

**PROPOSALS FOR 2025 RULES CHANGES
DRIVING & PARA-DRIVING RULES**

NOTE: Please use one table below for each proposed Rule Change. For any questions please check first the "[User's Guide](#)" or contact the FEI at francisco.lima@fei.org

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 900.4. International Rules |
| Explanation for Proposed Change |
| <p>ICDA is proposing that changes are made to the scoring system to ensure a better balance between Dressage, Marathon and Cones. ICDA is proposing to reduce the weight of the Dressage by moving to a percentage score as part of the objective to achieve a 30 : 40 : 30 outcome for Dressage/Marathon/Cones respectively.</p> <p>These proposals will need to be tested by way of an updated analysis of the results at the Kronenberg Driving Forum in 2023 to ensure they meet this objective. Should they not do so, ICDA is still recommending the changes for Dressage given that it simplifies the scoring system but then other adjustments to the marathon and cones scoring would be necessary.</p> <p>We have also included proposals to increase the weight of time penalties in the marathon when the number of obstacles falls below 8. This is designed to maintain the relative importance of the marathon even when the Marathon course has been shortened.</p> <p>The proposal to allow for recalibration to the time allowed for cones after a number of competitors have started is designed to lessen the consequences of inaccurate measurement of the course. This does not, however, address the weighting of cones where course design is the single largest influence on its relative importance.</p> |
| Proposed Wording |
| <p>900.4. Scoring Principles</p> <p>The objective is to ensure that there is balance in the scoring principle in each of the three phases (Dressage, Marathon and Cones) except that the Marathon should receive the highest weighting (i.e. 30 : 40 : 30).</p> <p>At the end of each outdoor season the FEI Driving Committee will review the results of all CAI3* and above competitions and will recommend any necessary adjustments to ensure compliance with this principle. This adjustment should not wait until the next four years Rules Revision.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 901.6.4.a Categories and Levels |
| Explanation for Proposed Change |
| The deadline to apply for a FEI World Cup Qualifier is regulated in the FEI Driving Rules – it should also include the application deadline for FEI Driving World Cup legs |
| Proposed Wording |
| 6.4. For FEI World Cup Qualifiers as defined in the FEI World Cup Driving Rules, the following criteria shall apply: a) The deadline to apply for a FEI World Cup Qualifier is 1st March of the year in which the series begins. Applications received after this deadline will not be accepted. b) The deadline to apply for a FEI World Cup Leg is 1st March of the year in which the series begins. Applications received after this deadline will not be accepted. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

901.6.4.b Categories and Levels

Explanation for Proposed Change

The prize money for Four-in-Hands CAI3* and CAIO4* should be different to show more difference between these types of classes

Proposed Wording

~~b) c)~~ c) The prize-money for the Four-in-Hand class must be minimum of Euros **8'500** for a **CAI3*** event and Euros **14'000** for a **CAIO4*** event, distributed in all competitions, with the highest amount for the Combined result.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

901.6.4.e Categories and Levels

Explanation for Proposed Change

As already proposed in 2021 (Full Rules Revision) the most fair way of composing the starting order is by physical draw.

Proposed Wording

e) f) The starting order will be a physical draw ~~for a CAI3* event,~~ held in the presence of the President of the Ground Jury and open to Athletes. ~~For CAIO4* see Art.~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

908.1. Names of Horses

Explanation for Proposed Change

Typo

Proposed Wording

Article 908 Names of Horses

1. The names of the ~~Horses~~~~Horse~~~~Horses~~/Horse must appear on all score sheets, including the name of the spare Horse.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

911.2.a Principles

911.2.b

Explanation for Proposed Change

A Yellow Warning Card and Driving Recorded Warning should be delivered with the approval of the President of the Jury. We do not think that the Technical Delegate or Chief Steward should have sole authority to deliver a Yellow Warning Card. There should be some checks and balances in disciplinary process as there is no right of appeal for a Yellow Warning Card or Driving Recorded Warning.

Number of cards in:

- 2024: 5
- 2023: 2
- 2022: 3

Proposed Wording
2. (A) Yellow Warning Card

Where there is an Abuse of Horse in any form or Incorrect Behaviour towards Event Officials or any other party connected with the Event, non-compliance with the Driving Rules during the Onsite Preparation Period and Period of Jurisdiction, the President of the Ground Jury, or the Technical Delegate or the FEI Chief Steward, **always with approval of the President of the Ground Jury**, as an alternative to instituting the procedures foreseen in the legal system, may deliver to the Person Responsible a Yellow Warning Card.

2. (B) Driving Recorded Warning

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

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

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

912. Minimum Age – Athletes and Grooms

Explanation for Proposed Change

The majority of the respondents of the ICDA Survey felt that the structure (age range) should be rethought:

- No 3 year overlap between classes
- Minimum age children class lower
- Once started in senior championship, not possible to compete at Youth championship

The proposal is to change the minimum age of the Children class to 10 years to attract Athletes from a younger age – in many countries children drive and compete from a younger age - to build a pipeline of Athletes interested in driving – to attract broader interest in the driving sport / broader interest in the driving sport.

Proposed Wording
1. Under 25 (U25) Classes

| Class | Athlete Age Class | PROPOSAL ICDA |
|---------------------|-------------------|---------------|
| Horses Four-in-Hand | 18 - 25 years | 18 - 25 years |
| Horse Pairs | 16 - 25 years | 18 - 25 years |
| Horse Single | 16 - 25 years | 18 - 25 years |
| All Pony Classes | 16 - 25 years | 18 - 25 years |

2. Juniors Classes

| Class | Athlete Age Class | PROPOSAL ICDA |
|------------------|-------------------|---------------|
| Horse Pairs | 16 -18 years | 16 -18 years |
| Horse Single | 14 - 18 years | 14 - 18 years |
| All Pony Classes | 14 - 18 years | 14 - 18 years |

3. Children Classes

| Class | Athlete Age Class | PROPOSAL ICDA |
|-------------|-------------------|---------------|
| Single Pony | 12 -14 years | 10 -14 years |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

912.6.2. Minimum Age – Athletes and Grooms

Explanation for Proposed Change

In conjunction with Art. 912.4 – the minimum age of the Children’s class – lower the minimum age of Childrens Class – it should be (in training only) that persons under 14 years should be allowed on the carriage. When a trainer takes over the reins from a competitor in the Children’s class, this person has to get of the carriage because he/she is too young. For Grooms in competition the minimum ages remain unchanged.

Proposed Wording

6.2. All Classes

- Athletes under the age of 18 years must be accompanied by a Groom(s) of 18 years or older.
- Athletes of 18 years and above must be accompanied by a Groom(s) of 14 years or older. **In training the minimum age of a passenger is 10 years.**

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

912.6.2.1. Minimum Age – Athletes and Grooms

Explanation for Proposed Change

We do not think that this Rule is still relevant and only serves for information for Commentary and Results. The Horses are seldomly checked on their identity, for Participating Support Personnel this never happens.

Therefore delete this Rule. If not – change Driver -> Athlete

This information is only for the commentary and should be implemented in the manual for OCs and/or TDs.

Proposed Wording

~~6.2.1. Each Driver must inform the show office at the latest half an hour before the start of each competition (Dressage, Marathon, Cones) who is/are "Participating Support Personnel".~~

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 912.6.3. Minimum Age – Athletes and Grooms 912.6.4. |
| Explanation for Proposed Change |
| Is this Rule relevant? The consequence is disqualification. If it is the responsibility of the NF to ensure this, what is the sanction for the NF? Proposal to delete second sentence in each Rule. |
| Proposed Wording |
| 6.3. Children: The Groom must be over 18 years old. The NF must ensure that the Groom must be knowledgeable and experienced in Driving. |
| 6.4. Para Driving Athletes: The Groom must be over 18 years old. The NF must ensure that the Groom has knowledge in Driving. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

916.1.10. Entries

Explanation for Proposed Change

It is not possible to calculate the financial loss incurred by the OC – the wording in the FEI Schedule should be the same. Our proposal therefore is to have all fees should be paid (except EADCMP & accommodation fee).

Proposed Wording

1.10. Withdrawals after the date of definite entries or no-shows will be liable to reimburse the OC ~~for the financial loss incurred by the OC (i.e. stabling and hotel Expenses)~~ the entry and stabling fees as a result of late withdrawal or no-show.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

916.1.7. Entries

Explanation for Proposed Change

The majority of the respondents of the ICDA survey wish to have an simplified entry procedure, especially regarding last minute changing of horses before the first horse inspection and for Championships. Last minute change of Horse(s) should be possible always be possible.

The entry system for championships has caused great confusion. Therefore we strongly advise to make the the entry procedure more easy (also with regards to Art. 927).

Proposed Wording

1.7. At an Event, an Athlete may withdraw any or all their Horses from a Competition but may ~~not~~ add a Horse not previously entered for that Competition ~~without the Approval of the OC and the Ground Jury.~~

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 916.1.8. Entries |
| Explanation for Proposed Change |
| <p>This Rule should be about failing to take part without notification – it is difficult to define what a ‘valid excuse’ is ... According to the Rules it should be compulsory to pay Entry costs / stabling – see Art. 916.1.10</p> <p>The second part of this Art. (Competing at another Event) is covered in Art. 916.1.9.</p> |
| Proposed Wording |
| <p>1.8. Teams or individual Athletes who have been definitely entered by their NFs at any Event and fail to take part without valid excuse notification must be reported by the Foreign Judge/Technical Delegate to the Secretary General for consideration by the FEI Tribunal. Competing at another Event staged at the same time does not constitute a valid excuse for failure to participate at an Event.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

916.2.4. Entries

Explanation for Proposed Change

As the proposal of ICDA is to have only Athletes on the Nominated Entry List, therefore Horses should not be mentioned.

Proposed Wording

2.4. Should an NF send more Athletes ~~and/or Horses~~ than shown in the Nominated Entry the OC is not obliged to accommodate them or to allow them to participate in that Event.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

920.1. Entries – World and Continental Four-in-Hand Championships for Horses
 921.1. Entries World Pair Championship for Horses
 922.1-6. Entries World Singles Championship for Horses
 925.1-6.

Explanation for Proposed Change

As there is not qualification for horses for a Championship anymore, the need to **nominate horses** disappeared as well. Therefore the proposal is to only include nominated entry for athletes. This gives more flexibility in choosing horses (not like riding a combination – eventing has the possibility of 3x the number of actual starts) – for every position in a four-in-hand f.e. needs to be at least one replacement or more.

To have more flexibility in choosing of Horses by the Athlete, the proposal is to request a nominated entry list with a maximum of three times the number of Athletes from which the team and when applicable the individuals are selected from.

The proposal is not to include the Horses on the Nominated Entry list, but only include the on the definite entry list with the possibility of last minute change of Horse/Horses – see also Art. 916.1.7.

For the Pony Championships another format have to be created for NFs who are not able to send a team. See Proposal Art. 923.

When the number of **nominated** entries for Championships is expanded to three time the number of determined number of Entries given by the OC, this Art. only has to refer to the extra number of entries of which the team can be selected.

It simplifies the entry system. It avoids the confusion of prior years and gives greater flexibility to NFs to nominate Athletes for each Championship.

Proposed Wording

Article 920 Entries - World and Continental Four-in-Hand Championship for Horses

1. Each NF may enter a maximum of ~~six~~ **nine** Four-in-Hand Athletes with a ~~maximum of ten Horses per Four-in-Hand~~ on the nominated entry list and a maximum of three Four-in-hand Athletes with a maximum of five Horses per Four-in-hand on the definite entry list.

Article 921 Entries World Pair Championship for Horses

1. Each NF may enter a maximum of ~~six~~ **nine** ~~Athletes with a maximum of six Horses per Pair~~ on the nominated entry list and a maximum of three Pair Athletes with a maximum of three Horses per Pair on the definite entry list.

Article 922 Entries World Singles Championship for Horses

1. Each NF may enter a maximum of ~~six~~ **nine** Athletes ~~with a maximum of two Horses per entry~~ on the nominated entry list and three Single Athletes with a maximum of one Horse per Athlete on the definite entry list.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

920-925.3. Entries

Explanation for Proposed Change

A chef d'équipe and a trainer is seldom the same person. Therefore it is our proposal to add a trainer to have accreditation / stable entrance.

Proposed Wording

3. Each NF is entitled to send a chef d'equipe, a trainer and Veterinarian, ~~both~~ all of whom will be accorded the same privileges as the Athletes.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

922.5. Entries

Explanation for Proposed Change

Do not limit the use of Horses – welfare issue as well. Better substitute than continue with a Horse who is not (temporarily) fit or not suitable for an Athlete.

Proposed Wording

5. A spare Horse ~~from the nominated list~~ may be entered by each national team. The Athlete who uses the spare Horse will be eligible for the individual classification, as well as for the team classification. The spare Horse can only be substituted ~~once~~, not later than one hour before the start of Dressage, the Organiser being notified in writing.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

923.5. Entries World Pony Driving Championships

Explanation for Proposed Change

Do not limit the use of Ponies – welfare issue as well. Better substitute than continue with a Pony who is not (temporarily) fit or not suitable for an Athlete.

Proposed Wording

3. A spare Pony may be entered for the single Class. The Athlete who uses the spare Pony will be eligible for the individual classification as well as for the team classification. The spare Pony can only be substituted ~~once~~ not later than one hour before the start of Dressage and must be notified in writing to the Organiser.

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 925 Entries |
| Explanation for Proposed Change |
| The forming of a team with only Grade I Athletes (most severe disability) should be possible. |
| Proposed Wording |
| <p>Article 925 Entries World Driving Singles Driving Championship for Para Driving</p> <p>1. Each NF may enter a maximum of six Single Para Driving Athletes with a maximum of two Horses per entry on the nominated entry list and three Single Para Driving Athletes with a maximum of one Horse per Para Driving Athlete on the definite entry list.</p> <p>2. Each team must include at least one (1) Athlete from Grade I. Teams should not include more than 2 Athletes from any one Grade.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

925.6. Entries World ~~Driving~~ Singles ~~Driving~~ Championship for Para Driving

Explanation for Proposed Change

Do not limit the use of Horses – welfare issue as well. Better substitute than continue with a Horse who is not (temporarily) fit or not suitable for an Athlete.

Proposed Wording

6. A spare Horse ~~from the nominated list~~ may be entered per national team. The Para Driving Athlete who uses the spare Horse will be eligible for the individual classification as well as for the team classification. The spare Horse can only be substituted ~~once~~, not later than one hour before the start of Dressage, through the FEI Entry System.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

926.2. Expenses and Privileges

Explanation for Proposed Change

The following text was proposed for the Full Rules Revision in 2021 & ICDA likes to propose this again:

For an international championship / CAIO a good balance between prize money (no prizes in kind) and entry fee has to be established in the agreement between FEI and OC. The maximum entry fee is set at:

- Four in Hand: 1.300,- CHF
- Pairs: 1.000,- CHF
- Single: 700,- CHF

If there is no prize money or only prizes in kind available at CAIs the maximum entry fee is set at:

- Four in Hand: 850,- CHF
- Pairs: 450,- CHF
- Single: 275,- CHF

The feedback from the FEI was that the wording is not clear enough and proposes to keep this wording as a basis for the rule changes and will work on a concrete balance between prize money and entry fees to be enforced in **2023**.

Proposed Wording

2. The OC of World and Continental Championships may accept responsibility for meeting the travelling and living expenses of Athletes, Horses, Grooms and team Officials (chefs d'équipe and Veterinarians) to be invited according to the rules from the day before the first Horse inspection until the day after the end of the Championships. This must be published in the schedule.

For a Championship / CAIO a good balance between prize money (no prizes in kind) and entry fee has to be established in the agreement between FEI and OC. The maximum entry fee (excl. taxes, incl. stabling, manure disposal, accommodation fee etc.) is set at:

Four in Hand: 1.300,-
CHF Pairs: 1.000,- CHF
Single: 700,- CHF

If there is no prize money or only prizes in kind available at CAIs the maximum entry fee (excl. taxes, incl. stabling, manure disposal, accommodation fee etc.) is set at:

Four in Hand: 850,-
CHF Pairs: 450,- CHF
Single: 275,- CHF

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 927 Additional Individual Entries for Championships and CAIOs |
| Explanation for Proposed Change |
| <p>When the number of nominated entries for Championships is expanded to three times the number of determined number of Entries given by the OC (like in the FEI Eventing Rules), this Art. only has to refer to the extra number of entries of which the team can be selected.</p> <p>It simplifies the entry system. It avoids the confusion of prior years and gives greater flexibility to NFs to nominate Athletes for each Championship.</p> |
| Proposed Wording |
| <p>Article 927 Additional Individual Entries for Championships and CAIOs</p> <p>3. At the discretion of the OC all NFs who have submitted a Nominated Entry for a team may be invited to enter Additional Entries for Championships and CAIOs.</p> <p>4. A second nominated entry date shall be specified in the Schedule should the OC decide to invite NFs to submit Additional Entries.</p> <p>5. Additional Entries for the host country and NFs who have submitted a Nominated Entry for a team.</p> <p>Championships</p> <p>5.1. The host country and NFs who have submitted a Nominated Entry for a team may enter up to 6 individual additional entries.</p> <p>5.1.1. For Combined Pony World Pony Driving Championships, NFs are free to choose how many additional entries to send in each Class, subject to a maximum of four athletes per Class (including entries submitted in accordance with Article 923) 2 per class (Single, Pair, Four-in-Hand) and</p> <p>4. Additional Individual Entries are not considered as Nominated Entries</p> <p>6. Any Athlete/Horse combination that is entered as an Additional Individual Entry must have achieved the qualification criteria within the period specified in the qualification criteria document as published on the FEI website (see Article 914). Certificates of Capability and records of results must be sent by NFs with their Additional Individual Entries, for such entries to be considered valid</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

927.8.4. Additional ~~Individual~~ Entries for Championships and CAIOs

Explanation for Proposed Change

The proposal is to allow the host country 2 extra entries as an extra promotion of the national driving sport.

Proposed Wording

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

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 927.9. Additional Individual Entries for Championships and CAIOs |
| Explanation for Proposed Change |
| The maximum number should be set in the FEI Schedule. As Nominated entry is not required for CAIOs anymore the word 'Nominated' should be deleted. |
| Proposed Wording |
| <p>9. CAIOs</p> <p>9.1. All NFs who have submitted a Nominated Entry for a team for Four-in-Hand Horses, Pair Horses and Single Horses may enter up to 6 Additional Individual Entries.</p> <p>9.2. All NFs who have submitted a Nominated Entry for Pony CAIOs may enter up to 4 Additional Individual Entries per class (Single, Pair, Four-in-Hand)</p> <p>9.3. All NFs who have submitted a Nominated Entry for Youth CAIOs may enter up to 4 Additional Individual Entries per age category (Children, Junior, U25).</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 928.2.4. Dress, Safety and Whips |
| Explanation for Proposed Change |
| <p>In these periods of the marathon this should not be penalized in any means. Help on the ground does not need to meet these requirements. Art. 960.7. states that the only penalty in the Cooldown is when an Athlete does not present his Horses – so contradiction.</p> <p>The majority of the respondents of the ICDA Survey does not support the Cool Down.</p> |
| Proposed Wording |
| <p>2.4. During the In-Harness Inspection, Halt area and Cool-Down area, failure to wear such Protective Headgear and 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.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

928.3.2. Dress, Safety and Whips

Explanation for Proposed Change

In Art. 928.1.10. Protective Headgear has to be in compliance with testing standards, so we assume this wording is referring to the Headgear and not the body protector.

Proposed Wording

3.2. In addition, failure to wear such Protective Headgear (**in compliance with the applicable international testing standards**) and body protector* (~~in compliance with the applicable international testing standards~~) where and when required after being ...

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 935.2. Examinations and Inspections of Horses |
| Explanation for Proposed Change |
| In the ICDA Survey of January 2025 it was stated that the duration of CAIs is too long. Having the First Horse Inspection one of even two days before the actual start of the first Competition of some classes, the expenses for an OC and Athletes are high. By conducting the First Horse Inspection for CAIs in Harness will save time and money. |
| Delete 'smartly dressed' ... what is the sanction? |
| Proposed Wording |
| <p>2. First Horse Inspection</p> <p>2.1. This must take place at all Events CAIOs and Championships before the start of the first Competition. At CAIs the First Horse Inspection will take place in harness, minimum 30 minutes before the start of the Athlete in the first Competition.</p> <p>For CAIOs and Championships:</p> <p>2.2. It is conducted by the President of Ground Jury and the Veterinary Delegate acting together as an Inspection Panel with the President of the Ground Jury in charge.</p> <p>2.3. See Veterinary Regulations and Guidelines for OCs and Officials for details.</p> <p>2.4. For safety reasons, Horses must be presented in bridles and shown on a loose rein or lead. Each Horse must display its identity number (See Article 944.2).</p> <p>2.5. Horses are not permitted to wear bandages or blankets/rugs.</p> <p>2.6. No Horse may be presented with its identity concealed in any manner by application of paint or dye for example.</p> <p>2.7. One FEI Steward carrying a Whip must be present. The FEI Steward is the only person who may assist if a Horse refuses to trot. Handlers may not carry a whip while presenting the Horse. The use of a short whip for restraint of stallions and difficult Horses may be permitted by the Inspection Panel upon request (See Veterinary Regulations, Article 1043).</p> <p>2.8. The Inspection consists of an initial observation of the Horse standing still. It must then be walked in front of the Inspecting Committee, and then trotted 30 metres away from the Committee before returning towards the Committee at the trot.</p> <p>2.9. A Veterinarian may be allowed to handle a limb or other parts of the body, but may not perform any other clinical tests (i. e., flex a limb, or walk or trot a Horse in a circle). see Veterinary Regulations, Article 1038.</p> <p>2.10. In exceptional or doubtful cases, the Inspection Panel may direct that a Horse be placed in an officially supervised holding area (no whips allowed) for a further inspection to take place at a convenient time during the Inspection or in addition to be re-inspected on the following day without any request or presumption by the Athletes.</p> <p>2.11. 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</p> |

Horse must be presented by the same person as before In the Event of equality of votes within the Inspection Panel, the President of the Ground Jury will have a second and casting vote, and the decision will be announced immediately.

2.12. Any Horse, which is due for re-inspection on the following day and is accepted, can be sampled for Prohibited Substances.

2.13. Only a member of the Ground Jury has the authority to Disqualify any Horse which is considered to be unfit for the Event (marked lameness, serious injury or poor general condition). A Veterinarian has no authority to disqualify a Horse except where there is a welfare issue.

~~2.14. The Athlete or their representative who presents the Horse must be smartly dressed.~~

For CAIs

~~2.14. The First Horse Inspection must be carried out in harness before the turnout starts the Dressage test. It must be performed under the supervision of the Veterinary Delegate and/or the President of the Veterinary Commission and the Steward, reporting to the president of the Ground Jury. The Inspection is obligatory at all CAI Events. The Horse(s) must be presented by the Athletes themselves; Competing without presenting will result in an Elimination.~~

~~2.15. Horses will be inspected harnessed to their carriages. Leg bandages over-reach boots and brushing boots are permitted, but must be removed if required.~~

~~2.16. Only the Ground Jury member has the authority to Disqualify the Horse if it is considered to be unfit to continue the Event. It is permitted to substitute a Horse who has failed the In-Harness Inspection before Dressage, upon re-presentation, the Athlete may start the Dressage Competition.~~

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 935.3. Examinations and Inspections of Horses |
| Explanation for Proposed Change |
| <p>The proposal of ICDA is to skip the controlled warm up and cooldown. Therefore the Inspection should take place before the Marathon, as this is.</p> <p>As only members of the Ground Jury have the authority to Disqualify a Horse, a Jury Member should be present.</p> |
| Proposed Wording |
| <p>3. In-Harness Horse Inspection</p> <p>3.1. This must take place at all Events prior to the start of section A/Controlled Warm-Up section B of Marathon. A member of the Ground Jury and One Veterinarian isare responsible for this Inspection.</p> <p>3.2. The fitness of the Horse(s) must be determined by clinical observation, which may include:</p> <ul style="list-style-type: none"> a) measuring the heart rate, b) the respiratory rate c) and the temperature in accordance with the Veterinary Regulations. These observations must be recorded. <p>3.3. The Ground Jury member must Eliminate the Athlete if their Horse is considered to be lame, injured or obviously exhausted and unfit to continue the Competition.</p> <p>3.4. If a Horse entered in the Marathon is not presented at the In-Harness Horse Inspection, the Athlete must be eliminated before the start of the Section A/Controlled Warm-Up B.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

935.4. Examinations and Inspections of Horses

Explanation for Proposed Change

As the majority of the respondents of the ICDA Survey does not support the Cool Down, the proposal is to delete all wording on Cool Down. Of course the Examination after the Marathon should remain.

Proposed Wording

4. In-Harness Examination

4.1. The Examination must take place between 10 and 15 minutes after the Athlete has ~~entered the Cool-Down-area~~ finished section B at all Events. The Horse(s) must be presented by the Athlete. It must be performed under the supervision of a Treating Veterinarian in case any Horse needs immediate treatment. The Veterinarian has no authority to Disqualify a Horse. The veterinarian must report their findings to the Veterinary Delegate and President of Jury as soon as possible.

| |
|--|
| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 935.5.1. Examinations and Inspections of Horses |
| Explanation for Proposed Change |
| As only members of the Ground Jury have the authority to Disqualify a Horse, a Jury Member should be present. |
| Proposed Wording |
| 5.1. The In-Harness Inspection must be carried out before the turnout starts the Cones test. It must be performed under the supervision of a member of the Ground Jury and the Veterinary Delegate and/or the President of the Veterinary Commission and the Steward, reporting to the president of the Ground Jury. The Inspection is obligatory at all Events when Cones aren't on the same day as Dressage. The Horse(s) must be presented by the Athletes themselves; Competing without presenting will result in an Elimination. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

935.5.3. Examinations and Inspections of Horses

Explanation for Proposed Change

Is 'Declaration' still relevant?

Proposed Wording

5.3. Only the Ground Jury member has the authority to Disqualify the Horse if it is considered to be unfit to continue the Event. It is permitted to substitute a Horse who has failed the In-Harness Inspection before Cones, upon re-presentation, the Athlete may start the Cones Competition ~~and therefore change the declaration.~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

937.1.4. Weights and Dimensions

Explanation for Proposed Change

Annex 11 should be revised – measurement should be with wooden blocks.

Proposed Wording

1.4. The track width of all carriages is measured at ground level on the widest part of the **metal rim** of the rear wheels. For measuring of the carriages, please refer to Annex 11.

| |
|--|
| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 937.3. Weights and Dimensions |
| Explanation for Proposed Change |
| Add the clarification 3 (bottom page) into the Rules |
| Proposed Wording |
| A maximum of two (2) carriages, which must meet the requirements set out in Article 937, can be used in a Driving Event. The same Carriage can be (not compulsory) used for Dressage, Cones and Marathon, provided they meet the requirements set under Art 937.3 and 937.4 for CAI2* and above (See Article 936). For Single classes, the Groom must sit in the middle behind or beside the Driver Athlete during the Cones Competitions. For Pair Classes, the Groom must seat in the middle when using a Marathon-type carriage. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

938.1. Equipment

Explanation for Proposed Change

It is important to keep standards high in dressage, so we like to have this compulsory in dressage.

Proposed Wording

Article 938 Equipment

1. **Dressage Carriages** ~~may~~ must be fitted with forward facing lamps and rear lamps or reflectors in dressage only. Lamps or reflectors are not compulsory in Cones.

| |
|---|
| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 938.2. Equipment 938.3. Equipment |
| Explanation for Proposed Change |
| With the evolution of the Driving Sport, the tyres should be iron or solid, but to avoid any future discussion, all profile is allowed – more stability, more safe – therefore delete Annex 12. |
| Proposed Wording |
| 2. In all Competitions carriages must be fitted with iron or solid rubber tyres. The outer surface of the tyre must be smooth. Failure to comply results in an Elimination. For permitted tyres, please refer to Annex 12. 3. Pneumatic tyres are permitted in Para Driving. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

940.1.11. Harness, Carriage and Horses

Explanation for Proposed Change

This Article is / can be a reason for a lot of discussion. What is 'correctly and fully harnessed'. It has to be horse friendly. Delete this paragraph until there is a consensus of what the meaning is of 'correctly'.

Proposed Wording

~~1.11. The Horses must be correctly and fully harnessed to the carriage, including the reins.~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

940.11.2. Harness, Carriage and Horses

Explanation for Proposed Change

As in jumping, ear hoods may be attached to the noseband. There is no reason not to allow this.

Proposed Wording

11.2. Ear hoods and plugs are permitted. Ear hoods may ~~not~~ be attached to the noseband ~~and~~ **but** must allow free movement of the ears of the Horse. Failure to comply will result in 5 penalty points.

| |
|---|
| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 940.6.2. Harness, Carriage and Horses |
| Explanation for Proposed Change |
| No text – remove |
| Proposed Wording |
| |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

942.4. Safety

Explanation for Proposed Change

Respondents of the ICDA Survey expressed the wish to lower the age limit to 10 years for passengers and during training. Minimum age of Grooms remain 14.

Proposed Wording

4. During the On-Site Preparation Period and the Period of Jurisdiction , no person under the age of ~~14-10~~ may be on a carriage (~~except for Children classes~~).

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

942.5. Safety

Explanation for Proposed Change

The description of 'one earphone' needs clarification. During only Dressage and Cones this is not permitted, so why mention one airphone.

Proposed Wording

5. Earphones and/or electronic communication devices may never be worn during FEI Driving Dressage and Cones Competitions. ~~For the avoidance of any doubt, Athletes, Grooms or any other person may wear one earphone at any other time while on a Carriage or Mounted.~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

942.6.a.Safety

Explanation for Proposed Change

The Driving Rules do not include any Medical Services Requirements as in the Eventing Rules (Appendix D). Given the significant risks of serious injury to Athletes ICDA is recommending that Driving adopts a Medical Services protocol which sets out the minimum requirements for competitions.

This is an important Art. – the collection of information is not done by the majority of the OCs

- 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).

Respondents of the ICDA survey like to have more information regarding this Art.

We recommend to add relevant info / text from Annex D from the FEI Eventing Rules to be included in this Article or as an Annex.

Proposed Wording

Add relevant info / text from Annex D – FEI Eventing Rules for CAI3* and above.

| AVAILABILITY | MEDICAL PERSONNEL | NUMBERS OF MEMBERS IN EACH TEAM | QUALIFICATIONS |
|--|---|---------------------------------|---|
| Cross-Country test: At least 1 team | Advanced Medical Response Team | At least: 2 | At least: 1 member with the minimum necessary skills to: i. perform advanced airway management, preferably with rapid sequence anaesthesia, intubation and rescue airway techniques; decompress a tension pneumothorax; ii. insert intravenous and introsseous lines to administer fluids and analgesia; and, iii. apply pelvic binders, cervical collars and place suitable splints for fractures; iv) perform procedural sedation to allow rapid and humane limb reduction, splintage, extraction and transport. |
| Dressage, Jumping and Cross Country tests: At least 1 team | Standard Medical Response Teams | Minimum: 1 Ideally: 2 | Training in immediate care and appropriate equipment for airway support, wound, bleeding and fracture management. |
| Mandatory for the Cross Country test, optional for the Dressage and Jumping tests | Cross Country Test: Ambulance or for the transportation of injured or sick athletes to an appropriate treatment facility. In countries where stationing ambulances at an event is not permitted by the law, a plan must be in place for medically appropriate transport available as soon as possible on site (target: 15 minutes, maximum 30 minutes). Jumping & Dressage Tests: As above, or, at the minimum, a plan must be in place for medically appropriate transport available as soon as possible on site (target: 15 minutes, maximum 30 minutes). | | - For events, ambulances should contain equipment for advanced airway support including oxygen, treatment of pneumothorax, intravenous access and fluids; management of cervical spine and other back injuries, long bone fractures. - The ambulance personnel must be adequately trained to use all such equipment. |

Annex D Medical Services
Requirements for Medical Services at FEI Competitions

Medical Services Coverage at FEI Competitions
This Annex outlines the medical service coverage to be implemented by Organising Committees (OCs) of FEI Eventing Events. It must be read in conjunction with the "Guidelines for the Medical Coverage at Events" available on the FEI website.

I. MEDICAL SERVICES REQUIREMENTS APPLICABLE THROUGHOUT THE EVENT
1. Chief Medical Officer (CMO)*)
1.1 Role
The CMO is appointed well in advance of the event and works closely with the Organising Committees when planning for event medical coverage and participates in the preparation of the Serious Incident Management Plan (SIMPP) for the event.
At Championships where the CMO will arrange a meeting for the international team doctors and medical personnel in order to familiarise them with the venue and available medical resources provide the necessary contact information to access the medical services.
1.2 Qualifications
The CMO does not have to be a physician, but is suitably experienced in the planning of medical coverage for equestrian events and has knowledge of the available local emergency medical resources and applicable local regulations.
2. First aid for spectators and workforce
First aid services for spectators and workforce must be provided in compliance with the locally applicable legislation and guidelines and following consultation with the CMO and local emergency medical service personnel.
3. On-site medical personnel
On-site medical personnel as detailed below must be available during the hours of competition and training periods.
They must be able to cover all riding and competition areas, stables, and on-site accommodations.

4. Medical personnel access to the venue
All medical personnel with their emergency equipment and transport must have credentials and access to the entire venue at all times, including the stable area and finish during the competition.
They must be familiar prior to the competition with all access routes to the competition areas and anticipate alternatives in the event of inclement weather conditions which may necessitate the use of all-terrain vehicles for transport to ensure rapid evacuation.
Reliable radios must be available to ensure coordination with competition officials.

5. Radio & telephone communications

- Radio communications must be made available throughout the entire competition, to alert the on-site emergency medical providers
- A telephone line or cell phone must be reserved for immediate communication with the designated local emergency medical service and emergency hospital for additional needed resources or notification of transport from the event site.

II. MEDICAL SERVICES REQUIREMENTS APPLICABLE DURING COMPETITION TIME (INCLUDING DESIGNATED WARM-UP TIMES)
1. Medical response - DRESSAGE AND JUMPING tests

| MINIMUM REQUIREMENT | | |
|--|---|---|
| Medical personnel type | Response time | Logistical considerations |
| 1 x Standard Medical Response Team available on site | Strongly recommended: maximum 3 minutes ¹⁾ from notification of accident | Should have an immediate access to any part of the competition arena and warm up areas. |
| + | | |
| Additional medical personnel required for adequate coverage | | |
| As pre-determined by the CMO and OC depending on the layout and number of arenas | | |
| + | | |
| If possible: ambulance or equivalent arrangement (see table in II.3 for details) for: | | |
| - Treatment of minor ailments | | |
| - Observation and initial treatment of serious injuries or illness | | |
| - Transportation to appropriate medical facilities. | | |

2. Medical response – CROSS COUNTRY test
MINIMUM REQUIREMENT

| Medical personnel type | Planned recommended Response time | Logistical considerations |
|--|--|---|
| 1 x Advanced Medical Response Team available at all times on site | maximum 5 minutes ^(*) from notification of accident | Capability of rapid deployment to any part of the course (including warm-up area) and all obstacles on the cross country course |
| + | | |
| Additional medical personnel required for adequate coverage | | |
| As pre-determined by the CMO depending on the layout of the Cross Country courses and the accessibility of the site. | | |
| + | | |
| If possible: ambulance or appropriate transportation plan (see table in II.3 for details) for: | | |
| - Treatment of minor ailments | | |
| - Observation and initial treatment of serious injuries or illness | | |
| - Transportation to appropriate medical facilities. | | |

Note: (*) The timing are new requirements.

3.1 Evacuation of injured athletes from the field of play

Provisions should be clearly established before the start of the competition for intermediate transport of any injured athletes off the field of play to the transport ambulance. Possible adverse transport conditions due to weather conditions should be anticipated. This may include all wheel drive transport options which will require pre-positioning at the direction of the CMO and on-site medical providers.

3.2 Plan for the transportation of injured athletes to hospital

- In determining the number of ambulances, the CMO and CC should consider the distance to the nearest trauma hospital in case an ambulance has to leave the competition site, making sure that another appropriately equipped ambulance is still readily available to cover the competition. Otherwise the competition must be delayed until a replacement ambulance is on-site.
- Rapid routes for access and departure must be prepared in advance and safeguarded during the competition for the expeditious transfer of the seriously injured to an appropriate medical facility. This should also include pre-determined plans for access and egress for jumps that are deemed potentially high risk.
- Depending on the access to the site and the distance to a trauma hospital (greater than 60 minutes by land transport), helicopter evacuation should be strongly considered for seriously injured Athlete at the discretion of on-site medical personnel. A suitable landing zone should be identified and secured in advance for the medical evacuation helicopter. This information should be relayed by the CMO to the appropriate medical evacuation helicopter service in advance of the competition.

III. MANDATORY MEDICAL ASSESSMENT AFTER A FALL

If an Athlete falls at a Competition, the Athlete will not be allowed to continue without a medical assessment by on-site medical personnel, even if the Athlete has no obvious injury. Please see applicable FEI rules if an Athlete refuses medical evaluation which will result in immediate elimination for the remainder of the competition.

Article 523.3 All Athletes that have had a fall during training on the Competition site or in Competition must be examined by the Official Medical Officer before they either take part in another test, Competition or leave the venue. The Athlete is fully responsible for ensuring that this examination takes place.

Article 527.1.d. Any Athlete who leaves the venue after a fall without submitting to the examination required under this Article will automatically be issued an Eventing Recorded Warning for incorrect behaviour, which will be delivered to their National Federation.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

942.8. Safety

Explanation for Proposed Change

Safety at events – level of communication between OC & officials needs to improve: Key aspects of the safety / emergency plan should be shared with the athletes. There should be a template of an emergency plan provided by the FEI.

Proposed Wording

8. Key aspects of the safety and emergency plan of the OC should be shared with the Athletes before the start of the Competition. The FEI should provide a template of an emergency plan.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

943.2. Participation

Explanation for Proposed Change

There should be more flexibility in competing and / or acting as a groom at CAI3* - not being a World Cup qualifier.

Possibility to start 2x in CAIO.

Proposed Wording

| ATHLETES | At one same Event | | | |
|----------------------|----------------------------|---|-------------------------------|------------------------------------|
| | Permitted number of starts | Allowed to compete in different category as athlete | Act as groom in same category | Act as groom in different category |
| CAIO, Championships | 1 | No | No | No |
| CAIO | 2 | No | No | No |
| CAI3* WCQual | Up to 2 | Yes | No | No |
| Championships for YH | Multiple | Yes | No | No |
| CAI 3* (not WC Qual) | Up to 2 | Yes | No | No Yes |
| CAI 2* | Up to 2 | Yes | Yes in CAI1* or CAI2* | Yes in CAI1* or CAI2* or CAI3* |
| CAI 1* | Up to 2 | Yes | Yes in CAI1* or CAI2* | Yes in CAI1* or CAI2* or CAI3* |

| GROOMS | At one same Event | | |
|----------------------|---|---|---|
| | Permitted number of starts | Allowed to compete in different category as Groom | Allowed to compete in different category as Athlete |
| CAIO, Championships | Multiple (except on Marathon only once) | Yes (except on Marathon) | No |
| CAI3* WCQual | Multiple | Yes | No Yes |
| Championships for YH | Multiple | Yes in each category: 5-6-7 year | No |
| CAI 3* (not WC Qual) | Multiple | Yes | No Yes |

| | | | |
|--------|----------|-----|-----------------------------------|
| CAI2* | Multiple | Yes | Yes in CAI1* or CAI2* or CAI3* |
| CAI 1* | Multiple | Yes | Yes in CAI1* or CAI2* or CAI3* |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

943.2.11. Participation

Explanation for Proposed Change

As stated before, the proposal for minimum age is 10 for passengers.

Proposed Wording

2.11. Passengers may not ride on the carriage during any Competitions.
No passengers under the age of ~~14~~ 10 years old are permitted on the carriage during the Event.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

944.2.1. Identification Number

Explanation for Proposed Change

As the maximum number of Horses is 5, the letters should be A-E

Proposed Wording

2.1. Horses must be issued with a letter from A to ~~F~~-E which follows the Athlete's Identification Number. This identification must be attached to the left side of the Horse (Pairs and Fours should have them, visible, on the outside when in harness) at all times within the Showgrounds, when it is outside its stable.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

944.3.1. Identification Number

Explanation for Proposed Change

See explanation Art. 911 – important for the majority of the Athletes is that the PoJ is included in the system of Yellow Warning Cards.

Proposed Wording

3.1. Failure to display the Event Numbers of Athletes or the identification numbers of Horses will incur a warning for the first occurrence. A repeated offence will incur a Yellow Warning Card issued by the President of the Ground Jury or the Chief Steward **with approval of the President of the Ground Jury.**

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

945.1.1. Starting Order

945.2.1.1.

Explanation for Proposed Change

Outside assistance – physical outside assistance – needs be clarified in the FEI Driving Rules. The majority of the respondents of the ICDA Survey have the opinion that leaving a whip on the ground to be picked / bucket of water / showing times on a paper during marathon is not considered physical outside assistance. Physical assistance is external help provided to an Athlete / Groom in a physical manner – handing over items ('hand to hand'). See below for the definition of physical outside assistance.

Physical Outside Assistance generally refers to any external help provided to a person in a physical manner, often in situations where independent effort is expected. The specific definition can vary based on context, but here are some common interpretations:

1. **In Sports & Competitions** – Any aid given by an external party (such as a coach, teammate, or spectator) that provides a physical advantage, like pushing a cyclist, handing a runner water outside designated aid stations, or fixing equipment during a race. Many competitive events prohibit physical outside assistance to ensure fair play.

The alternative would be to delete the whole Article and allow this – it is part of the evolution of the sport – outside assistance with electronics is allowed – maybe this can be the next step.

Proposed Wording

1.1. Any physical intervention by a third party, not riding on the carriage, whether solicited or not, with the object ~~of facilitating the task of the Athlete to provide external help in a physical matter / handing over items to the Athlete, Groom or his Horses, or helping their Horses,~~ is considered to be outside assistance.

2.1.1. Any physical intervention by a third party, not riding on the carriage, whether solicited or not, with the object ~~of facilitating the task of the Athlete to provide external help in a physical matter / handing over items to the Athlete, Groom or his Horses, or helping their Horses,~~ is considered to be outside assistance. Any Athlete who has received outside assistance may be eliminated by the Ground Jury.

Alternative – delete Art.

~~1.1. Any physical intervention by a third party, not riding on the carriage, whether solicited or not, with the object of facilitating the task of the Athlete to provide external help in a physical matter / handing over items to the Athlete or his Horses, or helping their Horses, is considered to be outside assistance.~~

~~2.1.1. Any physical intervention by a third party, not riding on the carriage, whether solicited or not, with the object of facilitating the task of the Athlete to provide external help in a physical matter / handing over items to the Athlete or his Horses, or helping their Horses, is considered to be outside assistance. Any Athlete who has received outside assistance may be eliminated by the Ground Jury.~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

946.1.1. Substitutions
946.1.2.

Explanation for Proposed Change

Why should a OC have to give its approval. The number of Horses does not change.

As we like to not include Horses on the nominated entry list (easier to change), only the Athletes, this Art. should be altered accordingly.

For Pony Championships it can be useful to have an Athlete, entered with a Pair, to replace a Single Athlete.

Proposed Wording

1. Substitutions before an Event

1.1. If the Veterinary Commission/ Delegate advises, and the Ground Jury concurs, that a Horse is not fit to take part, or in the event of an accident or illness of an Athlete and/or a Horse (substantiated by a certificate from an official recognised doctor and/or veterinarian), substitutions may be made ~~provided the OC gives its approval~~ up to one hour before the start of the first Horse Inspection.

1.2. However, for Championships, ~~a Horse or Athlete, or a combination of Horse and the Athlete~~ may only be replaced by ~~a Horse and/or an Athlete listed in the same class~~ on the nominated entry list.

| |
|---|
| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 948.2.1. Starting Order |
| Explanation for Proposed Change |
| The majority of the respondents of the ICDA Survey has the opinion that a free draw like CAIs is the most fair way to determine the starting order for dressage: same as 948.1 - free draw allocation in public with president of the jury. There is a very strong support amongst ICDA members to this given the perceived disadvantage of competing on the first day / group of dressage. |
| Proposed Wording |
| <p>1. Starting order for CAIs</p> <p>1.1. Starting order for the first Competition for CAIs</p> <p>1.1.1. The starting order will be a physical draw, held in the presence of the President of the Ground Jury and open to Athletes.</p> <p>1.1.2. Starting Order for the second and third Competitions for CAIs</p> <p>2. Starting order for CAIOs and Championships</p> <p>2.1. Starting order for Dressage for CAIOs and Championships</p> <p>The draw for the starting positions for all Athletes in the Dressage Competition will be made after the first Horse Inspection, in the presence of the Ground Jury, Technical Delegate and Chef d'Equipe, according to the following method:</p> <p>The total starting places will be divided into six blocks (A to F) and the Athletes will be allocated to each block as follows:</p> <p>Block A – Individual Athletes 1/3</p> <p>Block B – First Athletes in each Team</p> <p>Block C – Individual Athletes 1/3</p> <p>Block D – Second Athletes in each Team</p> <p>Block E – Individual Athletes 1/3</p> <p>Block F – Third Athletes in each Team</p> <p>The team member position will be filled first according to the draw of countries and the starting order within each team previously declared, after the Horse Inspection, by its Chef d'Equipe. The Chef d'Equipe of the team with only two members must declare which starting position shall remain vacant.</p> <p>2.2. Starting order for Marathon for CAIOs and Championships A second draw will be done after the Dressage;</p> <p>a) The Athletes are divided in two groups along the Dressage result with the group A (the worse placed 50%) and the group B (better placed</p> |

~~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.~~

~~2.3. Starting order for Cones for CAIOs and Championships~~

| |
|---|
| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 950.1. The Arena 950.2. |
| Explanation for Proposed Change |
| The ICDA Survey shows that all classes are comfortable with the 40x80 arena. Just for horse teams the consensus is to stay with 100 x 40 for all events, especially CAIOs and championships. For OCs who do not have the opportunity to layout an 40x100m arena, the option should be open for a 40x80m. More important is that a dressage test is designed which is suitable for 40x80 and 40x100m. |
| Proposed Wording |
| <ol style="list-style-type: none"> 1. The Driven Dressage arena must be 80mx40m for all classes, except for the Four-in-Hand Horse class, where an 80x40m or an 100x40m arena may be used. 2. For FEI Driving Championships and CAIOs for Four-in-Hand Horse class, the Driven Dressage Arena must be 80x40m for all classes except for the Four-in-Hand Horse Class where the arena 100x40m. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

950.3. The Arena

Explanation for Proposed Change

To facilitate OCs it is not necessary to move the judges positions (houses) when change the size of the arena – time consuming.

Position of judge box around the dressage arena, should be within a range of their letter but not automatically in line with their letter(see Annex 1 as well).

Proposed Wording

3. Arenas must be laid out in accordance with the Annex 1. **In case of changing the size of the arena between classes, it can be decided by the Technical Delegate in conjunction with the President of the Jury and OC not to move the judging positions.**

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

952.2. Conditions

Explanation for Proposed Change

Typo

Proposed Wording**2. Memory**

The FEI Driven Dressage Test must be driven from memory. Speaking or indication given by a Groom will incur 10 penalties (10 ~~penalites~~ **penalties** can only be given once per Test).

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

953.1. Judging

Explanation for Proposed Change

See also Art. 950.3.

Proposed Wording**1. Positions of Judges**

When there are five (5) Judges officiating they must be seated at CRSVP. If there are three (3) Judges the places must be CVP. The positions may be changed in case of extreme weather conditions **or change of arena size, see Art. 950.3**. The President of the Ground Jury will decide the positions. For CAI1*, when there are two (2) Judges officiating, they may be seated at C and B or C and V.

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 958.1.3-6 Classification |
| Explanation for Proposed Change |
| As set out in the explanation for 900.4 the balance in scoring the suggestion is to have the scoring for dressage set to percentage: to percentages. Furthermore this will be easier to understand for spectators and for calculation office as no issues with coefficients etc. |
| Proposed Wording |
| <p>1.3. In order to adjust the influence of Driven Dressage on the whole Event, where the total possible marks for the Test are greater than 160, the average score will be multiplied by the coefficient printed expressed in percentages on the score sheet to obtain the adjusted average score to be used in the results.</p> <p>1.4. Penalties are only awarded by the President of the Ground Jury at C. Any penalties will be deducted from the adjusted obtained average percentage score and the final total will be deducted from 160-100 (per cent)-to obtain the penalties for the Test.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

959 General

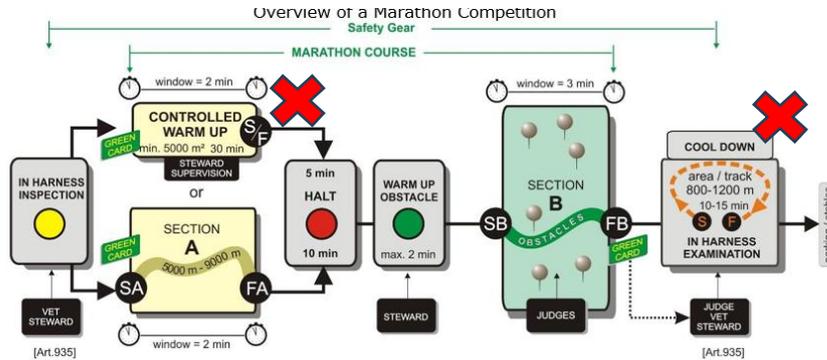
Explanation for Proposed Change

Marathon - choice of either:

- Free warm up – start only possible after vet check - or Section A.
- No controlled warm-up. (Just like dressage/cones warm-up)
- No cool down section: stay for approximately 10 minutes and leave after check by vet/judge
- Vet check before start B – like dressage & cones during the warming -> presenting to vet for inspection / check – see Art. 935.3 – proposal

Warm up marathon – should not be a controlled warm up for any event. Section A should be optional. Where there is no section A, there should be a (sand) arena available for warm up

Proposed Wording



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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 960.1.3. The Course |
| Explanation for Proposed Change |
| <p>Marathon - choice of either:</p> <ul style="list-style-type: none"> - Free warm up – start only possible after vet check - or Section A. - No controlled warm-up. (Just like dressage/cones warm-up) <p>No cool down section: stay for approximately 10 minutes and leave after check by vet/judge</p> |
| Proposed Wording |
| <p>1.3. The Marathon Course must may consist of two Sections (A and B or Controlled Warm-Up and B) and a Cool Down in all classes and levels.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

960.1.6. The Course

Explanation for Proposed Change

Marathon - choice of either:

- Free warm up – start only possible after vet check - or Section A.
- No controlled warm-up. (Just like dressage/cones warm-up)

No cool down section: stay for approximately 10 minutes and leave after check by vet/judge

Proposed Wording

1.6. Free warm up before the start of B. An available area (unstewarded) will be available for warmup. As an alternative option to the Section A there can be used ~~a Controlled Warm-Up with a maximum Time Allowed of 30 minutes in a designated warm-up arena with minimum 5000 square metres, properly stewarded, with a judge in attendance.~~

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 960.2. The Course |
| Explanation for Proposed Change |
| <p>Marathon - choice of either:</p> <ul style="list-style-type: none"> - Free warm up – start only possible after vet check - or Section A. - No controlled warm-up. (Just like dressage/cones warm-up) <p>No cool down section: stay for approximately 10 minutes and leave after check by vet/judge</p> |
| Proposed Wording |
| The pace in Section A, B and Controlled Warm-Up and Cool-Down Area is free. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

960.2. The Course

Explanation for Proposed Change

The number of obstacles for Championships is set: 8 obstacles. The proposal is to set this: 7 – 8 for Single Horses and Pony classes.

Section A option (**max. 12 km/h horses, 11 km/h ponies**) – to allow a part of walking as well – horse welfare!

Proposed Wording

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

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 960.7. The Course |
| Explanation for Proposed Change |
| The restrictions of the Cool Down are not needed, only a check by the vet / steward after the end of section B are compulsory. |
| Proposed Wording |
| <p>7. Cool-Down-Area Finish B</p> <p>At the end of the Section B, a Cool-Down area (Arena, Loop or track) of between 800 m and 1200 m in size must be installed. The In-Harness examination, as per Art 935.4 must be performed between ten and fifteen minutes after the Athlete has entered the cool-down area after the end of the Section B. The Groom(s) may walk besides the Carriage, and additional support personnel may be present in this area. The only penalty that can be incurred in the Cool-Down Area is Elimination, if the Athlete leaves the area before presenting their Horses, the Athlete is eliminated. Brushing boots and bandages may be removed from the Horses. After the Horses have been examined and cleared by the Veterinarians, turnouts must can leave the Cool-Down Area.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 961.1.2. Obstacles in Section B |
| Explanation for Proposed Change |
| <p>The number of obstacles for Championships is set: 8 obstacles. The proposal is to set this: 7 – 8 for Single Horses and Pony classes (Art. 960.2.) to balance the scores in marathon.</p> <p>When the number of obstacles is reduced - equal balance:</p> <ul style="list-style-type: none"> - marathon with 8 obstacles: 0.25 penalty point per second - marathon with 7 obstacles: 0.3 penalty point per second - marathon with 6 obstacles: 0.35 penalty point per second |
| Proposed Wording |
| <p>1.2. For Senior Championships there must be eight (8) Obstacles. For Pony and Single Horse Championships there can be seven (7) Obstacles.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 961.1. Obstacles in Section B 969 968.1.1. |
| Explanation for Proposed Change |
| ICDA suggests to increase weighting of times as number of marathon obstacles reduces to have an equal balance of scoring. For example: - marathon with 8 obstacles: 0.25 penalty point per second - marathon with 7 obstacles: 0.3 penalty point per second - marathon with 6 obstacles: 0.35 penalty point per second Art. 969 – Only in the summary the 0.25 penalty point per second is mentioned - no reference to 968.1.1. |
| Proposed Wording |
| 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. - marathon with 8 obstacles: 0.25 penalty point per second - marathon with 7 obstacles: 0.3 penalty point per second - marathon with 6 obstacles: 0.35 penalty point per second Any time over the Time Allowed in each of the Sections, will be multiplied by 0.25. Any time under the Minimum Time in Sections A and B will be multiplied by 0.25. 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. |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 961.2.2. Obstacles in Section B |
| Explanation for Proposed Change |
| This should be achieved by fencing, not by double lines on the ground. In case of a mistake of driving the Athlete will be severely punished. |
| Proposed Wording |
| 2.2. In order to avoid Athletes driving a dangerous and unsafe route through an Obstacle, the Course Designer may draw a double line of any color on the course map and on the ground to indicate a track which cannot be crossed at any time by an Athlete. If the Athlete crosses the area of the course marked by the double line, they will incur 20 penalty points. A Course Designer cannot draw more than 8 double lines on the course map in total. The double lines to be used in the course must be drawn on the ground at least 48 hours before the first start of the Marathon competition. |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 961.3.9. Obstacles in Section B |
| Explanation for Proposed Change |
| The proposal is to further limit the depth of water crossings. More horse friendly and more attractive for spectators. |
| Proposed Wording |
| 3.9. Where a constructed water crossing is included in an Obstacle, the depth of the water must not be more than 30 20 cm. Where natural water is used the Technical Delegate may allow a maximum depth of 50 40 cm. The bed of any water crossing must be firm. Where water depth exceeds 50 40-cm a substantial fence, firmly fixed, must be constructed, to prevent Horses going into deep water. |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 961.5.4. Obstacles in Section B |
| Explanation for Proposed Change |
| <p>If the heavy mobile elements are properly fixed in the ground (min. 50 cm in ground), no need for dislodgeable elements on every element, only where needed.</p> <p>Balance needs to be struck between safety/welfare and risk of errors where there are multiple balls falling.</p> |
| Proposed Wording |
| <p>5.4. The number of dislodgeable/detachable elements must not exceed 24 in total on fixed Obstacles. Each Heavy Mobile Obstacle element must may have one dislodgeable/detachable element each, not counting in the 24. Athletes will incur two penalties for each element dislodged. Elements connected to each other are counted as one element.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 962.2.3. Inspection of the Course |
| Explanation for Proposed Change |
| Nowadays more and more whatsapp-groups are used for distributing information. Therefore it is recommended to set a time for sending this kind of information. |
| Proposed Wording |
| 2.3. Copies of maps of the entire Course must be available at the briefing , for those requiring them or electronically at least 48 hours before the first Athlete is due to start Marathon . The maps must show each Section, the location of all the Obstacles and numbered compulsory turning flags, kilometre kilometer markers, and any areas of the Course which are closed to motor vehicles. |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 962.3.3. Inspection of the Course |
| Explanation for Proposed Change |
| As the proposal is to not have a Controlled Warm-Up and at the same time allowing Trainers, Athletes and Grooms in the Sections to follow turnouts, the course should not be closed anymore, just the Obstacles. |
| Proposed Wording |
| 3.3. The course is closed for inspection from the time the first Athlete starts Section A or Controlled Warm-Up. The Obstacles in Section B may be left open until the first Athlete starts Section B. Chefs d’équipe, Trainers, Athletes and Grooms may follow turnouts. Routes to be agreed with the TD and OC. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

963.1. Times

Explanation for Proposed Change

Marathon - choice of either:

- Free warm up – start only possible after vet check - or Section A.
- No controlled warm-up. (Just like dressage/cones warm-up)

No cool down section: stay for approximately 10 minutes and leave after check by vet/judge,

Proposed Wording

1. Timetable

1.1. A timetable showing the start of Section A ~~or Controlled Warm-Up~~ or Section B when no Section A is offered and the timetable of each Section, including the halt, must be drawn up by the OC for the Ground Jury and Technical Delegate. It must be adjusted in the event of unforeseen circumstances and redistributed.

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 963.1.2. Times |
| Explanation for Proposed Change |
| <p>Art. number not correct</p> <p>Marathon - choice of either:</p> <ul style="list-style-type: none"> - Free warm up – start only possible after vet check - or - Section A. <p>No controlled warm-up. (Just like dressage/cones warm-up)</p> |
| Proposed Wording |
| <p>3.6.1. 1.2. A timetable showing the starting time for each Athlete on Section A of Controlled Warm-Up or Section B when no Section A is offered must be provided to the Athletes and the timekeeper at the start of Section A. Running order lists must be provided to all other timekeepers, ground observers and Obstacle observers.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 963.2. Times |
| Explanation for Proposed Change |
| <p>Marathon - choice of either:</p> <ul style="list-style-type: none"> - Free warm up – start only possible after vet check - or - Section A. - No controlled warm-up. (Just like dressage/cones warm-up) |
| Proposed Wording |
| <p>2.2. The Minimum Time in Section A is two minutes less than the Time Allowed. 2.3. The Minimum Time in a Controlled Warm-Up is two minutes less than the Time Allowed. 2.4. The Minimum Time for Section B is three minutes less than the Time Allowed. 2.5. The Time Limit for Section A and Controlled Warm-Up is the Time Allowed plus 20%. The Time Limit for Section B is twice the Time Allowed. 2.6. The Time Limit in the Cool-Down area is minimum 10 minutes and maximum 15 minutes.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 963.4. Times |
| Explanation for Proposed Change |
| <p>Marathon - choice of either:</p> <ul style="list-style-type: none"> - Free warm up – start only possible after vet check - or Section A. - No controlled warm-up. (Just like dressage/cones warm-up) |
| Proposed Wording |
| <p>4. Start and finish (Section A, Controlled Warm-Up, B and Cool-Down)</p> <p>4.1. Athletes should be at the start of Section A or the Controlled Warm-up-B at least 10 minutes before their published Start Time.</p> <p>4.2. If an Athlete is not ready to start Section A or the Controlled Warm-up-B at their scheduled time, the Timekeeper will start the Athlete at the earliest available time at their 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 of a penalty per second of the time elapsed between their scheduled start time and the time the Athlete was ready to start, and the Athlete 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 or B is delayed for organisational reasons.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 963.5. Times |
| Explanation for Proposed Change |
| Marathon - choice of either: <ul style="list-style-type: none"> - Free warm up – start only possible after vet check - or Section A. No controlled warm-up. (Just like dressage/cones warm-up) |
| Proposed Wording |
| 5. Time Penalties in Section A, Controlled Warm-Up and Section B 5.1. In Section A, Controlled Warm-Up and Section B, Athletes will be penalised 0.25 of a penalty per second for exceeding the Time Allowed. 5.2. Athletes completing Section A, Controlled Warm-Up and B in less than the minimum time will be penalised 0.25 of a penalty point for each second they are early. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

964.5. Penalties on the Marathon Course

Explanation for Proposed Change

Marathon - choice of either:

- Free warm up – start only possible after vet check - or Section A.

No controlled warm-up. (Just like dressage/cones warm-up)

Proposed Wording

5. Dismounting in the sections

5.1. During Section A, ~~Controlled Warm-Up~~ and Section B (except inside the Obstacles), 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.

~~5.2. In the Cool-Down area, only Grooms may walk besides the Carriage.~~

5.3. The Athlete and all Grooms must be on the carriage as it crosses the Start and Finish Line and passes through the compulsory turning flags in each Section (Section A, ~~Controlled Warm-Up~~ and Section B). Failure to do so incurs 5 penalty points for Grooms and 20 penalty points for the Athlete on each occasion.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

964.6.3. Penalties on the Marathon Course

Explanation for Proposed Change

As it is sometimes hard for an Athlete to see if repairs need to be done, a check should to be possible within the 30 meters without incurring penalty.

Proposed Wording

6.3. If an Obstacle is situated within 300m of the finish line, an Athlete is allowed to stop to **check the harness or carriage and/or** carry out necessary repairs to the harness or carriage (missing or disconnected trace, pole strap or reins) without penalty as long as the Athlete stops within the signed 30 metres after leaving the last Obstacle, as per art. 964.7.1. Stopping for any other reason between the last Obstacle or the 300 metres sign, whichever is closer to the finish line in Section B, will incur 10 penalties for each occurrence.

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

965.2.7. Obstacle penalties

Explanation for Proposed Change

See proposal Art. 961.2.2. The use of double line should be avoided. Better to have a barrier in place, not to have any doubts and issues. Furthermore, since the existence of this rule, no added value is created.

Proposed Wording

~~2.7. An Athlete is not considered as having have crossed a double line as per the Article 961.2.2 until the whole turnout has crossed the double line.~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

965.6.4. Obstacle penalties

Explanation for Proposed Change

When an Athlete is stopped in the marathon by Ground Jury or Vet – this should come with a time allowance 2 minutes – horse welfare by allowing the Ground Jury or Vet to have a proper examination.

Proposed Wording

965.4. (new) It is the responsibility of the Athlete to stop immediately in the Section when requested by a member of the Ground Jury or a Vet on order to have a Horse / Horses inspected. A maximum time allowance of 2 minutes will be granted by the Ground Jury if needed and the time adjusted for this inspection if the Athlete is allowed to continue.

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 965.7.3. Obstacle penalties |
| Explanation for Proposed Change |
| Proposal no Cool Down Area |
| Proposed Wording |
| 7.3. The Time Limit for Athletes in Obstacles is five minutes. If Athletes fail to complete the whole obstacle and pass the exit flags within the time limit, the Obstacle Observer is to blow two blasts on a whistle indicating to the Athlete that the time limit has been reached. The Athlete is eliminated, must then vacate the obstacle as quickly as possible with assistance if necessary, and the Horses must be checked by the Veterinarian at the end of the Cool-Down Area Marathon or in the stables if they have been given the authorisation to go directly back to the Stables by the Veterinarian. The Athlete may not continue in the Marathon Competition. |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

973.7.1. Obstacles

Explanation for Proposed Change

Nowadays the majority of the Athletes has a smart watch or other electronic device to measure the course. The proposal is to delete the paragraph on measuring wheels incl. punishment.

Proposed Wording

7.1. The Course must be open for inspection at least one hour and forty five minutes before the start of the Competition. A 15 minute window must be observed between the end of the inspection and the first start. Only Chefs D'Equipe (when applicable), Athletes and one accompanying person per Athlete at a time are allowed to inspect the Course on foot and they must be correctly and smartly dressed. ~~Athletes and their accompanying person and Chef d'equipe are not permitted to use measuring wheels when inspecting the Course. At an Event, a warning will be issued for the first offence and a Yellow Warning Card from the President of the Ground Jury for subsequent offences~~

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

974.1. Cones Competition Summary

Explanation for Proposed Change

The majority of respondents of the ICDA Survey has the opinion that the speed in the cones for the Single Ponies is too fast – safety! The proposal is to lower this to 250 meters per minute and maybe minimize the cones width to 155 cm.

Proposed Wording

| | Division | Speed | Cones Width | Serpen- tine | Zig-zag | Wave | Distance between Obstacles (m) |
|-------|------------------|-------|--|-----------------|---------|-------|---|
| | class | M/min | (cm) | (m) | (m) | | |
| Horse | Four-in- Hand | 240 | 185 | 10-12 | 11-13 | 10-12 | 15 |
| | Pair | 250 | 170 | 6-8 | 10-12 | 8-10 | 12 |
| | Single | 250 | 160 | | | | |
| | Para Driving | 230 | | | | | |
| Pony | Four-in- Hand | 240 | 160 | 8-10 | 9-11 | 8-10 | 12 |
| | Pair | 250 | 160 ✗ (Children: 20cm clearance) | 6-8 | | | |
| | Single | 260 ✗ | | | | | |
| | Children | 220 | | | | | |
| | Para Driving | 230 | | | | | |

Cones Width: 155 cm for pony singles

Speed: 250 m/min for pony singles

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 975.10.7. Judging Cones Competition |
| Explanation for Proposed Change |
| <p>Measurement cones course – the outcome of the ICDA Survey is:</p> <ul style="list-style-type: none"> - Develop a mobile device to help improve accuracy of measuring the driving lines (4 wheeled maybe) - Bring back the possibility changing time after 3 Athletes to ensure a correct balance of the Cones as a element of the total results. <p>Should the timing be adjusted by the Ground Jury, this will be announced by the Commentator</p> |
| Proposed Wording |
| <p>10.7. After 3 Athletes there is the possibility to alter the Allowed Time in such a way that the Athletes who already finish the Cones Course do not incur additional penalties for exceeding the Time Allowed.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

975.10.6. Judging Cones Competition

Explanation for Proposed Change

Incorrect Art. number

Proposed Wording

~~1.1.~~ **10.6.** Penalty for exceeding the Time Allowed: any time over the Time Allowed in hundredths of a seconds, multiplied by 0.5. Penalties will be calculated to two decimal places.

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 975.10.7. Judging Cones Competition |
| Explanation for Proposed Change |
| <p>Measurement cones course – the outcome of the ICDA Survey is:</p> <ul style="list-style-type: none"> - Develop a mobile device to help improve accuracy of measuring the driving lines (4 wheeled maybe) - PoJ has the responsibility for measurement of the cones course (Art. 972.1.1.) in conjunction with the TD and CD. - Bring back the possibility changing time after 3 Athletes to ensure a correct balance of the Cones as a element of the total results. <p>Should the timing be adjusted by the Ground Jury, this will be announced by the Commentator and communicated at entrance Arena (notice board) and electronically (whatsapp).</p> |
| Proposed Wording |
| <p>10.7. After 3 Athletes there is the possibility for the President of the Ground Jury in conjunction with the Technical Delegate and Course Designer to alter the Allowed Time in such a way that the Athletes who already finish the Cones Course do not incur more penalties for exceeding the Time Allowed.</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

975.3.3. Judging Cones Competition

Explanation for Proposed Change

As this Article causes some unclearness/confusion, this should be reworded to make clear that it is not allowed to pass through an Obstacle without wording 'starting'.

Proposed Wording

3.3. Athletes ~~starting and~~ passing through an Obstacle (whole turnout) before the starting signal will be penalised 10 penalty points ~~and must restart~~. After the starting signal the Athlete will be allowed to start.

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| 994 Rotation of Officials |
| Explanation for Proposed Change |
| Course builder of a CAIO4* should be rotated just like other officials, maybe not sequel after 3 years, maybe after 5 years to give other Course builders a chance to build a 4* |
| Proposed Wording |
| <p>Article 994 Rotation of Officials</p> <p>Rotation of Officials: a Judge/Technical Delegate may not have been the Judge/Technical Delegate at the same venue for more than three consecutive years without taking at least one year break.</p> <p>A Course Designer may not have been the Course Designer at the same venue for mor than five consecutive years without at least one year break.</p> |

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| Proposal from (Name of National Federation or MOU Stakeholder) |
| ICDA – International Carriage Drivers Association |
| Article No.–Article Name |
| Annex 10 Definitions |
| Explanation for Proposed Change |
| <p>This definitions of Heavy / Light Mobile Obstacle were introduced as a further clarification of the Rules. We believe that this should be further reviewed as part of the Full Rules Revision as the impact in terms of number of balls has been very significant (more than 100 balls in certain events).</p> <p>Definition of light mobile obstacle: The majority of mobile elements used in a Light Mobile Obstacle in the marathon should be at least 3x2m (or > 6 m²) – horse welfare.</p> |
| Proposed Wording |
| <p>- Heavy Mobile Obstacles: outdoor Obstacles composed of mainly heavy mobile elements, placed on the ground, strongly fixed. They could be strengthened with concrete blocks, sandbags, water, big metal screws and/or chains. Elements with screws Screws or pins or other similar means of anchoring longer than 50 cm are still considered as Heavy Mobile Obstacle are considered a Fixed Obstacle-</p> <p>- Light Mobile Obstacles: indoor Obstacles composed mainly of light mobile 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.</p> <p>The measurement of the majority of the Light Mobile Elements in the marathon should be at least 3x2m (or > 6 m²).</p> |

Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

Annex 11 Measurement of the Carriage

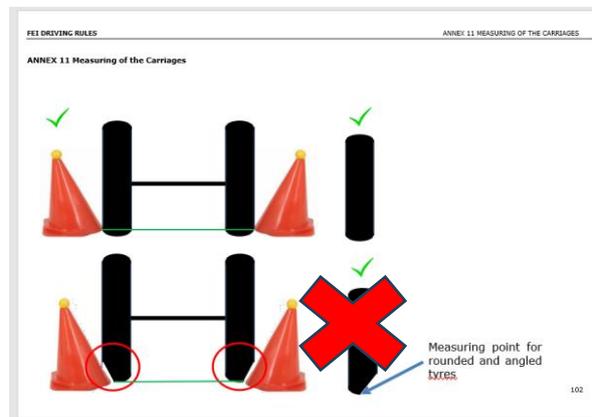
Explanation for Proposed Change

Measurement always on the same surface as the competition – Suggestion: blocks, focus on cones design rather than changes on the carriages / wheels.

ICDA does not support any changes in measurement that require adjustments to carriages. No actions should be taken which require carriages to rebuilt. Focus should be on design of cones.

Proposed Wording

Annex 11 should be more clear before publication – same surface as competition arena. With blocks.



Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name

Annex 12

Explanation for Proposed Change

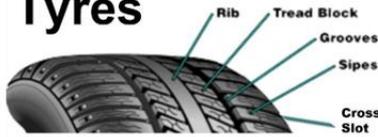
Delete – see also Art. 938.2. and 938.3 – evolution of the driving sport – allow all kind of profiles

Proposed Wording

ANNEX 12 Permitted tyres.

This annex is to be enforced as of 01.07.2025

Tyres



1. Permitted tyres must either:

- 1.1. Be a single Rib containing 1 completely smooth Tread Block that runs the 360° circumference of the wheel and contains no Grooves, Sipes or Cross Slots (a) or;
- 1.2. Contain two or more Ribs, each Rib being of any width. Each Rib may only contain 1 single smooth Tread Block that runs the 360° circumference of the wheel and contains no Sipes or Cross Slots (b).



2. Permitted tyres must not:

- 2.1. Have Rib(s) that contain multiple Tread Blocks (d)
- 2.2. Have Rib(s) that contain any Cross Slots (e), Sipes (f), or any combination of Sipes and Cross Slots (g).



Proposal from (Name of National Federation or MOU Stakeholder)

ICDA – International Carriage Drivers Association

Article No.–Article Name**Explanation for Proposed Change****Proposed Wording**