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2018 DRIVING RULES –proposed modifications

Introduction

Please find below the Driving Committee's proposals for changes and clarifications to the Driving Rules. Further to several meetings organized with the stakeholders the proposals were formulated and circulated in the first version- The below document includes the feedback received and the Committee detailed proposal for approval of the General Assembly.

The rationale of the Driving Committee for proposing the change is indicated in italics and purple.

Summarized feed-back from NFs, European Equestrian Federation (EEF) and FEI Officials are included under each proposal.

Driving Committee's answers further to NFs feedbacks are at the bottom of the last comment – when applicable.

2018 Driving Rules Revision – 11th Edition, Modifications suggested for implementation in January 2018

Article 901 Categories and Levels

1. **CAI3* and CAIO4***: Have to be run over 3 days / except FEI World Cup Indoor legs
6.1. The following Competitions formats can be organised:

Format 1	Format 2	WC indoor format
Day 1: Dressage	Day 1: Dressage	<u>Day 1: Competition 1</u>
Day 2: Marathon	Day 2: Cones	<u>Day 2: Competition 2</u>
Day 3: Cones	Day 3: Marathon	

Driving Committee II: No comment from NFs, modification proposed to the GA for approval

Article 907 & 924 Team Classification for Youth Championships

Article 907

1. The team classification will be determined by adding together the scores from the Athlete in each class (only single pony category) with the lowest penalties in each Competition. Only those scores of the team Members who have completed all three Competitions without Elimination can be counted towards the final team scores.

Article 924

1. A national team (only single pony category) shall consist of at least one Child, one Junior and one Young Driver and each Nation is entitled to send up to a maximum of six Athletes, maximum two per age category. NFs which cannot send a team may send up to four Athletes in total as individual entries, maximum two per age category.

Driving Committee: Change the definition of the TEAM

FRA NF / GBR NF / DEN NF

Single horse category at Youth Championships is definitely a very good step for the Young Drivers who are willing to take part at the Senior Single Horse Championship in the future. The level of this class at the last Youth Championship was very good.
→ Keep possibility to use single horse in team.

DEN NF

The level for the Young Drivers should be more challenging in Dressage

SWE NF

To give more challenge to the Young Drivers in Horse- and Pony Single class, we suggest using for example dressage "Test 3*C HP1" instead of "Test J and YD". Dressage "Test J and YD" is still suitable for the Junior drivers and also Test Ch P1 for the Children.

DEN NF

To give more challenge to the Young Drivers in Horse- and Pony Single class, we suggest using for example dressage "Test 3*C HP1" instead of "Test J and YD".

Driving Committee II: The proposal is withdrawn.

Articles 907 & 924 will remain unchanged, the team composition will be maintained with all categories.

The Dressage test for Young Drivers run at Youth Championship will be : 3* A HP1-2

Juniors will run the test : Test J & Y

Children will run the test: Test Ch P1

Article 928 Dress, safety and whips

Article 928.2 Dress in Marathon and Combined Marathon

FRA NF

To be clarified whether air protector needs to be worn in combination with a hard protector or if wearing only an air protector is sufficient.

In eventing air protector must be combined with body protector

Add the following:

When a body/back protector is required, air protector can be used combined with a real back or body protector but never without.

Driving Committee II: The Driving Technical Committee agrees on that proposal, the following amendment is proposed to the GA for approval:

Article 928

2.4 When a body/back protector is required, air protector can be used combined with a real back or body protector but never without.

Article 928.3

1. Dress for Athletes and Grooms under the age of 18

1.1. ~~At all times~~ **For Marathon and Cones**, whilst on a carriage, Athletes and Grooms under the age of 18 must wear a body **/back** protector and a securely fastened Protective Headgear. Infringement will result in Elimination.

1.2.

FRA NF

We suggest to make a differentiation between dressage-training & marathon-cones, based on potential risks.

For marathon & cones : body protector, for dressage and training : back & body protector

DEN NF

We find that it is a wrong step to take. It is a security matter for the health of the young people, and it should stay as it is. Accidents can happen anywhere and training/warm up – no matter if it is before dressage or marathon and cones or in competition, it will be too difficult to handle, so it should be unchanged.

LUX NF

The current system should be maintained especially since it is (finally, after the hesitations of the previous wordings) absolutely clear and easy to implement. The suggested changes however seem rather difficult to implement and monitor: how for example to determine whether an turnout with a marathon carriage (!) in a training session on the day before

dressage or between dressage and marathon is practising for this or that discipline? Also, what about prize giving ceremonies in harness and the like?

USA NF

The U.S. strongly recommends that participants under 18 years old (in the Dressage phase) still be required to wear protective headgear, but not necessarily require the back protectors. Protective headgear should be required for those under 18 years old as dangerous situations can still happen in the Dressage phase. Case in point - at the recent 2017 World Driving Championships for Ponies, a four-in-hand driver lost control of her team while leaving the arena, which proves a certain amount of risk in any phase of competition.

NED NF

For safety reasons we strongly suggest to maintain the current rule

SUI NF

"At all times" has to stay in the Rules. But we agree with the precision "Back"

CHI NF

That refer to the use of helmet for children under 18 years, are against those who join in the training test and only maintained for marathon and cones.

We estimate that the minors should always wear the helmet, there is no change the regulations.

Driving Committee II: Article 928.3.1 will remain unchanged. The Body/Back protector will have to be worn at all time.

Article 928.4 Whip for Dressage and Cones

4.2 An Athlete must start the competition with a whip in hand or incur ~~10~~5 penalty points

DEN NF

All penalties should be the same, so either 5 or 10 penalties. Or maybe none. Like in marathon. It could be the choice and responsibility of the driver.

SUI NF

Changing point is not a solution or it should be done with every rule including the whip. If the driver is not using it, the Whip is there for traditional reasons and should not affect drastically the results

FRA NF

Feedback desired from FEI Driving Committee on the following questions:

- why is use of whip compulsory?
- what is the sporting value of this rule when a driver only starts with a whip but is then allowed to throw it away?

Rules could be simpler without negative impact on sport. The only regulation point for the whip may be as suggested.

Remove all art 928.4

Replaced by the following:

- Excessive use of whip = sanction.
- In all competitions, the whip can only be used by the Athlete.
- Failure to comply will incur 20 penalties.

Driving Committee II: The use of whip is compulsory for a good practice of the Driving Sport and to have a good steering.

Article 928.4.2 and 928.4.3 will be harmonized, the penalty points will be 5 for both.

The following amendments are proposed to the GA for approval:

4. Whip for Dressage and Cones
 - 4.2 The Athlete must carry a whip of traditional style. The lash, which may be tied to the stick, must be capable of release, and must be long enough to reach all the Horses.
 - 4.3 An Athlete must start the competition with a whip in hand or incur ~~10~~5 penalty points.
 - 4.4 If an Athlete drops or puts down his whip, between start and finish, or if it is not held in the hand, he will incur ~~10~~5 penalty points.

Article 933 Welfare of the Horse

Driving Committee: The proposal is to harmonize the article with all FEI Disciplines

GER NF

We had already proposed this addition to the rules in 2016 and ask for consideration again:
Add the following:

Introduction of "Dangerous Driving" to be penalised in line with the relevant Eventing Rules (25 Points-rule), see FEI Eventing Rules Art. 525

NED NF

We believe that, despite of the discipline specific differences the 'bleeding rules' should be equal for all disciplines and therefore needs to be placed in the General Regulations. Additional practical issues than can be placed in the rules of the specific discipline. To ensure that stewards and judges are able to make comprehensible and consistent decisions we recommend to involve a FEI veterinarian in the procedure when checking the horses.

Driving Committee II: The following amendment is proposed to the GA for approval on art. 933 Welfare of the Horse:

2. Wounds and Lacerations

2.1. Blood on Horses may be an indication of abuse of Horse and must be investigated case by case by any member of the Ground Jury.

2.2. Such horses may be eliminated from the Competition. In extreme cases where abuse is evident, further sanctions will be taken against the Athlete, such as a Yellow Warning Card.

2.3. In minor cases of blood in the mouth, such as where a Horse appears to have bitten its tongue or lip, or minor bleeding on limbs, after investigation the Athlete may be authorized to continue.

Article 935 Examination and Inspection of Horses

Driving Committee: Proposal from the Veterinary Committee

- 2.9 A re-inspection on the following day is only possible if no decision (accepted or not accepted) is made on the day of the Horse Inspection. The Horse must be presented by the same person as before. In all cases of further inspection or re-inspection, **the opinion of the VD must be made clear to the panel.** Each member of the Ground Jury and the Veterinary Delegate will be issued with a voting slip on which they must check either a Yes or No box to indicate whether they consider the Horse fit to compete. After consideration of the veterinary opinion from both Veterinary Delegate(s) and holding box Veterinarian, these forms will be handed to the President of Jury who will announce the majority decision as to whether the Horse may compete. When there are two lanes of Horses of a same class being inspected the Ground Jury of both lanes will come together along with the Veterinary Delegate from each lane.

Driving Committee II: The Driving Technical Committee agrees on that proposal, the following amendment is proposed to the GA for approval:

Article 935

- 2.9 A re-inspection on the following day is only possible if no decision (accepted or not accepted) is made on the day of the Horse Inspection. The Horse must be presented by the same person as before. In all cases of further inspection or re-inspection, **the opinion of the VD must be made clear to the panel.** Each member of the Ground Jury and the Veterinary Delegate will be issued with a voting slip on which they must check either a Yes or No box to indicate whether they consider the Horse fit to compete. After consideration of the veterinary opinion from both Veterinary Delegate(s) and holding box Veterinarian, these forms will be handed to the President of Jury who will announce the majority decision as to whether the Horse may compete. When there are two lanes of Horses of a same class being inspected the Ground Jury of both lanes will come together along with the Veterinary Delegate from each lane.

Article 935.3 In-Harness Horse Inspection

USA NF

It is requested that the FEI review Article 935.3.1 which requires a Ground Jury Member to stay with the Vet at the rest area. This requirement can be very difficult for some Events, especially those that only have 3 Ground Jury Members. It is felt that the Ground Jury Members could be more useful out on the course during the Marathon. It is proposed the Article be revised to require a Steward to be present with the Vet in the rest area and only call in a Ground Jury Member if necessary.

Proposal as follow:

- 3.1 This must take place at all Events during, and at the site of, the 10 minutes compulsory rest prior to the start of section B of Marathon. ~~One member of the Ground Jury and~~ a Veterinarian are responsible for this Inspection. It must be performed carefully but rapidly so that the Athlete has time to care for his Horses before the start of section B.

Driving Committee II: The Driving Technical Committee agrees on that proposal, the following amendment is proposed to the GA for approval:

Article 935

3.1 This must take place at all Events during, and at the site of, the 10 minutes compulsory rest prior to the start of section B of Marathon. ~~One member of the Ground Jury and One Veterinarian~~ are responsible for this Inspection. It must be performed carefully but rapidly so that the Athlete has time to care for his Horses before the start of section B.

Article 945 Outside assistance

2.1.1 In Dressage and Cones, Grooms must remain seated in their proper positions between entering and leaving the Arena. They are not permitted to handle the reins or the whip (will incur 20 penalties). For Dressage, speak or indicate the course to the Athlete is not permitted (will incur 10 penalties). However the Groom may handle the reins or the whip without penalty provided the carriage remains stationary.

CHI NF

The current regulations does not allow the groom to speak in training or in cones. They want to modify it leaving only the training and that in cones one can speak. We do not think we have to pay change.

Driving Committee II: The proposed change will be kept, the following amendment is proposed to the GA for approval:

Article 945

2.1.2 In Dressage and Cones, Grooms must remain seated in their proper positions between entering and leaving the Arena. They are not permitted to handle the reins or the whip (will incur 20 penalties). For Dressage, speak or indicate the course to the Athlete is not permitted (will incur 10 penalties). However the Groom may handle the reins or the whip without penalty provided the carriage remains stationary.

Article 948 Starting Order

Driving Committee: Review of the Starting Order in CAIs
Upon proposal from the BEL-NF, clarify the starting order for Athletes that start more than once in the same competition.

1. Starting order for CAIs
- 1.1. Starting order for the first Competition for CAIs

The starting order will be a computer generated draw or a physical draw (physical draw is mandatory for World Cup Qualifiers), both held in any case in the presence of the President of the Ground Jury.

Starting Order for the second ~~and third~~ Competitions for CAIs

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

~~The Starting order will be:~~

- ~~a) Retired Athletes, followed by~~
- ~~b) Eliminated Athletes, followed by~~
- ~~c) The Athletes competing twice with their turnout in the lowest placing, followed by~~
- ~~d) The remaining Athletes, commencing with the highest number of penalties, so that Athlete with the least number of penalties achieved without Retirement or Elimination will start last.~~

The list will be taken in the reverse order of the dressage results

A second Draw for the Marathon will be done according to the Dressage results:

- The list will be Divided in 3 groups (Best third – middle third – worse third)
- A draw will be done per group to determine the places per athlete
- The best group will be listed in the end

Starting Order for the third Competitions for CAIs

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

The Starting order will be:

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

Those athletes that start more than once in the competition will always start their combination with the best result in the provisional standings first in the next competition

LUX NF

The suggested change of starting order for Marathon is NOT welcomed. The current system (of reverse starting order of dressage) should be maintained; it is considered as fair and equal since in particular it puts athletes with similar dressage results in similar conditions for Marathon (for instance with respect to weather conditions and footing conditions).

HUN NF

The starting order of marathon would be useful to modify. We are not on the opinion to keep today's order which depends on the results – the athletes go reverse order of the results in Dressage so that the Athlete with the most penalty points from Driven

Dressage will go first and the Athlete with the fewest penalties goes last. The athletes with fewer penalty points in dressage have advantage, they follow up the athletes who start earlier. The leading position athletes have informative time results from each obstacle during marathon day. They have artificial advantage by this system.

Moreover, it is very difficult to provide equal care and attention for the athletes by the same team if they are placed in dressage very close to each other.

USA NF

The proposed change is supported on the condition that it is an option for the OC or if there is a minimum number of starters that triggers this method of doing the draw. The U.S. CAI 2*s suffer from fewer entries than European events and it would be illogical to try and fit 5 athletes into a draw split into thirds. If the rule is made an option for OCs (except for CAIOs / Championships) or is only applied to Events with a certain number of entries, then the change is supported.

POL NF

Do not support the addition of last sentence.

In our opinion introduction of the last sentence in this article "Those athletes ..." is unfavourable for the organizers, because the best riders have to go marathon and skill competition at the beginning of the start list, and this is not favourable to the attractiveness of the competition (audience and television).

IRL NF

The IRL NF suggest that athletes in the second competition should start in the order of draw established in the first competition (dressage).

REASON: This gives the opportunity of any competitor to experience the best or worst of the ground conditions. It does not punish the best placed athletes and horses by forcing them to go last. It gives the chance of the spectators the opportunity to see the most skilled athletes at any time during the day. This should mean that spectators are more likely to come earlier.

CHI NF

The current regulation indicates that the order of departure is inverse to the notes obtained in the previous competition. Now they want to incorporate and exit order by the group that is confusing and only taking into account the notes of the training. We think it should not change and we only agree and the CHI proposed sentence :

Athletes who start more than once in competition will always start their combination with the best result in the provisional classification first in the next competition.

FRA NF

We are not in favour of this due to the fact that then that drivers ranked nearly the same in the dressage will have different weather/ground condition

Our proposal:

First competition :

Keep the rules like they are for CAIs & CAI3*WCupQ

For CAIO & Championships (art. 948.2)

Chefs d'Equipe may set the order of their team drivers using the starting places given by the draw

Second competition :

In addition to the proposal, and like this is the case in other disciplines

individuals of each group should be drawn and listed to start in the first positions of each group. Team drivers should be drawn inside each group and listed in the starting order following the individuals of their groups

Chefs d'Equipe may set the order of their team drivers using the starting places given by the draw.

FRA NF

Multiple starts are good for the sport development (especially for singles) even if it's bring some additional requirements from OC side. To make it clearer we propose to add the following details to the proposed change

Addition of :

Minimum duration between the competition theoretical end of the first combination and the theoretical start of the following one : 60 min

Article 948 Starting Order

2. Starting order for CAIOs and Championships

GER NF

Like in the other equestrian disciplines in Team Competitions (CAIO/CH), the Chef d'Equipe should decide the order of go in his NF's team in the dressage phase. Article 948.2. should be modified accordingly.

- a) Draw a nation.
- b) Chef d'equipe draws position of the nation.
- c) Nation position entered.
- d) Chef d'equipe designates **all the first** team member **starting order**.
- e) (Chef d'Equipe then **draws decide** for position A, B or C.)
- f) Athlete's name is entered in appropriate position.
- g) This is then repeated for remaining team members.
- h) Procedure is then repeated for All nations.

FRA NF

Chefs d'Equipe may set the order of their team drivers using the starting places given by the draw

NED NF

Starting order: As in other equestrian disciplines in Team Competitions (CAIO/CH), the Chef d'Equipe should decide the order of go within his NF Team in dressage and in marathon.

2.1. Starting order for Dressage for CAIOs and Championships

2.1.1. Draw of Individual Athletes:

- a) Draw an Athlete's name, regardless of their nationality.
- b) Draw a starting position (President of the Ground Jury or Foreign Judge to draw).
- c) Enter name in starting order. This is then repeated for all individual Athletes.

2.1.2. Draw for order of Nations with teams:

- a) Draw a nation.
- b) Each Chef d'Equipe will then fix the order in which he wishes his team-athletes to start in the order of the NFs.
- c) These Athletes will be inserted in sequence in the remaining spaces between the individual Athletes.

Starting order marathon:

In addition to the proposal, and like this is the case in other disciplines (f.e. eventing)

The participants are divided into 3 groups:

Team drivers should be drawn inside each group and listed in the starting order.

Chefs d'Equipe should set the order of their team drivers using the starting places given by the draw.

2.3 Starting order for Cones for CAIOs and Championships

- remain the current rules

Driving Committee II: The initial proposal is withdrawn for the following reasons:

For CAI2* and CAI3* nothing should be changed – stay with 948.1.1.1 (Dressage) and 948.1.1.2 (Marathon)

Reason: as there are a lot of double starters in these classes it would create a lot of problems to divide them in different groups and to fulfil the special wishes with carriage and groom sharing etc. There is no Chef d'équipes and no teams.

The following amendment is proposed to the GA for approval on article 948:

Article 948 Starting Order

1. Starting order for CAIs

1.1 Starting order for the first Competition for CAIs

1.1.1 The starting order will be a computer generated draw or a physical draw (physical draw is mandatory for World Cup Qualifiers), both held in any case in the presence of the President of the Ground Jury.

1.1.2 Starting Order for the second and third Competitions for CAIs

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

The Starting order will be:

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

2. Starting order for CAIOs and Championships

For CAIOs and Championships:

Dressage : stay with 948.2.1.1 and 2.1.2 (Individuals and Teams)

The following amendment is proposed to the GA for approval:

2.1. Starting order for Marathon for CAIOs and Championships

~~The Athletes will go in reverse order of the results in Dressage, so that the Athlete with the most penalty points from Driven Dressage will go first and the Athlete with the fewest Penalties goes last. In the event of equal Driven Dressage penalties between Athletes the President of Jury will draw for their position in the order of start for Marathon.~~

~~The Starting Order will be:~~

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

A second draw will be done after the Dressage;

a) The Athletes are divided in two groups along the Dressage result with group A (the worse placed 50%) and the group B (better placed 50%).

If there is an odd number of Athletes the group A will be the bigger one.

b) Each group is drawn separately by the Chef d'équipes or by the Individuals themselves.

c) The B-group will be listed always second.

Procedure of the draw: The names of the Athletes of one group are in one box and the starting numbers in another; the President of the Ground Jury or the Foreign Judge takes one name out of the box and the relevant Chef d'équipe or Individual (or an Official) takes a number out of the other box.

After each group the starting list can be produced.

Article 955 General Impression (Dressage)

5. Athlete

5.2 Para-Equestrian Athletes in able-bodies competitions

Athletes may salute with a nod of their head only. Hats must not be removed at the salute, and contact must be maintained on the reins during the whole Dressage Test.

Driving Committee: Proposal made in order to uniform the judgement of Para Athletes in able bodies' competitions.

NED NF

Athletes may salute with a nod of their head only. Hats must not be removed at the salute, and contact must be maintained on the reins during the whole Dressage Test.

Probably is meant: during the halt and salute?

LAT NF

We are against the proposed modification, especially the use of the word MUST. The proposed modification, partly repeats the existing rules, and

- it is not clear what is meant by „contact MUST be maintained on the reins during the whole dressage test". Would it mean that contact must be maintained with both hands during the whole dressage test? Dressage tests for FEI CAI 2* and 3* competitions include driving with one hand, and some Para-Equestrian Athletes are already competing in CAI 2* and 3* competitions. Requiring them to drive with two hands would mean the same as not permitting them to take part in CAI 2* and 3* competitions.

Furthermore, some Para-Equestrian Athletes do not have two hands or are not driving with two hands.

Currently the rules on Compensating aids (Annex 10) already say that the disabled Para-Equestrian Athlete may drive with one or two hands and with looped reins or any other aids with which he/she normally drives and which is approved by FEI. The Para-Equestrian Athlete MAY salute with the head only so that contact is maintained on the reins at all times. We propose that the existing wording, that is used in Annex 10 regarding the saluting with head only, is used for Para -Equestrian Athletes in able bodies competitions.

Driving Committee II: The Driving Technical Committee agrees on that proposal, the reference to the Annex 10 will be amended in all articles.

The following amendment is proposed to the GA for approval:

article 955.5.2:

5.2 Para-Equestrian Athletes in able-bodies competitions

Athletes may salute with a nod of their head only. Hats must not be removed at the salute, and contact must be maintained on the reins during the halt and salute.

CHAPTER XII MARATHON

Article 960 The Course

1.1. In CAI2* and 3* the Course must consist of ~~two or three~~ three or four Sections. In CAIO4* and above, the Course must consist of ~~three~~ four Sections. In all marathon competitions a Last Transfer section between the finish line of the last obstacle which is automatic the finish line of the B-Phase and the start line of the Last Transfer (approx.. 150m – 250m) must be established. The distances must be as close to maximum distance as possible for Championships.

Art 960 to 969 were modified according to the addition of the Last Transfer.

*Driving Committee: The addition of the Last Transfer section is proposed for more spectator friendliness and sports attraction for Athletes.
The modification of the whole article 960 has been proposed accordingly.*

HUN NF / NED NF / GBR NF / SUI NF

The addition as proposed is not welcomed.

The idea of changing is welcomed but more precisions on the implementation of the Last transfer are requested, on Timing system, penalty points, Grooms position, etc...

FRA NF

Last transfer :

The proposed changes are not supported.

Problems happening in the last obstacles would be penalized stronger than when the same problem would happen in a previous obstacle.

Do we really need minimum time in the sections? No drivers have interest to be too fast between obstacles and so not give the best chance to their horses to perform at their maximum in the obstacles.

→ Remove the minimum time in the B section. Only a time allowed with penalties for exceeding the time. It makes the rules easier to understand, to apply and to judge without any real negative impact on the sport. No anymore interest to deviate or stop to "loose" seconds in order to finish after the minimum time allowed.

→ 30 meters zone after last obstacle as after all obstacle where the grooms can :

- come on the carriage when dismounting inside the obstacle with 5 penalty points
- check if something is disconnected and repair without penalties.

No interest to "loose" seconds because that's not anymore included in a section with a minimum time to respect.

→ Finish B 30 meters after the last obstacle, this is where the Marathon Time Cards need to be filled in.

→ After Finish B a cool down section between 500 and 1000 meters to allow the horses to recuperate after the obstacles, followed by a vet/judge/steward check. Can still be

named last transfer but the way to do it may be as the described cool down. Free paces, penalties only for dismounting.

Rules easier to understand and above all better regarding horse welfare. Regarding horse welfare and safety of FEI officials, drivers and grooms it will be better for everybody with these checks after a real cool down and not too close to the last obstacles like we do nowadays. Rules have to avoid some negative cases which happened at this checks during 2017 season.

GER NF

After intensive discussions in the EEF Driving Working Group we suggest to review the new proposals with all their related consequences very carefully. The ideas and philosophy behind the proposals are very much appreciated from our side.

USA NF

In summary, it is suggested trialling the proposed change before making it a compulsory Rule. This is another example of an Article that could be approved at the GA in November but would be impractical to introduce too early in 2018.

LUX NF

The start of such last transfer section should not be the finish line of the last obstacle, since this would put an athlete who suffers a problem in the very last obstacle in a very unfair position vis-à-vis an athlete who suffers the same problem in a previous obstacle: for instance a broken peace of harness may NO longer be repaired or a stone in the shoe of a horse may NO longer be removed outside the last obstacle! For reasons of fairness and also transparency of rules, there should be NO difference as to the question whether an incident occurs in the last obstacle or a previous obstacle.

in line with art. 964.3.1 - art. 964.5 - art. 965.3.2

- 1.1. In CAI2* and 3* the Course must consist of **three or four** Sections. In CAIO4* and above, the Course must consist of four Sections. **In all marathon competitions a Last Transfer section between the finish line of the last obstacle which is automatically the finish line of the B-Phase and ~~the start line of the Last Transfer~~ (approx. 150m – 250m) must be established.** The distances must be as close to maximum distance as possible for Championships.

CAN NF

To harmonize the distance in the Art. 960.1.3 and the Tables in art. 960.2 for the "last Transfer" **100 meters or 150 meters**

Request more precision to avoid any confusion:

The carriage will continue without stopping after the end of section B. The time record will be "sent " to the judge at the time of the finish line and not after the carriage ends the Last transfer section.

HUN NF

Last Transfer section is basically a good idea, but we need more clarification of it. What can be read in the proposal now is not enough.

NED NF

The proposed changes are not supported.

Problems happening in the last obstacles would be penalized stronger than when the same problem would happen in a previous obstacle.

Do we really need minimum time in the sections? No driver is benefited to be too fast between obstacles, because there interest is only to perform at their maximum in the obstacles.

- Remove the minimum time in the B section. Only a time allowed with penalties for exceeding the time. It makes the rules easier to understand, to apply and to judge without any real negative impact on the sport. No stops to "loose" seconds in order to finish after the minimum time allowed. (to avoid that athletes will make circles before the last obstacle to make sure they do not finish too early.)

- 30 meters zone after the last obstacle as after all obstacles where the grooms can:

o come on the carriage when dismounting inside the obstacle with 5 penalty points

o check if something is disconnected and repair without penalties.

o No interest to "loose" seconds because that's not anymore included in a section with a minimum time to respect.

- Finish B 30 meters after the last obstacle, this is where the Marathon Time Cards need to be filled in.

- After Finish B a cool down section of at least 1000 meters, on a not too heavy ground, to allow the horses to recuperate after the obstacles, followed by a vet/judge/steward check. Can still be named last transfer but the way to do it may be better described as the cool down. Free paces and penalties only for dismounting.

GBR NF

The BEF opposes the proposal to introduce a last transfer section. If this proposal is adopted clarification will be required in respect of a number of issues

NED NF

We don't agree with this modification for safety of the horse reasons (for ex. stone in a horseshoe – should be possible to take it away after the last obstacle). We should have at least a zone where the driver could control his carriage and horses like at the other obstacles. We do agree with the Dutch proposal.

POL NF

In our opinion this is not a good change because introducing an additional transfer for the last 300 meters makes it necessary to hire additional stewards.

Driving Committee II: This proposal is withdrawn.

The Driving Committee will study all aspects of the implementation of the Last transfer section during 2018.

Article 960.1.7 The Course (Marathon)

1.7 As an alternative option to the Phase A there can be used a controlled Warm-up (min 30 minutes before starting time) in a designated warm-up arena with minimum 7000 square metres, properly stewarded, with a judge and veterinarian in attendance. A marathon-type obstacle for preparation purposes should be provided. Horse inspection and bit/harness control 10 minutes before the start in Section B is compulsory.

Driving Committee: Give an option to the Phase A in Marathon.

Some remarks referring to the warm up phase:

In this area which is controlled by stewards and Vet each Athlete has to warm his horses for min. 30 min. It is up to the Athlete's responsibility to do this in a manner following the Horse welfare in free pace.

As the warm up is already part of the Marathon competition all the marathon equipment must be present and the Athletes and grooms need to wear helmets and body /back protectors; the Athlete must drive himself latest when he meets the steward and applies for the warm up and further on.

Latest ten minutes before the starting time of each Athlete a bit and safety check and the measuring of the carriage must be done by the steward as well as a Vet-check and after that a test obstacle can be used (if available) for max 3 minutes under the observation of a steward. This obstacle should be wide enough in order to avoid accidents or destructions. If the location of the Warm Up, the start of section B and the finish of section B are at the same place then one Judge is able to control the whole area together with the stewards.

IRL NF

The IRL NF requests that the designated area should be specified with a minimum size especially if there is a marathon type obstacle available. Furthermore, a designated and clearly marked warm up area for cones to be stated.

A holding area where the competitors would be held to allow the horses or ponies cool off for an agreed period.

GER NF

In competitions with this option, a first Transfer Phase will usually not be necessary – a "Neutral Zone" from the warm-up-area to the Start of Phase B appears more realistic.

1.7. As an alternative option to the Phase A **and transfer** there can be used a controlled Warm-up (min 30 minutes before starting time) in a designated warm-up arena with minimum 7000 square metres, properly stewarded, with a judge and veterinarian in attendance.

A marathon-type obstacle for preparation purposes should be provided. Horse inspection and bit/harness control 10 minutes before the start in Section B is compulsory.

LUX NF

Such controlled warm-up should be ruled in more details:

is it part of the competition ?

What are the requirements in terms of groom(s) and equipment? etc.

In addition, in case a marathon type obstacle for preparation is provided (idea which is also welcomed), one should say that each competitor may use this obstacle for instance between 10 and 5 minutes before his start (not or at least not only the very last minutes before his start in section B) and the timing for the bit/harness control should be ruled accordingly.

HUN NF

It would be useful to get more detailed information about it, the real world usage of it because now it is little bit unclear in the proposal

How to deal with the marathon-type obstacle on this area, will there be published a starting list for the obstacle or every driver can use it whenever they want?

Who is responsible for controlling it?

We think OCs cannot afford more stewards or more obstacle observers than before.

What paces can be used here?

If there is an accident or broken poles, elements and a repair crew are needed, the athletes cannot use it to warm up until it is under reconstruction etc.

USA NF

The proposed change is supported in principle but it represents a significant change to the sport and would need close monitoring to ensure the intent of the Rule is still being followed, i.e. that horses are still being correctly "warmed up." It is assumed that Warm Up Versus Phase A will form part of the FEI Schedule and therefore the FEI will be in a position to monitor the implementation.

NED NF

We would like to see in such an adjustment of the rules that it is stated how horse welfare can be guaranteed. In the context of horse welfare we believe that warming up the horses before the marathon is of utmost importance (to prevent acidification and tendon problems)

SUI NF

We don't agree with this modification. We are willing to get in this direction, but this article leaves too much space for discussion. Is it possible to have two places with 3500m², if the driver is taking a 5th horse (4in hand driver) in the warm up, is he allowed changing it?

This place should be divided in 3 sections:

1 Warm up open field (10 min),

1 warm up with obstacle (10 min),

1 warm up open field (10 min) in order to give the possibility for all drivers to warm on the obstacle.

Driving Committee II: This proposal remain for approval.

The following article is proposed to the GA for approval:.

Article 960

1.7 As an alternative option to the Phase A there can be used a controlled Warm-up (min 30 minutes before starting time) in a designated warm-up arena with minimum 7000 square metres, properly stewarded, with a judge and veterinarian in attendance.

A marathon-type obstacle for preparation purposes should be provided. Horse inspection and bit/harness control 10 minutes before the start in Section B is compulsory.

Article 960.2 Marathon sections

2.1 CAIO4* and above (excluding ~~Pony and~~ Youth Championships)

Driving Committee II: No comment from NFs, modification proposed to the GA for approval

Article 960.3 The Course (Marathon)

3.1. There must be a compulsory rest of not less than 10 minutes in the designated rest area prior to the start of Section B. Not compulsory in a "controlled warm up" but horse/bit / harness check as art. 960.1.7

GER NF

This 10-minutes rest often contravenes the "warm-up" effects of Section A.
The length of this rest should be discussed with experienced (Driving) Veterinarians.

FRA NF

This 10 minutes-Rest often contravenes the "warm-up" effects of Section A, this is a horse welfare issue. Before to start in B section horses don't need a "long" rest like it was necessary due to the heavy/fast previous sections.

After being inspected by FEI officials horses need to have a small rest and get warmed properly before the start of B. The first obstacle is coming only few hundred meters from the start.

Drivers may choose to use a warm up obstacle or to keep more time to rest.

→ Inspection

→ Rest: 5 minutes. Walk or halt only.

→ Neutral zone: 5 min. Warm up zone with an indoor type obstacle or space to warm.

Free paces.

Driving Committee II: This proposal remain for approval.

The following article is proposed to the GA for approval:.

Article 960

3.2. There must be a compulsory rest of not less than 10 minutes in the designated rest area prior to the start of Section B. Not compulsory in a "controlled warm up" but horse/bit / harness check as art. 960.1.7

Article 960.6 The Course (Marathon)

6.Paces

~~———— The finish of Section B must not be more than 300 m from the exit of the last Obstacle unless the Technical Delegate grants an exception. If the last obstacle is situated within 300 m of the finish, the Athletes may stop within 30 m of the out gate of the obstacle to repair a broken or detached harness without penalty. A 30 m marker will be placed on the track to indicate this point if the last obstacle is within 300 m of the finish.~~

~~6.1 ——— Between last obstacle (or 300 m) and finish, pace must be trot or walk only. The Athlete will accumulate one penalty point for each five seconds the turnout is not at the walk or trot.~~

SUI NF

We don't agree with this modification for safety of the horse reasons (for ex. stone in a horseshoe – should be possible to take it away after the last obstacle). We should have at least a zone where the driver could control his carriage and horses like at the other obstacles. We do agree with the Dutch proposal.

Driving Committee II: this proposal is withdrawn

Article 961.3.2 Design and Construction of Obstacles (Marathon)

3.2 The Entry and Exit of each Obstacle must be marked by Red and White Flags (red on the right and white on the left), not less than 20 m from the nearest lettered gate, unless the Technical Delegate grants an exception. After the finish line of each obstacle (~~last obstacle excluded~~) a 30 m sign must be established. ~~A dismounted groom in an obstacle must be back on the carriage before the rear axle passes the sign.~~

NED NF

We suggest to make an exception for the last obstacle (see proposal for Art 960.1.7): Finish B 30 meters after the last obstacle, After Finish B there must be a cool down section of at least 1000 meters, so the horses can recuperate after the obstacles.

Driving Committee II: This proposal remain for approval.

The following amendment is proposed to the GA for approval:.

Article 961

3.2 The Entry and Exit of each Obstacle must be marked by Red and White Flags (red on the right and white on the left), not less than 20 m from the nearest lettered gate, unless the Technical Delegate grants an exception. After the finish line of each obstacle a 30 m sign must be established. ~~A dismounted groom in an obstacle must be back on the carriage before the rear axle passes the sign.~~

Article 961.6.1 6. Obstacles in a Combined Marathon course

1.1. **Width of cones** - the following clearances shall apply:

Division Class	Cones Width
Horse Four-In-Hand	1.80m to 1.90m
Horse Pair	1.70m to 1.80m
Horse Single	1.50m to 1.60m
Ponies Four-In-Hand	1.70m to 1.80m
Ponies Pair	1.50m to 1.60m
Ponies Single	1.40m to 1.50m

Driving Committee II: No comment from NFs, modification proposed to the GA for approval

Article 963.2 Times (Marathon)

2.2 The Minimum Time for Section B is ~~three~~-two minutes less than the Time Allowed.

NED NF We suggest to remove the minimum time of Section B
LUX NF Proposed Change not supported
USA NF The U.S. does not support decreasing the minimum time for Section B to <u>two</u> minutes less than the time allowed and proposes that it remains at three. The emphasis should be on the competition and speed in the Obstacles not on creating a race to the finish in order to achieve the overall time.
SUI NF We are against this modification. Time/penalization should be taken as an overall problem in marathon
FRA NF Proposed change not supported. Removed minimum time of section B

**Driving Committee II: This proposal is withdrawn.
The art. 963.2 will not change, the minimum time will remain three minutes.**

Article 963.5 Time Penalties in the Sections

5.1 In all Sections, Athletes will be penalised ~~0.25~~ 0.3 of a penalty per second for exceeding the Time Allowed.

5.2 Athletes completing ~~Section A and B in all sections~~ in less than the minimum time will be penalised ~~0.25~~ 0.3 of a penalty point for each second they are early.

NED NF (We support the 0.3, but only if it is also used in the obstacles of the marathon. It would make the driving sport more attractive and offensive driving would be rewarded. The marathon would gain more weight and it would benefit the sport) As we are the opinion that the current rule gives the right balance between dressage, marathon and cones we suggest to keep 0,25 of a penalty per second for exceeding the time allowed.
LUX NF The suggested change is NOT welcomed. Harmonisation should be kept with respect to Marathon time penalties and the time penalties in the obstacles should in any event NOT be raised!
HUN NF Total time over time allowed in all sections, total time under minimum time in section A and B, total time in obstacles would be 0.3 penalties/ second. Please, have the same penalties per second in sections and in obstacles too, and do not overcomplicate it, as it is in the suggestion now.
DEN NF / SUI NF / GBR NF art. 963 - art 968-969: Penalties for time in sections and obstacles should be the same, either 0,25 or 0,3. 1.1. The total time taken by the Athlete in the obstacles will be recorded to hundredths second, and penalties will be calculated to two decimal places. Any time over the Time Allowed in each of the Sections, will be multiplied by 0.25 0.3 .

Any time under the Minimum Time in Sections A and B will be multiplied by **0.25 0.3**
There shall be no rounding of times. The penalties for under Minimum Time plus penalties for over time allowed and the total obstacle times shall be added to any other driving penalties received to determine the final score for each Athlete in Marathon.

FRA NF

Proposed change not supported

The recent change of 0,2 to 0,25 was the right evolution to increase the weight of the marathon. Statistics shows that 0,25 penalty/sec is already giving chance to those who are not in the top of the dressage ranking to come in the first places after a great marathon and also to not guarantee top overall ranking for those who have been great in dressage results and insufficient in marathon.

0,3 would be give an excessive weight of the marathon regarding the 2 other competitions. To make our sport more entertaining by giving more chances to new drivers we should rather increase the weight of the cones instead of the weight of the marathon. Nowadays in the Horse four in hand, Single horse & pony categories the cones are devalued comparing dressage and marathon.

→ keep 0,25pts/sec for all time penalties in marathon

Driving Committee II: the penalties will be harmonized in articles 963.4.2/963.5.1/963.5.2/968.1.1/969

The following amendments are proposed to the GA for approval:.

Article 963 Times

4.2 If an Athlete is not ready to start Section A at his scheduled time, the Timekeeper will start him at the earliest available time at his discretion, and record the actual starting time, which must be reported to the Technical Delegate and President of Jury, for onward transmission to the Scorer, at the earliest opportunity. The Athlete will be penalised **0.25 0.3** of a penalty per second of the time elapsed between his scheduled start time and the time he was ready to start, and he must not be allowed to start less than two minutes before the next Athlete's starting time. For the avoidance of doubt, Athletes will not be penalised where the start of Section A is delayed for organisational reasons.

5.1 In all Sections, Athletes will be penalised **0.25 0.3** of a penalty per second for exceeding the Time Allowed.

5.2 Athletes completing ~~Section A and B in all sections~~ in less than the minimum time will be penalised **0.25 0.3** of a penalty point for each second they are early.

Article 968 Classification

1. Conversion of time to penalties

1.1. The total time taken by the Athlete in the obstacles will be recorded to hundredths second, and penalties will be calculated to two decimal places. Any time over the Time Allowed in each of the Sections, will be multiplied by **0.25 0.3**. Any time under the Minimum Time in Sections A and B will be multiplied by **0.25 0.3**. There shall be no rounding of times. The penalties for under Minimum Time plus penalties for over time allowed and the total obstacle times shall be added to any other driving penalties received to determine the final score for each Athlete in Marathon.

Article 964.5.1 Dismounting

5.1 Outside the obstacles in Section B, Grooms and Athletes are not allowed to dismount unless the Carriage is stationary. If the carriage is not stationary, either or both Groom(s) dismounting will incur five penalties. The Athlete dismounting will incur 20 penalties. In the Last Transfer, Grooms and Athletes are not allowed to dismount (stationary or not) before reaching the Control point at the end of the Transfer (Vet, Stewards, Judge). Grooms dismounting incurs 5 penalties, Athlete dismounting incurs 20 penalties.

POL NF

In our opinion this is not a good change because introducing an additional transfer for the last 300 meters makes it necessary to hire additional stewards.

HUN NF

Nobody is allowed to dismount the carriage in the Last Transfer – But what if there is a disconnected traces, straps or there is a welfare issue after coming out of the last obstacle etc or before reaching the Control point? What happens if a groom dismounts in the last obstacle – he does not need to go back to the carriage as in all other obstacles, but the finish line of the last obstacle is the finish of Section B and start of Last Transfer, so when is it compulsory to go back to the carriage for the groom (Article 961.3.2)?

We suggest to have the 30 m sign after the finish line of the last obstacle as after every other obstacle and after this 30 m sign, the Last Transfer section can be started. Or finish marathon at this 30 m sign and Last Transfer can be used only for cooling down purposes without any penalties, only for the welfare of the horses!

USA NF

The U.S. does not agree with penalties for a groom dismounting during the Last Transfer section, if the section is added. With the automatic change between the exit of the last Obstacle/Section B and the start of the Last Transfer, there is no allowance for a simple harness correction if needed. Again, this changes the competition in the last obstacle, as athletes will need to be more cautious not to cause disruption to their turnout.

NED NF

Referring the previous mentioned remarks in art. 960 'last transfer' should be changed into 'cool down'

Driving Committee II: This proposal is withdrawn.

The art. 964.5.1 will not change, it will remain as it is in 2017.

Article 975.2.7 Judging Cones Competition

2. Penalties

2.7 Grooms must remain seated in their proper places, between the start and finish lines. They are not allowed to indicate the Course or to speak unless they are dismounted. For Penalties, see Article 981.

USA NF

Harmonize art. 975.2.7 with the change on art. 945.2.1.2

Driving Committee II: The Driving Technical Committee agrees on that proposal, the following amendment is proposed to the GA for approval:

Article 975.2.7

975.2.7. Grooms must remain seated in their proper places, between the start and finish lines. ~~They are not allowed to indicate the Course or to speak unless they are dismounted.~~ For Penalties, see Article 981.

Annex 8 Oxeer in Cones

NED NF

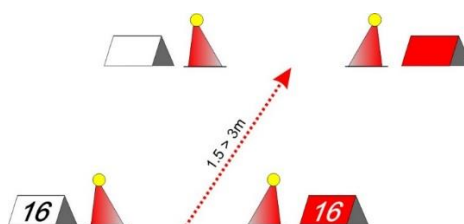
The variant of the oxeer comes from jumping and just like in jumping, the oxeer is a single obstacle and not a multiple obstacle. The oxeer should not be crossed.

Driving Committee II: The annex 8 will remain as proposed for 2018. The Oxeer in Driving Cones competition can be crossed.

The following is proposed to the GA for approval:

ANNEX 8 Oxeer in Cone course

8.1 An oxeer will be composed of 2 pairs of cones in a straight line. The distance between the first set of cones and the second set will be between 1.5 and 3 metres, at the option of the Course Designer. The oxeer counts as a single obstacle and the maximum penalty points for knocking down up to 4 balls is 3 penalty points in total. The first set of cones will have the number of the obstacle and be marked with red and white flags and the second set of cones will be marked with red and white flags. This obstacle will be judge as a single obstacle. ~~The oxeer may be crossed.~~ A maximum of five oxeers are allowed in a Cones course. The width of the cones has to be measured from the balls.



Distance between the two pair of cones: minimum 1.5, maximum 3 meters

Para-Equestrian Driving

NED NF

The FEI Driving Committee is urgently asked to pay attention to:

- World Championships Para Driving: Like in all FEI disciplines the World Championships should take place every other year
- World Championships Para Driving are preferably organized at the same time with the World Championships for pairs. This fits better with the difficulty and the number of participants
- If there are two Grades in Para Driving, two dressage tests have to be developed

Driving Committee II: The Driving Technical Committee agrees on that proposal, the following amendment is proposed on the FEI General Rules to the GA for approval:

Driving General Matters and Proposals from National Federations

Article 901.2 Categories

2. Categories:

- Senior CAI1*, CAI2*, CAI3*, CAIO4*
- Young Drivers CAIY1*, CAIY2*
- Juniors CAIJ1*, CAIJ2*
- Children: CAICh1*, CAICh2*
- Para-Equestrian Driving: CPEAI1*, CPEAI2*
- Young Horses: CAIYH1

GER

Do not differentiate between CIO and Nations' Cup. Again: every "O" is a Nations' Cup! Do not try to reserve the term "Nations' Cup" for FEI Series only (see our e-mail of 23 May 2017 to the FEI SG).

We propose to align all FEI Rules and Regulations to allow the term "Nations' Cup" to be used for every team competition at a CIO, regardless what discipline or what age group. In all disciplines this has always been the term used by members of the equestrian family when talking about an "O": Nations' Cup.

So the FEI Rules should reflect it in all disciplines. The GR and Discipline Rules should include that the Nations' Cup is the official international team competition and may only be organised on the occasion of a CIO.

Driving Committee II: This matter will be addressed to the FEI Secretary General to have an overview across all FEI Disciplines. This will be discussed in 2018.

Article 916 Entries

HUN NF

Remove the Horses from the Nominated and Definite lists for ECHs and WCHs
Why do we need to make nominated and definite lists of horses for ECHs and WCHs if the horses have not needed to be qualified previously for some years? It is necessary to have qualification for the driver now as qualification criteria say. The life of every athlete, OC, NF would be easier to have only the compulsory number of horses (HP1 – 1, HP2 – 3, HP4 – 5) for the calculation and not the exact athlete – for horse matchings, namings as for CAIs or CAIOs. With Young Horses WCH being the only exception, because the horse is in focus and not the athlete.

Driving Committee II: Having the horses on the Nominated list is in line with all FEI Disciplines. This matter will be discussed during 2018.

Article 935 Examination and Inspections of Horses

HUN NF

Place and footing of the First Horse Inspection – we suggest to have the same footing for the first HI as the dressage arena has, so if the arena is covered by artificial sand, HI should be done on sand, if it is grass, have grass for the HI, too. Sometimes it is terrible to have old concrete footing for the HI.

Driving Committee II: This matter will be addressed to the FEI Veterinary department for discussion in 2018.

Article 939 Tyres

3. Pneumatic tyres are permitted in Para-Equestrian Driving.

LAT NF

We suggest that the clarification is made regarding tyres for the carriage if para-equestrian Athlete competes in able bodies competitions

Driving Committee II: The participation of Para-Equestrian Athletes in able bodies' competition will be discussed in 2018.

Article 943 Participation

1. Para-Equestrian Athletes are allowed to compete in FEI Driving Competitions using compensating aids in accordance with their respective degree of disability as defined on the FEI Classification Master list of active Para-Equestrian Driving Athletes.

LAT NF

However there are some compensating aids that are allowed or all para-equestrian athletes (Annex 10 Compensating Aids), i.e. saluting with head only and inspecting the course in motorized quad bikes or similar. These aids are, therefore, not always included in the FEI Classification Master list.

We suggest, that instead of the proposed new rule modification 955.5.2., Article 943.4. should be amended with the reference to use of Compensating aids allowed in to Annex 10. We suggest to clarify that all para-equestrian athletes, competing in able bodies competitions, may salute with head only and use a motorised vehicle to walk the course. We suggest that explanation on marking such motorised vehicle would also be included in rules.

Driving Committee II: The participation of Para-Equestrian Athletes in able bodies' competition will be discussed in 2018.

Article 956 Scoring (Dressage)

HUN NF

We suggest a new calculation for dressage, because the subjectivity of the judges in this competition has been noticeable for some years.

50% of the score difference between each Athlete and the leading Athlete will be calculated. The leading Athlete's score has to be added to these differentials and carried forward by each Athlete into marathon.

Example:

Name	Original Dressage score	Differential	New Result
Athlete 1.	34,86		34,86
Athlete 2.	38,34	1,74	36,60
Athlete 3.	39,05	2,09	36,95
Athlete 4.	42,41	3,77	38,63
Athlete 5.	48,90	7,02	41,88
Athlete 6.	50,08	7,61	42,47
Athlete 7.	50,50	7,82	42,68
Athlete 8.	50,79	7,95	42,81
Athlete 9.	53,15	9,14	44,00
Athlete 10.	53,92	9,53	44,39

Driving Committee II: The scoring system will be reviewed in 2018.

Article 964 Penalties on the Marathon Course

USA NF

It is requested that the Committee discuss the introduction of penalties for the knocking over of the electronic timing equipment by an athlete when entering, leaving or navigating an Obstacle.

Driving Committee II: This matter will be discussed in 2018.

Article 971 Competition (Cones)

SWE NF

In order to reward a good run, but still let the driver influence their results for the better in cones and the total results.

New Proposal:

For Double Clear Round there will be for example a 0.1 points deduction of the cones and Final results for each second below the maximum time allowed.

10 sec. In time will be awarded with 1 point deduction.

Driving Committee II: This matter will be part of the scoring system that will be reviewed in 2018.

Article 974 Cones Competition Summary

FRA NF

Following our comments from Art 963.5.1

Especially in Four in hand pony/horse classes and single pony/horse classes the courses are getting more and more requesting for horses in order to make the cones challenging. It makes cones course not nice to see, sometimes dangerous in single and too often not horse friendly which should not be the case after the marathon effort.

We propose to increase the technical difficulty by decreasing the width of cones not the horse effort like we do now. It's a way to give the opportunity to the Course designers to build lines more horse friendly and challenging in the meantime.

by making cones more important in the final result it will be also helpful to see some new names coming in the top of the final rankings.

Horse four in hand :

→ Cones width : 185 cm instead of 190 cm

Single horse and single pony :

→ Cones width : 155cm instead of 160 cm

NED NF

Especially in four in hand pony/horse classes and single pony/horse classes the cones courses are becoming more and more technical. It makes cones courses not horse friendly and not nice to see. We suggest to decrease the width of the cones (and challenge the course designers to design smooth, horse friendly lines):

Very important in this matter is that course designers, TDs and judges are well aware of the difference in 2*, 3* events, championships as well as the different level of drivers. All officials should adhere to the following:

- at 2*: measure everything well
- at 3*: measure everything on the line
- at championships: measure everything inside
- keeping the distances/meters that stand for it

Proposal as follow:

Horse four in hand :

→ Cones width : 185 cm instead of 190 cm

Single horse and single pony :

→ Cones width : 155cm instead of 160 cm

Driving Committee II: This matter will be discussed in 2018.

Article 975 Judging Cones Competition

3. Penalties

3.1. Knocking down a ball or balls on either A or B on a Water or Bridge obstacle will incur three penalties for each pair of cones.

HUN NF

When a ball falls down, the penalty points for that would be increased to 5 from the original 3. This competition would be more exciting for the public. The possibility of changes of the results after Competition A+B would increase. This is an objectively measured competition, so the subjective judgement in Driven Dressage would be compensated more.

Proposal:

1.1. Knocking down a ball or balls on either A or B on a Water or Bridge obstacle will incur ~~three~~ **five** penalties for each pair of cones.

Driving Committee II: The Driving Technical Committee is not in favour of this proposal. The penalties will remain unchanged.

CHAPTER XIV OFFICIALS

GER NF

For Championships other than the major ones and CAI's, the number of officials required is extremely high and expensive for OCs.

As an actual example we would like to mention the World Championships for Pony Drivers:

- 5 judges
- 1 reserve judge
- members of the appeal committee
- Technical Delegate und Course-Designer Assistants
- members of the Vet. Commission
- Stewards

This number of officials appears extremely „oversized“; for the future of the existing Championships' Calendar it seems to be necessary revise this chapter effectively.

Driving Committee II: This matter will be discussed in 2018.

Dressage tests

SWE NF

To change some movements of the Dressage test 3B HP1

FEI Dressage Test 3B HP1

Item No. 6 and 9 Yielding

For pony; change yielding to 0-E (instead of 0-S) because they cannot show a sufficient side shift for as long as 60m. They should move 20m lateral on 60m = 0.3 m Im. Had it instead been 40 m, the side shift had been 0.5 m I m. That would have given the opportunity for more smoothness and balance. And we've noticed that you get more points today for yielding out at E compared to the correct letter S.

Another suggestion is to remove yielding in points 6 and 9 and replace it with point 6 "shoulder in" to the right from 0 -X, add an 8-volt (20m diameter) come out at X and make "shoulder in" to the left until G. This movement is fully possible in a single carriage and you get a clear message that the horse is loose and straight on both sides. Thus, the program is also shortened somewhat.

Driving Committee II: Such changes are not possible yet as the qualification process for FEI Championships is running. This proposal will be discussed in 2018.

Entry Fee / Prize Money

NED NF

The FEI Driving Committee is urgently asked to pay attention to:

Entry fee / prize money

This year the costs of the entry fee and stabling of the World Championships Driving Ponies in Minden were out of proportion.

Most NF's pay the costs for the competitors competing at a championship. They will be necessitated to delegate only a team and no individual drivers, which is bad for the sport.

We strongly recommend to introduce a minimum price scale for CAI3*, CAIO4* events and Championships. This scale must be in proportion with the entry fee.

(It is out of proportion that there was € 40,00 available per driver for a Silver team member at the World Championships in Minden and €200,00 per driver for a winning CAIO event).

Strengthen the Organizing Committees

- Calendar fee: now there is a distribution in so called high and lower level events.

Consider whether there should be an additional distinction for Olympic and non-Olympic (incl para) disciplines

- Reduce the number of mandatory officials; we feel that the number of officials required for these events could be decreased without negative sport impact. This official obligation costs too much for the OCs.

- Protect the CAI3*, WCupQ and CAIOs on the calendar

Driving Committee II: This matter will be discussed in 2018.

Para-Equestrian Driving

LAT NF

we would suggest to make clarification regarding the assistance requirements. As per Annex 10 of the rules, the second groom must be available at the ringside to assist Para-Equestrian Athlete in Driven Dressage and Cones. We suggest that it is clarified, whether the assistance requirements apply also for Para-Equestrian Athletes competing in FEI Driving Competitions for able bodied drivers.

Driving Committee II: This matter will be discussed in 2018.

Pony Measuring

USA NF

At the recent Pony World Championships there was no measuring of Ponies. It is requested that the Driving Committee discuss whether there is sufficient attention to the height of Ponies.

- If there are two Grades in Para Driving, two dressage tests have to be developed

FRA NF

Please could you add to the NF suggestion something I forget to mention: pony size in driving competition.

In all other FEI disciplines there is nothing said in the discipline regulation. Vet rules are applied with the 2cm of tolerance.

This point is only on harmonize a regulations point which has no sense to be different from a discipline to another one.

At Ponies Championships in Minden, the actual regulations was not understood in the same way by all officials.

Harmonization would make it easier to understand so easier to apply.

On the same point, it should be positive to do measurement at driving pony championship and so mention it in the 2019 FEI schedule of the pony championships.

It means that we propose to remove article 930 from driving rules.

Article 930 Height

- ~~1. Driving Ponies must not exceed 148 cm without shoes, or 149 cm with shoes. Above these heights, they are classified as Horses.~~
- ~~2. Driving Ponies in Pairs and Four in Hands may not be less than 108 cm without shoes, or 109 cm with shoes. Single Ponies must not be less than 120cms without shoes, 121cms with shoes.~~
- ~~3. It is the responsibility of the Athletes' NF to ensure that competing Ponies comply with the above criteria.~~

Driving Committee II: This matter will be discussed in 2018.

FEI Driving World Cup™

FRA NF

Fix the requirements which guarantee the sport and the showcase expected and leave open the points which could bring more OCs into the FEI Driving H4 WCup.

→ Period for WCup: from the 15 of October to the 15 of March. Must be limited to fit with the season of 3 phases shows and keep these 2 periods complementary.

→ To be combined with 3* CSI/CCI-CIC/CDI and higher in order to be a good showcase for driving discipline.

→ No restriction for outdoor or indoor events. The technical requirements for the footing, size arena, type of course... are defining the event.

Driving Committee II: This matter will be discussed in 2018.

New FEI Continental Driving Championships for Single and Pairs

HUN NF / SVK NF/ BEL NF/ ITA NF

comment from the EEF:

The attendants agree that the FEI Driving calendar requires a thorough analysis and that it is difficult to add more and more Championships. At this stage, there is no common support for the introduction of EU-CH for Singles & Pairs.

An alternative could be to link several events and promote them as a tour. We need to keep in mind that we cannot always judge the situation only from the athlete perspective, we need to look at it from a market point of view as well.

Driving Committee II: This proposal will be discussed in 2018.

Championships format

FRA NF

Following the proposals from EEF Driving Working Group and some other points, please find below the FRA NF position on points not directly concerning the "FEI driving rule book" but however concerning FEI regulations (championships...)

Youth Championship

Youth is a very important target group in order to secure the future of the Driving discipline. Driving Youth figures are very positives but could be stronger with an annual World Championship.

Thanks to the point of age category, the number of Youth Championships is increasing in other FEI disciplines but Driving only has them every 2nd year.

→ FEI Driving Youth Championships should be held every year

→ Keep single horse possibility in a team

→ Dressage test should be more challenging and shorter

Young Horse Championship

- stay with Young Horse Championship every year
- only include 5 year old and 6 year old horses in Young Horse Championships. Minimum horse age for 3* competitions to be set at 7 years old. Young horses in the age of 5 or 6 years shall only be allowed to compete in 2* events or lower in order to give more time to the young horses. It is highlighted that such a change would need to be communicated 2-3 years in advance;
- increase demands for 6 year old horses at the YH Championships and also for the 7 year old horses if they remain included in the Championship (because 7yo can for example drive 8 obstacles in normal events but only 2 obstacles in YH classes)

Para Driving Championship

- A rule changes shall be proposed to the FEI General Regulations so that the Para Driving Championship will take place every 2nd year.

European Championships for Singles & Pairs

Would be good for Single horse and horse Pairs driving sport to make the year in between 2 world championships more entertaining. Even if it's maybe not easy to add 2 other European Championships there is a solution to find.

- Promote several selected (or all without restriction) FEI events as FEI Tour/Series dedicated for Horse Single and Horse Pairs. This events may be organized on CAI with other classes.
- the shows during the year are qualifiers for a final event. Single final & Pair final can be on separate shows.
- or-
- the qualification ranking may be based on all results -or- based on the x best results per driver (to be chosen)
- final event(s) open to the top 40 (to be defined exactly) with a maximum of 5 drivers per country. Could be organized with other normal CAI classes even the class of the WCup. Ex : CAIH1WCup final limited to 40 drivers + CAI3* unlimited

It would also have a positive impact on the qualifying events and the final which would benefit from the light of this FEI Tour/Series.

The situation of many driving shows is getting more and more difficult, this FEI project could be positive for them.

Pony World Championship

In order to increase the number of nations, we propose to change the team format but always provide extra individuals places.

- Team : 2/Singles, 2/Pairs, 2/Teams
- Automatic individuals for the nations filling the 2 places from the class : Singles/2, Pairs/2, Teams/2
- Extra individuals on choice of the OC and mentioned in the schedule
- Team results calculated by adding the best result of each class in each test

Some proposals to make FEI Championships and FEI Nations Cup stronger, with more OC bidders, more starters...?

- Fulfill the additional individual nominated entries date

Then it's up to the OC based of the 1st nominated entries to open to more individuals or not.

The situation of Gothenburg CH EU with few nations able to bring a fourth driver but not allowed due to the FEI schedule, was not good for the OC and for the driving sport.

→ Decrease of Compulsory Officials number

We feel that the number of officials required for these events could be decreased without negative sport impact. This Official side is costing a lot for OCs.

A change in the request way would be for sure helpful to find more bidders for FEI Championships and Nations Cup.

→ Optimization of the FEI calendar

FEI main events (championships, nations cup) should be protected & promoted especially in the Four in Hand class due to the limited number of drivers in this class

→ Ranking points for FEI continental championships

→ No CAI high level events (3*WCupQ or 4*) in the week before, the same week end or the week after a Nations Cup (4*) which was already on the calendar at this date in the preceding year.

Alternatives : more than 1000km between the 2 showgrounds, agreement of the OC from the show already on the same date the preceding year

Driving Committee II: The format of FEI Driving Championships will be discussed in 2018.