <p>a) Selecting the site, laying out and measuring the arena for Driven Dressage.</p> <p>b) Designing, laying out and measuring the Course and for the construction of the Obstacles in Marathon.</p> <p>c) Designing, laying out and measuring the Cones Course.</p> <p>d) Establish and layout of suitable areas for warm-up and training for each of the phases.</p> <p>e) Establish and layout of access and routes for horses from stables to competition and training areas.</p>
FEI Feedback
The Driving Technical Committee disagrees with the notion that these responsibilities fall within the duties of Course Designers, as they are within the domain of the Technical Delegates' duties.
Proposed Final Wording to be Voted at the FEI General Assembly 2023
As per above.

Article No.–Article Name

Annex 1 Diagram of the Driven Dressage Arenas

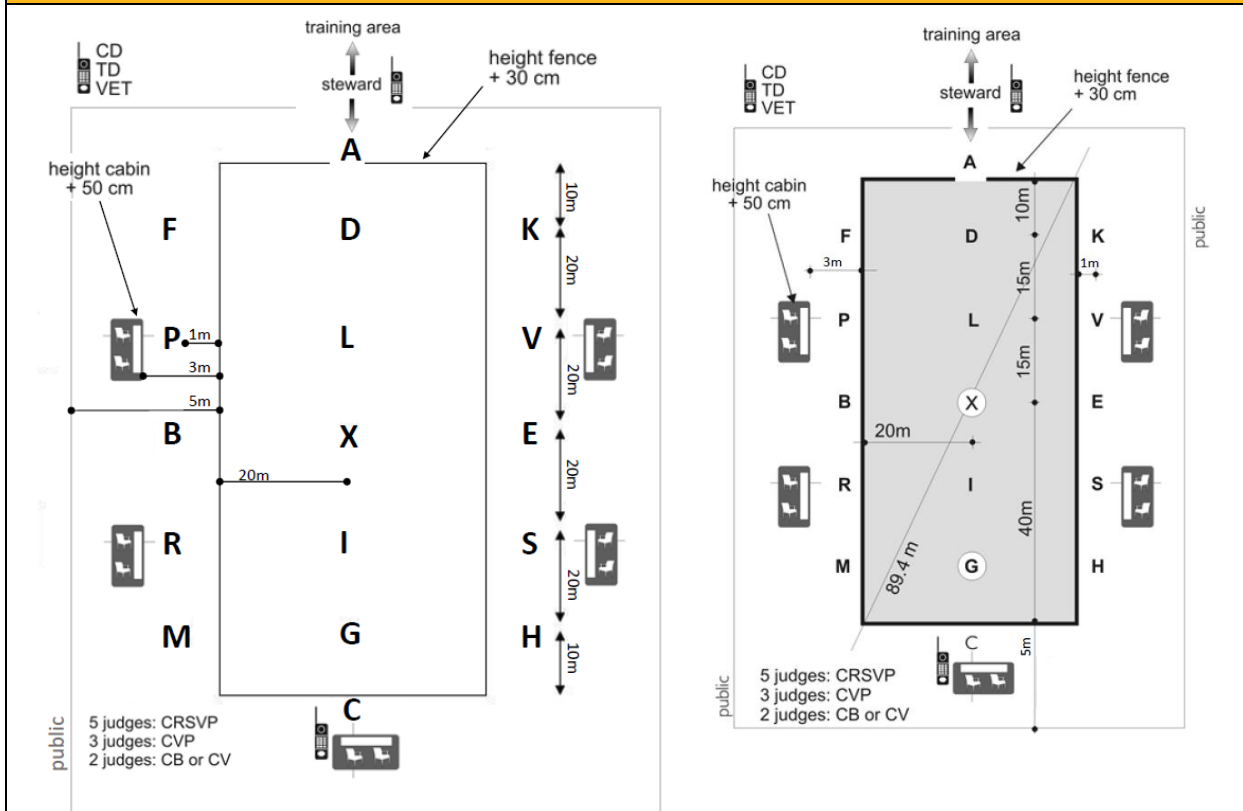
Periodical Rules Revision Policy Criteria

2. Correction of inconsistencies, manifest errors, contradictions, etc.

Explanation for Proposed Change

The Driven Dressage Arena Diagrams did not include measurements and missed key information. Updated as per below.

Proposed Final Wording to be Voted at the FEI General Assembly 2023



Article No.–Article Name

Annex 10 Definitions (will become Annex 11 with the addition of Dangerous Driving)

Periodical Rules Revision Policy Criteria

2. Correction of inconsistencies, manifest errors, contradictions, etc.

Explanation for Proposed Change

In order to clarify the table in Art. 913.2 that mentions CAI-A and CAI-B, the Driving Technical Committee proposes to add the definitions of these events in Annex 10.

Proposed Final Wording to be Voted at the FEI General Assembly 2023

CAI-A: Denomination of a higher-level event in FEI Driving until 31.12 2014

CAI-B: Denomination of a lower-level event in FEI Driving until 31.12.2014

B. Proposed Rules changes that have been rejected or deferred to a future Rules revision

Rules Proposal Submitted By
FRA NF
Article No.–Article Name
Article 922 Entries World Singles Championship for Horses
Periodical Rules Revision Policy Criteria
Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes
Explanation for Proposed Change
<p>The spare horse who can be driven at an FEI championship by somebody who never drove with him is not acceptable anymore.</p> <p>We suggest moving to a reserve combination concept as it applies in other FEI disciplines and to keep the spare horse only available for a driver who achieved a combination qualification result with him. (see below)</p> <p>Not directly depending from the FEI Driving Rulebook but closely related to this specific point, we would suggest that FEI Championships qualification should be achieved partly in combination. We would avoid that a driver and a horse could do their first competition together at such event, or that a driver qualify with another horse and drive a new horse at the FEI Championship (safety, horse welfare, fairness).</p> <p>We suggest starting this implementation on H1 before evaluating further implementation on other categories.</p>
Proposed Wording
<p>FEI Driving Rules</p> <p>5. A reserve combination or a spare horse from the nominated list may be entered by each national team. The reserve combination or the Athlete who uses the spare Horse will be eligible for the individual classification, as well as for the team classification. The reserve combination or spare Horse can only be substituted once, not later than one hour before the start of Dressage, the Organiser being notified in writing.</p> <p>FEI Driving Qualification Criteria for Horse Singles</p> <p>1 combination qualification out of the 2 (driver) qualification results already asked</p>
FEI Feedback
This cannot be considered as urgent repair and will be discussed during the next full rules revision in 2025.
Comments Received by 16 August 2023
<p>GBR:</p> <p>We agree with the comments that it is not sensible to allow someone who has not driven the horse in competition should be allowed to compete in a championship. Drivers who have gained a qualifying score with the horse would be sensible.</p>
FEI Feedback
As per above.

Rules Proposal Submitted By
NED NF
Article No.–Article Name
928.2.2 and 928.2.4
Periodical Rules Revision Policy Criteria
2. Correction of inconsistencies, manifest errors, contradictions, etc
Explanation for Proposed Change
<p>During the Cool Down a groom should be able to remove their protective headgear and or back/body protector when walking next to the carriage. Assistant personnel can go into the cooling down area without wearing any protective gear and help the driver, but the groom(s) cannot when they are next to the carriage assisting on the ground. In our opinion this is an inconsistency.</p> <p>To simplify this rule in the Cool Down for the Grooms Protective Headgear and back/body protector should be on when they are on the carriage and the Protective Headgear and back/body protector can be taken off when they are off the carriage on the the ground.</p>
Proposed Wording
<p>2.2. From the In-Harness Horse Inspection until the end of the Cool Down, Athletes and Grooms must wear securely fastened Protective , which must comply with the list of the applicable international testing standards published on the FEI website, and a back/body protector. In the Cool Down Grooms can remove their Protective headgear and back/body protector when assisting on the ground.</p> <p>2.4. During the In-Harness Inspection, in the Halt area and Cool Down area, failure to wear such Protective Headgear and back/body protector where and when required after being notified by an Official to do so, will result in a Yellow Warning Card being issued to the Athlete. Exemption in the Cool Down for Grooms when assisting on the ground, they may remove their Protective Headgear and back/body protector</p>
FEI Feedback
<p>The General Regulations Art. 140 states "<i>While riding anywhere on the show grounds, and for Driving Athletes and Grooms in the Marathon phase, the use of a properly fastened Protective Headgear is mandatory.</i>"</p> <p>As this Rule is related to the General Regulations and does not fall under one of the specified criteria for the change of rules, it will be referred to the 2025 Rule Changes.</p>
Comments Received by 16 August 2023
<p>GBR: We agree with the wording suggested by the NED NF but would prefer a change now to meet the current concerns in the cool down rather than being referred to the 2025 rule changes.</p> <p>NOR: We see the reason for referring this proposal to the 2025 Rule Changes. However, we would like to argue that the Cool Down is also a possible risk situation. The grooms are usually closer to the horses and carriages than other assistants. The grooms should therefore continue to wear their protective equipment in this situation. It would be more relevant to require protective equipment also for other assistant personnel than to delete the rule for grooms.</p>
FEI Feedback
As per above.

Article No.–Article Name

Article 940.3 – Nosebands

Periodical Rules Revision Policy Criteria

Urgent repairs, i.e., changes in the Rules that cannot await because of their impact on the welfare of the Horses or the safety of the Athletes

Proposed Wording

Please refer to the memo on the Proposed Changes to the FEI General Regulations for the explanation of the proposed new rule in relation to Nosebands.

If you have comments on the proposal in relation to nosebands, please include them as part of your NF’s feedback on the General Regulations.

Comments Received by 16 August 2023

GBR:

Driving consideration:

To our knowledge such a device has never been used in carriage driving so any introduction would need to be very considered. The types of bridles used in Driving tend to be heavier in construction and may need further thought around the testing tool. We do use standard nosebands in conjunction with driving nosebands. The nose band is used to help maintain the position of the blinkers.

FEI Feedback

The FEI Driving Committee is certain that this tool can be effectively utilised with Driving Nosebands, as it is already in use within certain National Federations.

Please refer to the General Regulations Memo.