

PROPOSALS FOR RULES CHANGES OF DRIVING & PARA DRIVING RULES 2023

Introduction

Further to the approval of the FEI Periodical Rules Revision Policy at the 2019 General Assembly (available here: <https://inside.fei.org/fei/about-fei/governance/rules-revision-process>) the full revision of the Driving & Para Driving Rules took place in 2021. Consequently, for this year's revision process NFs and MOU stakeholders were invited to propose only modifications that fulfilled the following 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;
2. Correction of inconsistencies, manifest errors, contradictions, etc.
3. New/recently introduced rule that has proven to be problematic in its implementation;
4. Implementation of new technology development(s) relevant to the specific set of Rules;
5. IOC, IPC, WADA, ASOIF and similar organisations' policies' implementation;
6. Other scenarios not foreseen by this Policy as considered and approved by the Board.

In addition, the FEI Headquarters and the Driving Committee have a number of proposals put forward based also on the above mentioned criteria.

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

- A. Rules Proposals received from NFs/MOU Stakeholders by 1 March 2023.** In this section you will find each of the Rules Proposals received from NFs/MOU Stakeholders addressed by the FEI with the relevant feedback from the Driving Committee; and
- B. Rules Proposals put forward by the FEI**



Manuel Bandeira de Mello,
Driving & Para Driving Director

A. Rules Proposals received from NFs/MOU Stakeholders by 1 March 2023

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| 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.~~

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.

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.~~
N/A.

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| Rules Proposal Submitted By |
| NED NF |
| Article No.–Article Name |
| 901.11 Trial of New Scoring System |
| Periodical Rules Revision Policy Criteria |
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| 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 |
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| 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) |
| <p>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.</p> |

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| Rules Proposal Submitted By |
| FRA NF |
| Article No.–Article Name |
| Article 919 Entries Championships and CAIOs FEI World Championship for YH |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| To take into account for future full revision We would like the FEI to evaluate the possibility to open Pony classes for future championships in addition to the current horse classes. |
| Proposed Wording |
| 2. For Championships for Young Horses and Ponies, please refer to the FEI website in the Driving Rules section. |
| FEI Feedback |
| The FEI will circulate a survey that will tackle the different formats of the Championship and will include this proposal. In any way, this will be considered for the full Rules Revision in 2025. |
| FEI Proposed Wording (if applicable) |
| N/A |

Rules Proposal Submitted By

HUN NF

Article No.–Article Name

Article 919 Entries Championships and CAIOs
Article 920 Entries - World and Continental Four-in-Hand Championship for Horses
Article 921 Entries World Pair Championship for Horses
Article 922 Entries World Singles Championship for Horses

Explanation for Proposed Change

In the schedule the OC in conjunction with FEI defines the maximum number of possible entries. If after the official entry procedure, the field is not filled up to the maximum, further drivers from the actual world ranking with sufficient qualifications have the right to participate on the championship as individual drivers.

It is clear to see that especially in the four in hand class the field is reducing. During the last championship less than 40 drivers competed for gold. There are certain nations with very strong top drivers, who constantly represent their nation. For any drivers to keep motivation with the knowledge that basically no chance to ever try the feeling of a championship environment is very difficult. This creates a situation where the number of drivers start to reduce rapidly. It is a clearly visible situation worldwide. Some of these drivers would match the quality of some midfield competitors who manage to participate due to the shortage of drivers in the given nation. This rule change would be a win win situation for NFs, Athletes and organizers.

Proposed Wording**FEI Feedback**

In the last CH-M-A4 Championship in Pratoni, only 2 Nations sent their maximum quota. All other championships have sufficient number of participants and would not need these additions.

FEI Proposed Wording (if applicable)

N/A.

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| 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. 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 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 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. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| Rules Proposal Submitted By |
| DEN NF |
| Article No.–Article Name |
| Article No.923 Entries World Pony Driving Championships |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| 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. |
| Proposed Wording |
| 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. |
| FEI Feedback |
| 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. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| 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> |
| Proposed Wording |
| <p>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> |
| FEI Feedback |
| <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> |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| 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> |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| 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>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> |
| Proposed Wording |
| 5.7 The TD assigned for CAIO’s and Championships has the authority to determine the number of dislodgeable/detachable éléments on obstacles. |
| FEI Feedback |
| <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> |
| FEI Proposed Wording (if applicable) |
| 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. |

Rules Proposal Submitted By

FRA NF

Article No.–Article Name

Horse welfare, Social Licence to Operate

Periodical Rules Revision Policy Criteria

Explanation for Proposed Change

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.

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.

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.

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.

Any rule change must be in line with horse welfare principles.

Proposed Wording

FEI Feedback

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.

FEI Proposed Wording (if applicable)

911.2

2. Driving recorded warning

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:

a. Any case of Dangerous Driving (please refer to Annex 10)

- 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 three (3) or more Driving Recorded Warning 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.

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| Rules Proposal Submitted By |
| FRA NF |
| Article No.–Article Name |
| FEI Driving Rules Revision timeline related to FEI PERIODICAL RULES REVISION POLICY |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| <p>Due to Covid FEI Driving TC and community had not fair chance to present, debate, elaborate proper rules changes at the time of the full revision fro Driving Rules during the year 2021 (for implementation from 2022).</p> <p>It created confusion and frustration despite there have been good will from lots of stakeholders.</p> <p>We do see in the FEI Driving Seminar a good opportunity to debate and launch rules revision thinking in 2023 to feed a Driving Full Rules revision year in 2024 which could lead to implementation at the start of 2025.</p> <p>We believe it would be a fair modification in the FEI Periodical Rules Revision Policy. (Normally next full revision of Driving rules is in 2025 for implementation in 2026)</p> |
| Proposed Wording |
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| FEI Feedback |
| The FEI was satisfied with the outcome of the first FEI Driving Forum held in 2023 and has the intention to hold another Driving Forum during the full rules revision year in 2025. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| Rules Proposal Submitted By |
| FRA NF |
| Article No.–Article Name |
| CD & TD status maintenance : FEI Course attendance |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| <p>Not directly included in the FEI Driving Rules, might be changed without waiting full revision</p> <p>For officials who have both status at any FEI level, the same course should deliver the maintenance for both status.</p> <p>We are missing officials, the length, number and cost of courses should be optimised especially for both status which have lots of common ground.</p> |
| Proposed Wording |
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| FEI Feedback |
| <p>It is not possible to merge those two courses, as the Driving Committee believes that it is of utmost importance to have a dedicated and specialized course for each function.</p> |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| Rules Proposal Submitted By |
| HUN NF |
| Article No.–Article Name |
| FEI Driving Rules for Young Horses 4. Officials 4.1. Judges |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| <p>Number of Judges 3. Sitting at C B E.</p> <p>During the championships the feedback from officials athletes and observers is that the judges sitting together does often creates questionable decisions, often dominated by the president of the jury. In order to avoid any misunderstanding, and achieve the maximum fairness in the results, it is necessary to have the judges sit separately, making their own decisions, and the final result is based on the average score of the three decision makers</p> |
| Proposed Wording |
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| FEI Feedback |
| As the FEI Driving Rules for Young Horses are not included into the Driving Rules, the FEI DTC will take this comment on board when discussing the FEI Driving Young Horses Rules. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| Rules Proposal Submitted By |
| HUN NF |
| Article No.–Article Name |
| FEI Driving Rule for Young Horses / Art. 8 FEI Driving Rules for Young Horses |
| Periodical Rules Revision Policy Criteria |
| |
| Explanation for Proposed Change |
| <p>During the young horse competitions, the next issues rose.</p> <p>A driver on the first qualification reached a score of 5.25 without qualification. A day later the same horse achieved a score of 7,13, which is well over qualification score. It is hard to imagine such a scale of training evolution is one day, which raises the issue of judging or luck. Neither can be the base of fair sport. In case a second round is proposed it should only be fair, if all competitors participate, have the same number of opportunities in the competition arena, and affair average score decides the qualification.</p> <p>The horses who participate on the current second qualification are forced to complete three dressage tests in three days in a row. In the case of young horses, it is over pressing, and raises animal welfare issues. It is especially obvious during the final competition, and the combined marathon competition. It cannot be the purpose of the event to over press horses.</p> <p>The final result must be a combined score of the qualification event, the final dressage and the final combined marathon. This way the qualification result also serves as a fair handicap system to award the better performances.</p> <p>It is necessary to secure fair result, sufficient number of competitors throughout the event, and most importantly the welfare of the horse, which must be paramount in the young horse classes.</p> |
| Proposed Wording |
| <p>8.2. If the number of starters permits, the OC together with the PGJ and the TD may decide to add a second qualification competition. for the Horses who are not qualified for the Final after the first qualification test. The number of additional Horses that can qualify at the second qualification competition is decided by the PGJ, TD and OC before the second qualification- depending on the total number in each class. Each qualified Horse must have reached a minimum score of 6.0. The number of horses qualify is maximum 50% of the field. If the qualification score of 6.0 is not achieved by the 50%, the field can be further opened to the 50% with the next best scores in line. The final result is always declared by adding the qualification scores to the final scores.</p> |
| FEI Feedback |
| As the FEI Driving Rules for Young Horses are not included into the Driving Rules, the FEI DTC will take this comment on board when discussing the FEI Driving Young Horses Rules. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| Rules Proposal Submitted By |
| HUN NF |
| Article No.–Article Name |
| DRESSAGE TESTS |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| <p>It is the view of the Hungarian National Federation that the significant modification of the dressage test during the qualification period is not fair and not possible. The latest test modification is considered as a major modification, and not just clarification, as the introduction of the one-handed figures basically changes the training the approach and the difficulty of the test. Creating an unfair and uneven situation for the qualifications.</p> <p>Therefore, the Hungarian NF objects this decision and asks to return to the format that was published at the beginning of the qualification period. It is especially major issue for the Pony four in hand, Pony pair, and horse pair classes, who started the qualification period in 2022 January¹ and finish by the forthcoming championships in 2023. Just a remark, some of the one-handed figures for the pony team classes is against common sense and technically extremely challenging, without adding any value to the sport.</p> |
| Proposed Wording |
| |
| FEI Feedback |
| This was feedback from the Judges and was added to increase difficulty. Going forward the FEI will use the new Dressage Modification Policy in order to avoid any confusion. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| Rules Proposal Submitted By |
| HUN NF |
| Article No.–Article Name |
| WEIGHT OF THE CARRIAGES |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| The cancelling of the weight of the carriage rules creates an unfair situation, as the rule was introduced, with a start date of 01,01,2023. The rule was then modified without precommunication, resulting with a large number of competitors investing large sums of money for the vehicles to match the new rules. As the rule was clear and published, this must be appreciated, and any driver who proves the purchase of the vehicle after the announcement of the rule but before the withdrawal of the rules must receive waiver and must be allowed to use the reduced weight vehicle. Otherwise, some sort of compensation must be worked out, as it is not the fault of the athlete, but creates a major financial loss. |
| Proposed Wording |
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| FEI Feedback |
| The FEI Driving Committee was not in favour of the FEI providing compensation based on the change in carriage weight. |
| FEI Proposed Wording (if applicable) |
| N/A |

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| Rules Proposal Submitted By |
| HUN NF |
| Article No.–Article Name |
| EUROPEAN CHAMPIONSHIP |
| Periodical Rules Revision Policy Criteria |
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| Explanation for Proposed Change |
| The Hungarian National Federation Driving department wishes to propose the reorganisation of the FEI European Driving championship for horses. Currently it is organised for four in hand classes. It is clear that the number of four in hands and the participating nations is getting lower and lower. Therefore, our proposal is to rethink this championship, and organise in the format of the Combined Pony Championship, where a team is composed of a minimum of one single, one pair and one four in hand, with a maximum of 2-2-2. With the possibility of further 2-2-2 individual entries per class. This would create a major championship. Would motivate smaller nations to help the development of pairs and four in hands, and would allow singles and pairs, the largest field of competitors to fight for a continentally title, without reducing the possibilities of the four in hand drivers. Once again, a win win situation for FEI, Athletes, NFs and OCs. |
| Proposed Wording |
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| FEI Feedback |
| The FEI will circulate a survey that will tackle the different formats of the Championship and will include this proposal. In any way, this will be considered for the full Rules Revision in 2025. |
| FEI Proposed Wording (if applicable) |
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| Rules Proposal Submitted By |
| NED NF |
| Article No.–Article Name |
| FEI Veterinarian Rules; Chapter IX Pony Measuring, article 1083.8 |
| Periodical Rules Revision Policy Criteria |
| 2. Correction of inconsistencies, manifest errors, contradictions, etc. |
| Explanation for Proposed Change |
| In our opinion a pony between 6-8 years will not grow more than 3 cm. For this reason we suggest to change the 'not to exceeded height' into 145cm without shoes and 146 with shoes. |
| Proposed Wording |
| If a Pony measures in without shoes and its height does not exceed 145cm (or with shoes and its height does not exceed 146cm) and it is between 6 and 8 years, it will receive an FEI Lifetime Measuring Certificate. |
| FEI Feedback |
| This will be considered for the full Rules revision in 2025. |
| FEI Proposed Wording (if applicable) |
| N/A. |

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| 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>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> |
| Proposed Wording |
| <p>Article 912.5 Age: How to determine the upper age limit is unclear and should be defined: “Age is determined from the beginning of the calendar year in which the Athlete and Grooms reach the <i>minimum designated age and until the end of the calendar year in which the Athlete and Grooms reach the maximum designated age.</i> »</p> |
| FEI Feedback |
| The DTC proposes to align to the General Regulations wording. |
| FEI Proposed Wording (if applicable) |
| <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> |

Proposal from (Name of National Federation or MOU Stakeholder)

SWE NF

Article No.–Article Name

For Jumping in the Rules for the Longines Rankings 1st Edition, updated 7 December 2022, effective from 1 January 2023; Article 3.10 – 3.18

To be amended likewise for

FEI Dressage World Ranking Lists Rules, effective 1 January 2023; Article 3

FEI Driving World Ranking, 1st Edition, updated 22 December 2022, effective from 01 January 2023; Article 6

FEI World Endurance Rankings Rules 2023, 1st Edition, effective 01 January 2023; Page 5
 FEI Para-Dressage World Ranking (Team and Individual) List Rules, effective from 1st January 2023; page 5 – 6, item 10 - 18

To be implemented in Eventing and Vaulting Rules in due time

Explanation for Proposed Change. Specify the Criteria of the Periodical Rules Revision Policy

The SWE NF supports the proposal from the EEF as below.

We welcome the progress made in the ranking rules and look forward to equal rules in all disciplines.

We do not agree, however, that the rule shall also imply national events. We do not see the FEI’s responsibility for national competitions that have no influence on the world ranking lists. Furthermore, competing in much less demanding competitions on a national level can on the contrary help to get back to top sport smoothly and well dosed, at the Athlete’s discretion. Each pregnancy and the recovery period afterwards can be different. In the interest of her own health rehabilitation, depending on postpartum recovery and stability of the pelvic floor, she should have the right to decide in consultation with her gynecologist what kind of equestrian activity she performs before resuming competition at international level.

As to the duration of the maternity leave, there should be no minimum absence at all, not only a reduction from 6 to 3 months. Female Athletes must be allowed the greatest possible flexibility in determining the period of their maternity leave. A woman shall be allowed to resume competition at the date chosen by herself, be it earlier or later than initially announced. This would also take into account the unlikely, but possible case that she has lost her child. A written message with a few days’ notice (one week in advance) to the relevant FEI Sports Department should be enough for the required administrative action, regardless of invitation system and entry dates.

Proposed Wording

(on the example of the ranking list rules for Jumping)

Maternity Leave

3.10 Athletes may request an official FEI maternity leave provided that the maternity is certified in writing by a medical doctor. To request the official FEI maternity leave, the Athlete must submit the doctor’s certificate and the completed Maternity Leave Form, available on the [FEI website](#), to the FEI Jumping Department. The Athlete can choose the duration of their maternity leave, with the maximum period being twelve (12 months). Applications cannot be submitted retroactively.

3.11 In the Maternity Leave Form, the Athlete must indicate the start date and requested end date (the "**Maternity Leave End Date**") of the official FEI maternity leave. If the Athlete does not specify a Maternity Leave End Date in the Maternity Leave Form, the maximum period of twelve (12) months will automatically apply unless the Athlete informs the FEI Jumping Department otherwise, as per the process set out in Article 3.17 below. Where an Athlete requests an official FEI maternity leave, the following rules apply in relation to the Athlete's ranking points.

3.12 In the period during which an Athlete has officially ceased to compete due to an official FEI maternity leave, they will retain 50% of the Longines Rankings points earned from the corresponding months of the preceding year until their Maternity Leave End Date.

3.14 If the Athlete returns from an official FEI maternity leave before the requested end date, no points will be retained from the corresponding month of the preceding year and the rankings will be recalculated accordingly.

3.15 The maximum length of time an Athlete may benefit from a maternity leave of absence at one time is twelve (12) months.

3.16 During the period when an Athlete is on maternity leave, they may not compete in international ~~or national~~ Competitions; the FEI will inform the Athlete's NF accordingly.

3.17 If the Athlete wants to be eligible to compete prior to the Maternity Leave End Date (as stated in the Maternity Leave Form) and the Athlete wants to be eligible for invitations that are issued according to the FEI Online Invitation System for Events taking place as of the new Maternity Leave End Date, the Athlete concerned must inform the FEI Jumping Department at least one week in advance of the new date when they want their maternity leave to end and the official FEI maternity leave will end on that date.

If an Athlete wants to be eligible to compete in international Competitions according to an invitation that is received by the Athlete otherwise than under the FEI Online Invitation System (e.g. OC invitation), the Athlete concerned must inform the FEI Jumping Department at least one (1) week in advance of the new date when they want their maternity leave to end and the official FEI maternity leave will end on that date.

The FEI will inform the Athlete's NF accordingly and Athlete will be eligible to compete in international ~~and national~~ competitions as of the new end date.

3.18 If the Athlete wants to prolong the official FEI maternity leave beyond the period originally stated on the Maternity Leave Form, the Athlete must apply to the FEI Jumping Department prior to the expiration of the original period of the official FEI maternity leave. In no case can the overall period of the official FEI maternity leave exceed 12 (twelve) months.

FEI Feedback

The maternity leave provisions are included in the FEI Driving Ranking Rules. These rules are approved by the Board (not the General Assembly) and are therefore not subject to the rules revision process.

FEI Proposed Wording (if applicable)

N/A

B. Rules Proposals put forward by the FEI

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| 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 Wording |
| <p>7. Championships</p> <p>The various individual and team Championships are as follows (see Appendix D, General Regulations):</p> <ul style="list-style-type: none"> - FEI World Equestrian Games (Horses Four-in-Hand) - FEI World Driving <u>World</u> Championship for Four-in-Hand Horses / CH-M-A4 - FEI World Driving <u>World</u> Championship for Pair Horses / CH-M-A2 - FEI World Driving <u>World</u> Championship for Single Horses / CH-M-A1 - FEI World Driving <u>World</u> Championships for Ponies / CH-M-A-P1,2,4 - FEI Continental Driving <u>Continental</u> Championships for Four-in-Hand Horses /CH-EU-A4 - FEI Continental Driving <u>Continental</u> Championships for Youth /CH-EU-A Youth - FEI World Para Driving <u>World</u> Championships for Singles / CH-M-PEA1 - FEI World Driving <u>World</u> Championships for Young Horses / CH-M-A1 YH |

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| 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 |
| <p><u>10. Horse Welfare</u></p> <p>10.1.—<u>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> |

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| 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 |
| <p>Yellow Warning Card</p> <p>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.</p> |

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 Wording

- 2.2 From the In-Harness Horse Inspection until the end of the Cool Down,⁷ 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.

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| 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 |
| <u>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.</u> |

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| 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 Wording |
| <u>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.</u> |
| <u>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.</u> |

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| 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 Wording |
| 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. |

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| 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 |
| 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 940.1 4 ²). |

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| 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. |

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

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.

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| 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 |
| 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. |

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| Article No.–Article Name |
| Article 950 The Arena Article 972 The Course |
| Periodical Rules Revision Policy Criteria |
| 6 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 Wording |
| 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

961 Obstacles in Section B

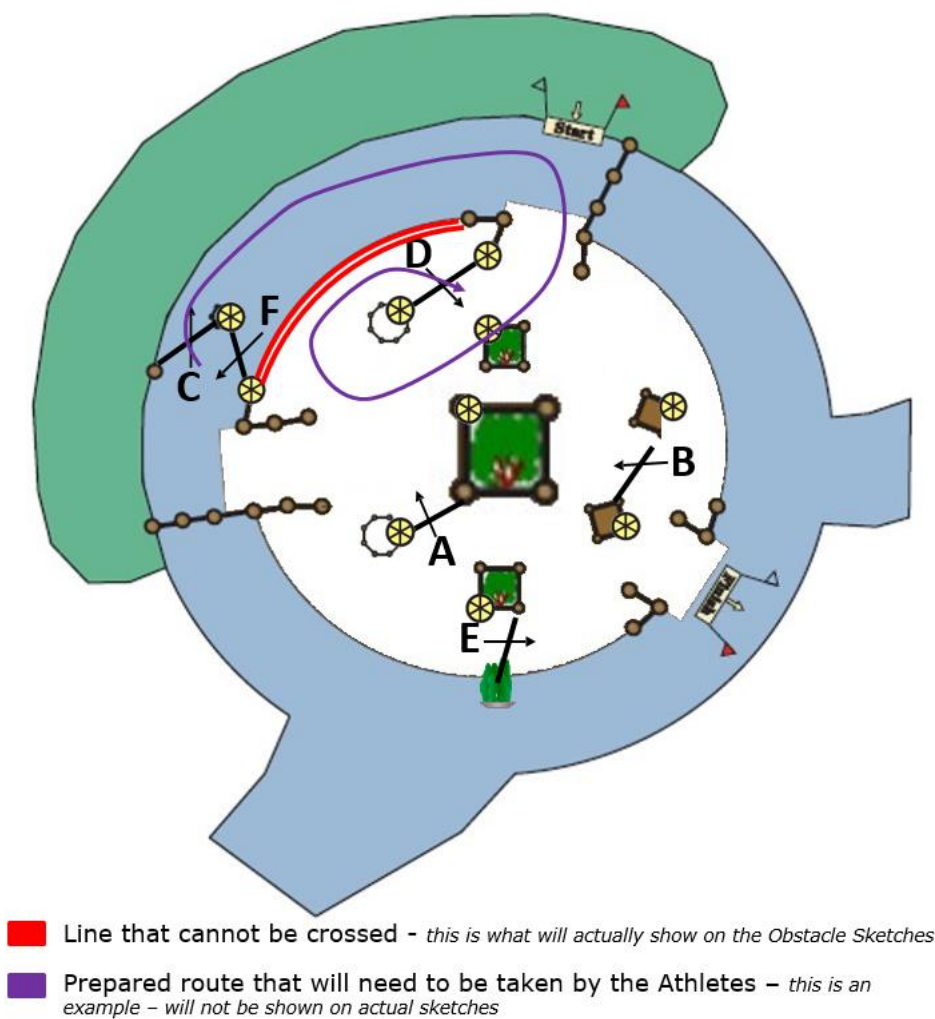
Periodical Rules Revision Policy Criteria

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

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 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.

~~2.6~~2.7 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.

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 Wording

2. Marathon sections:

| 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 |

The pace in Section A, B and Controlled Warm-Up and Cool Down Area is free.

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

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.

Proposed Wording

4.4 For fixed Obstacles, the minimum width of a compulsory gate is 2.50 m. For Heavy Mobile Obstacles minimum width, please refer to Art. 961.6.2. There is no maximum width.

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

3. Duties

- 3.1. The Course Designer is responsible, ~~under the supervision~~ in agreement with the Technical Delegate, for:
- a) Selecting the site, ~~l~~aying out and measuring the arena for Driven Dressage.
 - b) Designing, ~~l~~aying out and measuring the Course and for the construction of the Obstacles in Marathon.
 - c) Designing, laying out and measuring the Cones Course.

Article No.–Article Name

Annex 1 Diagram of the Driven Dressage Arenas

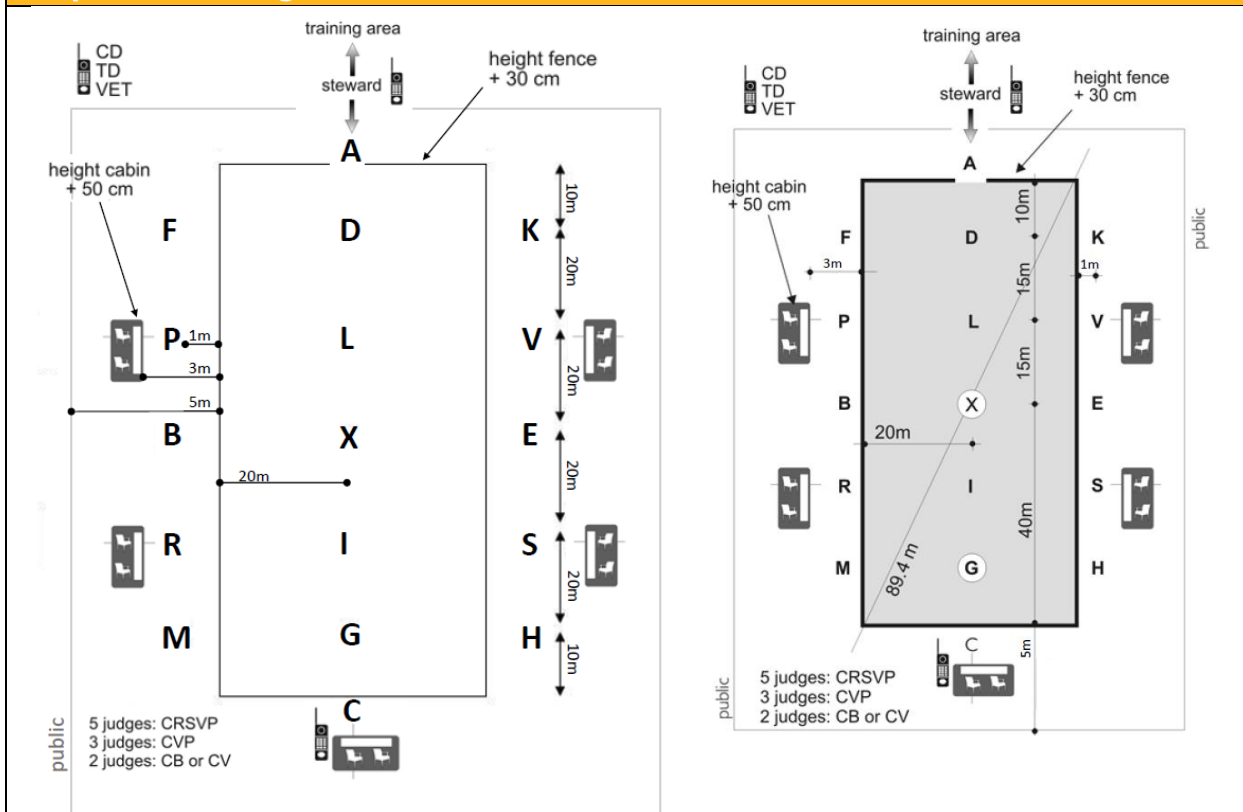
Periodical Rules Revision Policy Criteria

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 Wording



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 Wording

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