PROPOSALS FOR RULES CHANGES OF DRIVING & PARA DRIVING RULES 2025

10 October 2025

Dear National Federations,

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

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

A. **Proposed Rules changes to be voted at the FEI General Assembly 2025**; and

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

Sincerely,



Manuel Bandeira de Mello,

Driving & Para Driving Director

A. PROPOSED RULES CHANGES TO BE VOTED AT THE FEI GENERAL ASSEMBLY 2025

Rules Proposal Submitted By
FEI
Article No.–Article Name
Art 901.8 Dressage Test (new article)
Explanation for Proposed Change
In order to reflect current practice, where the Dressage Phase is often split over two days due to the number of participants, the FEI proposes to formally include this provision in the rules.
Proposed Wording
8. Dressage Phase The Dressage phase in the above referenced formats may be split over two days depending on the number of participants. This must be stated in the FEI Approved Schedule.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
908.1. Names of Horses
Explanation for Proposed Change
Typo
Proposed Wording on 8 July 2025
Article 908 Names of Horses 1. The names of the Horse(s) ~~Horse~~ must appear on all score sheets, including the name of the spare Horse.
Comments Received by 26 August 2025
USA: We support the FEI proposal.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)

FRA NF
GER NF
USA NF

Article No.–Article Name

Article 913 Minimum Eligibility Requirements / Qualification criteria

Explanation for Proposed Change

FRA: We do appreciate qualification in the interest of the safe development of the sport, nevertheless the current rules seem too demanding for us especially when there is a lack of international shows opportunities.

In parallel we would suggest to make the qualification system more specific, accurate to avoid that qualifications are gained for all classes which is a non sens in term of safety and education-training. We do not support the principle of for example qualifying results achieved in pony single class counting as qualifying result for horse four in hand 3* status.

GER: Currently, a Single Pony Driver can qualify for major Four-in-Hand Events by several results in CAI 2*; proposal for example: to qualify for a 3* Athlete a Driver must have completed one CAI 2* (D,M,C) in the relevant class.

USA:

To further advance the sport of Para Driving, this change will allow athletes to translate their experience in Para Driving to the able-bodied equivalent classes. In the US, we have multiple world championship team members who are unable to compete in able bodied CAI competitions because of the barriers to achieving their qualification status. Furthermore, it is an added expense to Organizers to coordinate a CPEAI competition with the requirement for classifiers to attend. If Para Drivers are given a degree of reciprocity, they will compete more often under the FEI competition umbrella.

FEI:

For Able-Bodied competitions: The committee proposes to have two qualifying 2* to become level 3, based on the feedback of the FEI Driving Forum.

For Para Driving: The Committee is not in favour of having the Para Driving Championship count as a 2* qualifying event, as the level of competition is not equivalent to that of a 2* event. The Para Drivers that wish to qualify for 3* can use the standard CAI 2* route.

Proposed Wording on 8 July 2025

Category	Qualification criteria
1*Athletes	No minimum qualification criteria~~no minimum qualification criteria required~~
2* Athletes	Athletes who have successfully completed two CAI1* at different shows- Format 1, 2 (with Dressage) or 3 only - without Elimination, Retirement or Disqualification or alternatively, have successfully completed one CAI-B (under the previous Rules) or three CANs with Dressage, Marathon and Cones

3* Athletes	Athletes who have successfully completed ~~three~~ two CAI2*, and/or CAI U25/J at different shows and/or CH EU J/CH EU U25 (Format 1, 2 or 3 only) without Elimination, Retirement or Disqualification or alternatively, have successfully completed one CAI-A or three CAI-Bs under the previous FEI Driving Rules
~~Youth~~Children, Junior, U25	~~No criteria for Children, Junior and U25.~~No minimum qualification criteria
Young Horses/Ponies	No minimum qualification criteria
Para Driving	No minimum qualification criteria~~no criteria~~

Comments Received by 26 August 2025

GER: The reduction to only two qualifications to become a 3* Athlete is appreciated

NED:
We respectfully disagree with the proposal to require only two 2 competitions as a prerequisite for progression. In our view, this threshold is insufficient to ensure that both athletes and horses are adequately prepared for the demands of higher-level competition.

From a horse welfare perspective, the current proposal encourages an accelerated progression through the levels, which may compromise the physical and mental well-being of the horses. Developing the necessary experience, conditioning, and resilience takes time and exposure to a variety of competitive environments. A limited number of preparatory events increases the risk of overtaking horses too early in their careers.

Moreover, allowing such rapid advancement may undermine the quality and integrity of the sport. Athletes benefit from a more gradual and structured development pathway, which fosters consistency, safety, and long-term success.

We therefore advocate for a more robust qualification framework that prioritizes the welfare of the horse and the sustainability of the sport.

USA:
We suggest that individual podium finishes at the FEI Para Driving World Championships be added to the qualifications for 3*.

FEI Feedback

The Driving Technical Committee agreed that a Top 3 placing at the Para Driving Championship may count as a qualifying result towards obtaining Level 3 status.

After considering the feedback received, the Committee decided to maintain the requirement of two qualifying events for progression to 3*.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

1. Star qualification of ~~Senior~~ Athletes are obtained for life and apply across all classes.

Category	Qualification criteria
1*Athletes	No minimum qualification criteria~~no minimum qualification criteria required~~
2* Athletes	Athletes who have successfully completed two CAI1* at different shows- Format 1, 2 (with Dressage) or 3 only - without Elimination, Retirement or Disqualification or alternatively, have successfully completed one CAI-B (under the previous Rules) or three CANs with Dressage, Marathon and Cones
3* Athletes	Athletes who have successfully completed ~~three~~ two CAI2*, and/or CAI U25/J at different shows and/or CH EU J/CH EU U25 (Format 1, 2 or 3 only) and/or top 3 of a CH-M-PEA without Elimination, Retirement or Disqualification or

	alternatively, have successfully completed one CAI-A or three CAI-Bs under the previous FEI Driving Rules
~~Youth~~Children, Junior, U25	~~No criteria for Children, Junior and U25.~~No minimum qualification criteria
Young Horses/Ponies	No minimum qualification criteria
Para Driving	No minimum qualification criteria~~no criteria~~

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
916.1.8. Entries
Explanation for Proposed Change
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 The second part of this Art. (Competing at another Event) is covered in Art. 916.1.9. FEI: Agreed and add mention of a written notification.
Proposed Wording on 8 July 2025
1.8 Teams or individual Athletes who have been definitely entered by their NFs at any Event and fail to take part without written notification ~~valid excuse~~ 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.~~
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)
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). FEI: agreed.
Proposed Wording
1.10 Withdrawals after the date of definite entries or no-shows will be liable to reimburse the OC for the entry and stabling fees ~~financial loss incurred by the OC (i.e. stabling and hotel Expenses)~~ as a result of late withdrawal or no-show.
Comments Received by 26 August 2025
EEF: The below modification of the article would clarify and avoid drift in both ways. 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 corresponding to entry and/or stabling. ~~(i.e. stabling and hotel Expenses)~~ as a result of late withdrawal or no-show. **SUI**: Okey, when the definite entries are 3-4 weeks before the event, but sometimes it is 6 weeks before. The horses can be sick or similar in these 6 weeks.
FEI Feedback
Definite entry deadlines are set by Organising Committees based on when their costs will be incurred. To provide greater clarity, the Driving Technical Committee proposes to add a reference to the FEI-approved schedule to specify what is included in the entry and stabling fees.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
1.10 Withdrawals after the date of definite entries or no-shows will be liable to reimburse the OC for the entry and stabling fees (as per the FEI Approved Schedule) ~~financial loss incurred by the OC (i.e. stabling and hotel Expenses)~~ as a result of late withdrawal or no-show.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF **GER NF**
Article No.–Article Name
916 Entries **917 Schedule of the Event** **918 Entries CAIs** **919 Entries Championships and CAIOs** **920 Entries - World and Continental Four-in-Hand Championship for Horses** **921 Entries World Pair Championship for Horses** **922 Entries World Singles Championship for Horses** **923 Entries World Pony Driving Championships** **924 Entries Youth Driving Championships** **925 Entries World Driving Singles Championship for Para Driving** **926 Expenses and privileges** **927 Additional Individual Entries for Championships and CAIOs**
Explanation for Proposed Change
FRA, GER: Complete revision necessary, especially for CAIO and Championships. The actual number of Drivers worldwide in the different classes must be taken into account. The OC of a Championship or CAIO should be allowed to invite the number of Athletes per NF (i.e. one Team and one or two Individuals plus two/three more from the host country), depending on the actual number of Athletes in the relevant Class World Ranking List. The invitation of individuals in addition to the team may be determined under the aspect of fulfilling certain qualification criteria (i.e. Results from previous CAIs or actual WRL). The number of Horses that may be entered at the Nominated Entry Date should be extended, especially for Pairs and Four-in-Hands. **FEI:**The FEI agrees to permit a greater number of individual athletes to participate in CAIOs.
Proposed Wording on 8 July 2025
Art 916 3.4 Invitations to Individuals: at CAIOs, The OC has the right to invite up to 8~~4~~ Individuals from at least 4 different Nations and not more than 2~~1~~ per Nation.
Comments Received by 26 August 2025
GER: Art. 916.2.: to be amended: ” Nominated“ Entries (because this article covers these) Art. 916.3.1.: to be amended: ”Definite“ Entries (because this article covers these) Art. 916.3.2. to 3.4. should become 916.4.1.-3. under the new headline ”Invitations“, because these articles cover this topic. 916.3.4. contradicts Art. 919 and others, because it is stated there that if an NF sends two Athletes, they have to be entered as a team. Thus it cannot be stated that up to eight individual drivers can be entered (as individuals). A differentiation between nations entering a team and those only invited with individuals should be added. We propose to include that the OC has the right to invite additional individual athletes, in addition to a team, up to a number stated in the schedule. (see our comment to 920, 921, 922.2) Art. 919: to be added: ….are open to national teams „and individuals (see below)“. (this is true reality and was missing in the Rules so far). **ICDA**:

In the proposal of the FEI as set forward NFs who are not able to send a team, entries

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

team – the new proposal is not in line with Art. 927.2.

USA:
We support the FEI's proposal.

FEI Feedback

Please refer to feedback on Art. 920 and following.
Art 916 is maintained.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Art 916

3.4 Invitations to Individuals: at CAIOs, The OC has the right to invite up to 8~~4~~ Individuals from at least 4 different Nations and not more than 2~~1~~ per Nation.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Art 919 and following
Explanation for Proposed Change
Further to the removal of the Additional Individual Entries, the below wording is proposed.
Proposed Wording

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

1. Each NF may enter a maximum of nine~~six~~ Four-in-Hand Athletes with a maximum of ten Horses per Four-in-Hand on the Nnominated Eentry 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.~~
2. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
3. The number of Athletes that each NF may enter on the Definite Entry list is between 3 and 9, as per the above process. Should a NF only be able to send two Athletes, they must be entered as a team. An entry from a nation able to send only one entry shall be classified as an Individual Entry as set out in Art 919.
4. The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~1. Should a NF only be able to send two Athletes, they must be entered as a team.~~
~~2.~~5. In addition, each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.
~~3. A NF which cannot send a team may enter one Athlete as an individual under the conditions set out in Article 919.~~

1.2. Article 921 Entries World Pair Championship for Horses

1. Each NF may enter a maximum of ~~six~~ nine Pair Athletes with a maximum of six Horses per Pair on the Nnominated Eentry list.~~ and a maximum of three Pair Athletes with a maximum of three Horses per Pair on the definite entry list.~~
2. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
3. The number of Athletes that each NF may enter on the Definite Entry list is between 1 and 9, as per the above process. Should a NF only be able to send two Athletes, they must be entered as a team. An entry from a nation able to send only one entry shall be classified as an Individual Entry as set out in Art 919.
4. The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~1. Should a NF only be able to send two Athletes, they must be entered as a team.~~

~~2.~~5. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

~~3. A NF which cannot send a team may enter one Athlete as an individual entry under the conditions set out in Article 919.~~

1.3. Article 922 Entries World Singles Championship for Horses

1. Each NF may enter a maximum of ~~six~~ nine Single Athletes with a maximum of two Horses per entry on the Nnominated eEntry list. ~~and three Single Athletes with a maximum of one Horse per Athlete on the definite entry list.~~
2. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
3. The number of Athletes that each NF may enter on the Definite Entry list is between 3 and 9, as per the above process. Should a NF only be able to send two Athletes, they must be entered as a team. An entry from a nation able to send only one entry shall be classified as an Individual Entry as set out in Art 919.
4. The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~1. Should a NF only be able to send two Athletes, they must be entered as a team.~~

~~2.~~5. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

~~3. A NF which cannot send a team may enter one Athlete as an individual under the conditions set out in Article 919.~~

~~4. 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.~~

1.4. Article 923 Entries World Pony Driving Championships

1. Each NF may enter a maximum of six Single Athletes with a maximum of two Ponies per entry, six Pairs Athletes with a maximum of six Ponies per entry and six Four-in-Hand Athletes with a maximum of ten Ponies per entry on the Nominated Entry list.
2. A Nnational Tteam shall consist of one or two Singles, one or two Pairs and one or two Four-in-Hands. ~~Each nation is entitled to send up to a maximum of six Athletes.~~
3. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
4. The number of Athletes that each NF may enter on the Definite Entry list is between 3 and 18, as per the above process. An entry from a nation not able to send minimum one Single, one Pair and one Four-in-hand shall be classified as Individual Entries.

~~1.~~5. The number of Ponies that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~2. For NFs which cannot send a team, please refer to Art. 927.~~

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

~~3.~~6. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

1.5. Article 924 Entries Youth Driving Championships

1. Each NF may enter a maximum of six Children Athletes, six Junior Athletes and six U25 Athletes, with twice the number allowed of Horses/Ponies in the Nominated Entry List as per Art. 916.
2. A N~~n~~ational T~~t~~eam shall consist of at least one Child, one Junior and one U25. ~~and each Nation is entitled to send up to a maximum of six Athletes, maximum two per age category.~~
3. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
4. The number of Athletes that each NF may enter on the Definite Entry list is between 3 and 18, as per the above process. An entry from a nation not able to send minimum one Child, one Junior and one U25 shall be classified as Individual Entries.
5. The number of Horses/Ponies that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~For NFs which cannot send a team, please refer to Art. 927.~~

~~A spare Pony/Horse may be entered for the single Class. The Athlete who uses the spare Pony/Horse will be eligible for the individual classification as well as for the team classification. The spare Pony/Horse can only be substituted once and no later than one hour before the start of Dressage and must be notified in writing to the Organiser.~~

~~1.~~6. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

1.6. Article 925 Entries World Driving Singles Championship for Para Driving

1. Each NF may enter a maximum of ~~six~~ nine Single Para Driving Athletes with a maximum of two Horses per entry on the N~~n~~ominated E~~e~~ntry list.
2. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
3. The number of Athletes that each NF may enter on the Definite Entry list is between 3 and 9, as per the above process. Should a NF only be able to send two Athletes, they must be entered as a team. An entry from a nation able to send only one entry shall be classified as an Individual Entry as set out in Art 919.

~~1.~~4. The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916. ~~and three Single Para Driving Athletes with a maximum of one Horse per Para Driving Athlete on the definite entry list.~~

~~2.~~5. Each team must include at least one (1) Athlete from Grade I. ~~Teams should not include more than 2 Athletes from any one Grade.~~

~~3. Should a NF only be able to send two Para Driving Athletes, they must be entered as a team.~~

~~4.~~6. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Para Driving Athletes.

~~5. A NF which cannot send a team may enter one Para Driving Athlete as an individual entry under the conditions set out in Article 919.~~

~~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.~~

7. At least four (4) NFs must have been entered in the Definite Entries of the Championship for it to be considered a Championship.

Comments Received by 26 August 2025

EEF, GER: The proposal to delete the provisions of Art. 927 is much appreciated.
The approach of having a maximum of 9 Athletes per NF looks very „ambitioned", because the difference in numbers of Athletes worldwide in the different classes is obvious. In addition, Art. 116 of the GRs states that twice the number of Athletes (and not only horses) may be invited - this principle should be also followed in the Discipline of Driving (especially for the Singles).
It should be clearly stated that up to twice the number of possible Athletes at a Championship and per Athlete twice the number of competing horses could be entered as Nominated Entries, this number is reduced to the final number of Competitors at the Date of Definite Entries.

EEF:
Ponies: A clarification is needed to make sure that a NF not sending a team can still send individuals

~~An entry from~~ If a nation not able to send minimum one Single, one Pair and one Four-in-hand, it may nevertheless enter one or more athletes, who will ~~shall~~ be classified as Individual Entries.

GER:
[…] after the nominated Entries date: These can be limited to Athletes actually (last version before the nominative entry date) ranked in the respective WRL up to a certain place in the ranking.
This rule would allow OC's to better calculate the expected number of individual participants and guarantee a certain level of quality and expertise of the eligible Athletes for a Championship.

2. The maximum number of Individual Entries shall be specified in the Schedule. The OC will confirm to the FEI the number of Individual Entries within 5 days of the Nominated Entries date. If the OC confirms that it will accept Individual Entries, the exact number of Individual Entries will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date. **These can be limited to Athletes actually (last version**

before the nominative entry date) ranked in the respective WRL up to a certain place in the ranking.

USA:
Suggest that #3 of each article be "between 1 and 9" as it is listed for Pair Worlds. Also, suggest that for the Pony Worlds NFs that cannot field a full team be guaranteed to enter at least 4 individuals.

924.2.11
We feel it is necessary to retain "2.11 Passengers may not ride on the carriage during any Competitions." to ensure only Grooms are on carriages while competing
2.11. Passengers may not ride on the carriage during any Competitions. ~~No passengers under the age of 14 years old are permitted on the carriage during the Event~~

FEI Feedback

Based on the feedback received, the DTC has revised the wording to remove any ambiguity and ensure full clarity. The main amendments are as follows:

- Team composition: Clarification of the requirements for Horse, Pony, Youth, Para Driving (no changes to the current team requirements).
- Consistent structure: Alignment of the entry articles across all Championships, with clear provisions for both Nominated and Definite Entries.
- Provisional maximum entries: Introduction of a provisional maximum number of entries per NF (including teams), to be specified in the Schedule. NFs may submit up to twice this number as nominated entries, in accordance with Art. 116.2.2 (i) of the General Regulations.
- OC notification: The OC must inform the FEI of the final number of entries within 5 days after the nominated entry deadline. The FEI will confirm this number to the NFs within 7 days.
- Definite Entries: NFs must then submit their Definite Entries directly through the FEI Entry System, in line with the confirmed final number.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Article 919 Entries Championships and CAIOs

1. Championships and CAIOs are open to national teams.
~~1.~~2. For Four-in-Hand, Pairs and Single Horses Championship, ~~A~~a national team consists of three Athletes of the same Nationality. In the event that a nation can only send two Athletes, they must be entered as a team. An entry from a nation able to send only one entry shall be classified as an I~~i~~ndividual E~~e~~ntry.

3. For Pony Championships, a national team consists of at least one or two Singles, one or two Pairs and one or two Four-in-Hands Athletes of the same Nationality. Entries from a nation not able to send minimum one Single, one Pair and one Four-in-Hand shall be classified as Individual Entries. ~~please refer to Article 906 and 923~~.

4. For Youth Championships, a national team consists of at least one or two Child, one or two Junior and one or two U25 Athletes of the same Nationality. Entries from a nation not able to send minimum one Child, one Junior and one U25 shall be classified as Individual Entries.

5. For Para Driving Championships, a national team consists of three Athletes of the same Nationality. Each team must include at least one Athlete from Grade I. Entries from a nation not able to send minimum two Athletes including at least Athlete from Grade I shall be classified as Individual Entries.

~~2.~~

~~3.~~6. For Championships for Young Horses, please refer to the ~~FEI website in the Driving Rules section.~~Annex 13.

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

1. The provisional maximum number of Entries per NF (including teams) shall be specified in the Schedule. The maximum number of Entries per NF (including teams) that an OC can specify is 9 Athletes.

~~1.~~2. Nominated Entries: Each NF may enter up to twice the ~~a~~provisional maximum number of ~~six Four-in-Hand Athletes~~Entries per NF 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.~~

3. The OC will confirm to the FEI the final number of Entries (including teams) within 5 days of the Nominated Entries date. The final number of Entries (including teams) will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.

4. Definite Entries: The number of Athletes that each NF may enter on the Definite Entry list is the final number of Entries (including teams), as per the above process. The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~2. Should a NF only be able to send two Athletes, they must be entered as a team.~~

~~3.~~5. ~~In addition, e~~Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

~~1. A NF which cannot send a team may enter one Athlete as an individual under the conditions set out in Article 919.~~

Article 921 Entries World Pair Championship for Horses

1. The provisional maximum number of Entries per NF (including teams) shall be specified in the Schedule. The maximum number of Entries per NF (including teams) that an OC can specify is 9 Athletes.

2. Nominated Entries: Each NF may enter up to twice the provisional maximum number of Entries per NF with a maximum of six Horses per Pair. ~~Each NF may enter a maximum of six Pair 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.Should a NF only be able to send two Athletes, they must be entered as a team.~~

3. The OC will confirm to the FEI the final number of Entries (including teams) within 5 days of the Nominated Entries date. The final number of Entries (including teams) will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.

4. Definite Entries: The number of Athletes that each NF may enter on the Definite Entry list is the final number of Entries (including teams), as per the above process.

The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~1.~~5. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

- ~~A NF which cannot send a team may enter one Athlete as an individual entry under the conditions set out in Article 919.~~

Article 922 Entries World Singles Championship for Horses

1. The provisional maximum number of Entries per NF (including teams) shall be specified in the Schedule. The maximum number of Entries per NF (including teams) that an OC can specify is 9 Athletes.
2. Nominated Entries: Each NF may enter up to twice the provisional maximum number of Entries per NF with a maximum of two Horses per Single.~~Each NF may enter a maximum of six Single 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.~~

~~1. Should a NF only be able to send two Athletes, they must be entered as a team.~~

3. The OC will confirm to the FEI the final number of Entries (including teams) within 5 days of the Nominated Entries date. The final number of Entries (including teams) will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
4. Definite Entries: The number of Athletes that each NF may enter on the Definite Entry list is the final number of Entries (including teams), as per the above process. The number of Horses that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

~~2.~~5. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

~~4. A NF which cannot send a team may enter one Athlete as an individual under the conditions set out in Article 919.~~

~~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.~~

Article 923 Entries World Pony Driving Championships

1. The provisional maximum number of Entries per NF (including teams) shall be specified in the Schedule. The maximum number of Entries per NF (including teams) that an OC can specify is 9 Athletes per class.
2. Nominated Entries: Each NF may enter up to twice the provisional maximum number of Entries per NF, with a maximum of two Ponies per Single, six Ponies per Pair, and ten Ponies per Four-in-Hand.
3. The OC will confirm to the FEI the final number of Entries (including teams) within 5 days of the Nominated Entries date. The final number of Entries (including teams) will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.~~A national team shall consist of one or two Singles, one or two Pairs and one or two Four-in-Hands. Each nation is entitled to send up to a maximum of six Athletes.~~
4. Definite Entries: The number of Athletes that each NF may enter on the Definite Entry list is the final number of Entries (including teams), as per the above process.

The number of Ponies that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.

5. A NF not able to form a team (for lacking an Athlete in one class) remains entitled to send (as individuals) the same total number of Athletes per class as an NF having a team.

~~2. For NFs which cannot send a team, please refer to Art. 927.~~

~~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.~~

~~1.~~6. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

Article 924 Entries Youth Driving Championships

1. The provisional maximum number of Entries per NF (including teams) shall be specified in the Schedule. The maximum number of Entries per NF (including teams) that an OC can specify is 9 Athletes per age category.
2. Nominated Entries: Each NF may enter up to twice the provisional maximum number of Entries per NF, with a maximum of two Ponies/Horses per Single and six Ponies per Pair.
3. The OC will confirm to the FEI the final number of Entries (including teams) within 5 days of the Nominated Entries date. The final number of Entries (including teams) will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
4. Definite Entries: The number of Athletes that each NF may enter on the Definite Entry list is the final number of Entries (including teams), as per the above process. The number of Horses/Ponies that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.
5. A NF not able to form a team (for lacking an Athlete in one age category) remains entitled to send (as individuals) the same total number of Athletes per age category as an NF having a team.

~~A national team shall consist of at least one Child, one Junior and one U25 and each Nation is entitled to send up to a maximum of six Athletes, maximum two per age category.~~

~~For NFs which cannot send a team, please refer to Art. 927.~~

~~A spare Pony/Horse may be entered for the single Class. The Athlete who uses the spare Pony/Horse will be eligible for the individual classification as well as for the team classification. The spare Pony/Horse can only be substituted once and no later than one hour before the start of Dressage and must be notified in writing to the Organiser.~~

~~1.~~6. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Athletes.

Article 925 Entries World Driving Singles Championship for Para Driving

1. The provisional maximum number of Entries per NF (including teams) shall be specified in the Schedule. The maximum number of Entries per NF (including teams) that an OC can specify is 9 Athletes per Grade.
2. Nominated Entries: Each NF may enter up to twice the provisional maximum number of Entries per NF with a maximum of two Horses/Ponies per Single.

3. The OC will confirm to the FEI the final number of Entries (including teams) within 5 days of the Nominated Entries date. The final number of Entries (including teams) will be confirmed by the FEI to the NFs up to 7 days after the Nominated Entries date.
4. Definite Entries: The number of Athletes that each NF may enter on the Definite Entry list is the final number of Entries (including teams), as per the above process. The number of Horses/Ponies that an Athlete may enter in the Definite Entry list is as mentioned in Art 916.
5. A NF not able to form a team (for lacking an Athlete in one Grade) remains entitled to send (as individuals) the same total number of Athletes per Grade as an NF having a team.

~~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.~~

~~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.~~

~~3. Should a NF only be able to send two Para Driving Athletes, they must be entered as a team.~~

~~4.~~6. Each NF is entitled to send a Chef d'Equipe and Veterinarian, both of whom will be accorded the same privileges as the Para Driving Athletes.

~~5. A NF which cannot send a team may enter one Para Driving Athlete as an individual entry under the conditions set out in Article 919.~~

~~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.~~

7. At least four (4) NFs must have been entered in the Definite Entries of the Championship for it to be considered a Championship.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
925 Entries
Explanation for Proposed Change
ICDA: The forming of a team with **only** Grade I Athletes (most severe disability) should be possible. FEI: Agreed.
Proposed Wording on 8 July 2025
Each team must include at least one (1) Athlete from Grade I. ~~Teams should not include more than 2 Athletes from any one Grade.~~
Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025. Also refer to previous feedback for the full wording of Art 925.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Article 928 Dress, safety and whips
Explanation for Proposed Change
In line with the recommendations of the FEI Medical Committee, the FEI Driving Committee proposes to amend the rules regarding the use of Protective Headgear during Dressage, Marathon and Cones.
Proposed Wording

1.7. Article 928 Dress, safety and whips

1. Headgear requirements

1.1. While riding on a carriage anywhere on the show grounds, the use of a properly fastened Protective Headgear is strongly recommended.

~~1.~~2. Dress in Dressage and Cones on a Dressage Carriage

~~1.1.~~2.1. The dress of Athletes and Grooms must conform to the style of the Carriage and harness used.

~~1.2.~~2.2. Jackets or national dress, driving aprons, hats and gloves are obligatory for Athletes.
Para Driving Athletes from nominated profiles may compete with no gloves or adapted gloves but must have this noted on the Masterlist following classification evaluation.

~~1.3.~~2.3. Grooms must wear jackets or national dress, hats and gloves.

~~1.4.~~2.4. In Cones, Grooms must remain seated on their dedicated seat (please refer to Art 937.3). First breach of this Article will incur 5 penalty, second breach will incur 10 penalties and the third breach will incur Elimination.

~~1.5.~~2.5. The President of the Ground Jury may decide that:

~~1.6.~~2.6. Jackets may be removed in excessively hot and humid weather;

~~1.7.~~2.7. Cooling vests may be worn in excessively hot weather except at the times when body protectors are mandatory;

~~1.8.~~2.8. Wet weather clothing may be worn and aprons not required in wet weather.

~~1.9.~~2.9. Penalties for improper dress are stated under Articles 957 and 981.

2.10. During Cones, it is compulsory for all persons to wear a properly fastened protective Headgear. Failure to comply results in immediate Elimination from the Cones competition. Such Protective headgear must comply with the list of the applicable international testing standards published on the FEI website. An Athlete and/or Groom who loses their Headgear or whose retention harness becomes unfastened during the course of their round must recover and replace it, or immediately refasten it. In such case, the Jury will sound the whistle/bell and stop the time. The Athlete will receive 5 penalties and must halt to retrieve their Headgear and/or refasten the retention harness. An Athlete who continues with a retention harness incorrectly fastened or unfastened will be eliminated unless the circumstances rendered it unsafe for the Athlete to immediately stop in order to correct the issue.

2.11. During Dressage, it is strongly recommended for Athletes and Grooms to wear securely fastened Protective Headgear.

~~2.~~3. Dress in Marathon and Combined Marathon

~~2.1.~~3.1. Less formal dress is acceptable in Marathon for the Athlete and Grooms. Shorts are not permitted; Infringement will incur 10 penalties per person.

3.2. During Marathon, f~~F~~rom the In-Harness Horse Inspection, including the Warm-Up Obstacle ~~until the end of the Cool Down,~~ Athletes and Grooms must wear securely fastened Protective Headgear, such Protective headgear must comply with the list of the applicable international testing standards published on the FEI website and a body protector*. 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 Elimination.

~~2.2. During the Section A, Controlled Warm-Up, Warm-Up Obstacle and Section B, failure to wear such Protective Headgear and body protector* will result in Elimination.~~

~~2.3. 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.~~

3.3. When a body protector* is required, if an air vest is used it must be worn over the body protector*, and cannot replace it.

Comments Received by 26 August 2025

EEF, GER:
Protective headgear should also be mandatory in Training and Warm Up for the Cones Phase, not only during competition.
2.10. In Training and Warm-Up for the Cones Phase and during Cones, it is compulsory for all persons to wear a properly fastened protective Headgear.

NED:

Either implement the helmet requirement or remove it from the regulations.

Regulations serve as binding rules that govern the conduct of competitions and the responsibilities of participants and organizers. Including non-binding recommendations within regulatory texts can lead to confusion, inconsistent enforcement, and misinterpretation.

SUI :
Headgear must be compulsory or not! But "strongly recommendend" is not a rule for the rule book

USA:
928.3.2 We support the FEI's proposal.
928: We would support this proposal regarding protective headgear if "strongly recommended" was removed and instead it was noted that use of protective headgear could not be penalized by the judges as recommendations should not be included in the rules.

NED:

Ensure consistency in the application of sanctions. According to the General Rules, failure to wear a safety helmet results in a yellow card, whereas under the Driving Rules, the same infraction leads to elimination.

- GR - 140.1. Protection of Athletes and Participating Support Personnel
  1. While riding anywhere on the showgrounds, and for Driving Athletes and Grooms in the Marathon phase, the use of a properly fastened Protective Headgear is mandatory. Failure to wear such Protective Headgear where and when required shall result in a Yellow Warning Card being issued to the Athlete or Participating Support Personnel (as applicable) unless exceptional circumstances apply.
- DR 928.2. Dress in Marathon and Combined Marathon
  2.3. During the Marathon, Controlled Warm-Up, Warm-Up Obstacle and Section B, failure to wear such Protective Headgear and body protector* will result in Elimination.

FEI Feedback

The Committee considers that introducing the requirement gradually will allow for a smoother transition.

It is therefore proposed to keep the use of protective headgear as "strongly recommended" in 2026, and to make it mandatory as of 2027.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Article 928 Dress, safety and whips

1. Headgear requirements

1.1. As of 1 January 2026, while riding on a carriage anywhere on the show grounds, the use of a properly fastened Protective Headgear is strongly recommended for all persons riding on the Carriage. Such Protective headgear must comply with the list of international testing standards published on the FEI website.

1.2. As of 1 January 2027, while riding on a carriage anywhere on the show grounds, the use of a properly fastened Protective Headgear is mandatory for all persons riding on the carriage. In the first instance of non-compliance, the Athlete will be notified by an Official to put on Protective Headgear. Failure to comply following such notification will result in a Yellow Warning Card. Continued non-compliance after the issue of a Yellow Warning Card will result in Elimination. Protective Headgear must comply with the list of international testing standards published on the FEI website.

~~1.~~2. Dress in Dressage and Cones on a Dressage Carriage

~~1.1.~~2.1. The dress of Athletes and Grooms must conform to the style of the Carriage and harness used.

~~1.2.~~2.2. Jackets or national dress, driving aprons, hats and gloves are obligatory for Athletes.
Para Driving Athletes from nominated profiles may compete with no gloves or adapted gloves but must have this noted on the Masterlist following classification evaluation.

~~1.3.~~2.3. Grooms must wear jackets or national dress, hats and gloves.

~~1.4.~~2.4. In Cones, Grooms must remain seated on their dedicated seat (please refer to Art 937.3). First breach of this Article will incur 5 penalty, second breach will incur 10 penalties and the third breach will incur Elimination.

~~1.5.~~2.5. The President of the Ground Jury may decide that:

~~1.6.~~2.6. Jackets may be removed in excessively hot and humid weather;

~~1.7.~~2.7. Cooling vests may be worn in excessively hot weather except at the times when body protectors are mandatory;

~~1.8.~~2.8. Wet weather clothing may be worn and aprons not required in wet weather.

~~1.9.~~2.9. Penalties for improper dress are stated under Articles 957 and 981.

2.10. During Cones, it is compulsory for all persons to wear a properly fastened protective Headgear. Failure to comply results in immediate Elimination from the Cones ~~competition~~phase. Such Protective headgear must comply with the list of the applicable international testing standards published on the FEI website. An Athlete and/or Groom who loses their Headgear or whose retention harness becomes unfastened during the course of their round must recover and replace it, or immediately refasten it. In such case, the Jury will sound the whistle/bell and stop the time. The Athlete will receive 5 penalties and must halt to retrieve their Headgear and/or refasten the retention harness. An Athlete who continues with a retention harness incorrectly fastened or unfastened will be eliminated unless the circumstances rendered it unsafe for the Athlete to immediately stop in order to correct the issue.

~~2.~~3. Dress in Marathon and Combined Marathon

~~2.1.~~3.1. Less formal dress is acceptable in Marathon for the Athlete and Grooms. Shorts are not permitted; Infringement will incur 10 penalties per person.

3.2. During Marathon, f~~F~~rom the In-Harness Horse Inspection, including the Warm-Up Obstacle ~~until the end of the Cool Down,~~ Athletes and Grooms must wear securely fastened Protective Headgear, such Protective headgear must comply with the list of the applicable international testing standards published on the FEI website and a body protector*. Failure to wear such Protective Headgear (in compliance with the list of international testing standards published on the FEI website) and body protector* where and when required after being notified by an Official to do so, will result in Elimination.

~~2.2. During the Section A, Controlled Warm-Up, Warm-Up Obstacle and Section B, failure to wear such Protective Headgear and body protector* will result in Elimination.~~

~~2.3. 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.~~

3.3. When a body protector* is required, if an air vest is used it must be worn over the body protector*, and cannot replace it.

~~3.~~4. Dress for Athletes and Grooms under the age of 18

~~3.1.~~4.1. At all times, whilst on a carriage, Athletes and Grooms under the age of 18 must wear a body protector* and a securely fastened Protective Headgear. Infringement will result in Elimination.

~~3.2.~~4.2. In addition, failure to wear such Protective Headgear (in compliance with the list of international testing standards published on the FEI website) and body protector* ~~(in compliance with the applicable international testing standards)~~

where and when required after being notified to do so by an Official, shall result in a Yellow Warning Card, being issued to the Athlete.

~~3.3.~~4.3. During Horse inspections, it is strongly recommended for Athletes and Grooms under the age of 18 to wear securely fastened Protective Headgear.

*Body protectors cover the front and back of the torso.

~~4.~~5. Whip for Dressage and Cones

~~4.1.~~5.1. The Athlete must carry a driving whip.

~~4.2.~~5.2. An Athlete must start the ~~competition~~phase with a whip in hand or incur 5 penalty points.

~~4.3.~~5.3. If an Athlete drops or puts down their whip, between start and finish, or if it is not held in the hand, 5 penalty points will be incurred.

~~4.4.~~5.4. The whip, if dropped, need not be replaced and the Athlete may finish without a whip. However the Groom may hand the Athlete a spare whip and without any further penalty.

~~4.5.~~5.5. Para Driving Athletes from nominated profiles may compete with the whip held /used by Groom but must have this noted on the Masterlist following classification evaluation.

~~5.~~6. Whip for Marathon and Combined Marathon

~~5.1.~~6.1. The whip can only be used by the Athlete. Failure to comply will incur 20 penalties.

~~5.2.~~6.2. Para Driving Athlete from nominated profiles may compete with the whip held /used by Groom but must have this noted on the Masterlist following classification evaluation.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
928.3.2. Dress, Safety and Whips
Explanation for Proposed Change
ICDA: 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. FEI: Agreed.
Proposed Wording on 8 July 2025
3.3 In addition, failure to wear such Protective Headgear (in compliance with the FEI Accepted Testing Standards for Protective Headgear) and body protector* ~~(in compliance with the applicable international testing standards)~~ where and when required after being notified to do so by an Official, shall result in a Yellow Warning Card, being issued to the Athlete.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Refer to the previous feedback.

Rules Proposal Submitted By

FEI

Article No.–Article Name

Article 935 Examinations and Inspections of Horses

Explanation for Proposed Change

The Driving Committee proposes to modify the part of the HI regarding the whip, to align with the VRs. The Committee also proposes to remove the Cool Down area, and therefore modify Art 935.5.

Proposed Wording

1.8. Article 935 Examinations and Inspections of Horses

2.7 For the use of whips during the First Horse Inspection, please refer to Article 1035.8 of the Veterinary Regulations ~~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).~~

(…)

3. In-Harness Examination

3.1. The Examination must take place between 10-15 minutes after the turnout finishes the Marathon. ~~place between 10 and 15 minutes after the Athlete has entered the Cool Down area 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.

Comments Received by 26 August 2025

AUS, ICDA:

Whilst respecting the position of the Veterinary Commission and the Driving Technical Committee, NF AUS would like to resubmit its recommendation to replace the First Horse Inspection with an In-Harness Horse Inspection immediately prior to the Dressage test for competitions up to and including CAI3*. NF AUS believes that such a change can be supported by arguments relating to equine welfare, athlete and groom safety as well as economic considerations for show organisers and athletes.

Firstly there are a large number of checks throughout the duration of the competition starting with the vet check on arrival, including a heart rate check which takes place either on arrival or in the stables later the same day. There are bit checks following the Dressage, In Harness Inspections both prior to and following on from the Marathon as well as In Harness Inspections prior to and following on from the Cones thus ensuring that at every stage of the competition equine welfare can be carefully assessed.

There are examples of First Horse Inspections which now take place 48 hours before athletes compete. This is a result of the trend to invite more than 100 competitors to include multiples meaning that there are often more than 200 horses/ponies in the First Horse Inspection. This inspection is taking place on a Wednesday and there are therefore some athletes who do not compete until Friday. NF AUS believes that it is important to reduce this time frame.

We are advised that In-Harness Inspections provide a very good basis on which to assess fitness and health of equines given that with a weight bearing load it is likely that fitness to compete can be properly assessed.

There have been several incidents during the 2025 season where athletes and grooms have been injured (in one case at Drebkau seriously) as a result of large numbers of horses and ponies being assessed simultaneously. It is very difficult for officials and athletes alike to manage what can often be a high energy environment that can become chaotic very quickly.

Lastly the economic considerations for the various stakeholders is an important consideration. If the First Horse Inspection is replaced by an In-Harness Inspection prior to the Dressage athletes and their often large support teams will save one to two days of travel/costs which will then also help reduce organiser costs.

EEF:

We appreciate the Vet Committee and Department willingness to have a clearer view on the situation.

In the same time, we like to confirm that the change would be expected by us from start of 2026. As already explained over the last years consultations, we consider in harness inspection would be beneficial for several reasons instead (or as an option) of the current 1st HI. This could be introduced as a first step at least up to CAI3* level.

The level of veterinary vigilance will not decrease especially when you take into consideration all controls from arrival day to final day, veterinary examination and inspections are many, the same for steward controls.

Also valid to mention that most of shows are runned with 2 days of dressage after a 1st HI on Wednesday. It places the first test for half of the competitors, beyond the 24 regulatory hours after the 1t HI (GRs) in which horses should start the competition.

The cost for all stakeholders would be less as in most cases the length of the competition week go decrease with 1 day.

GER:
935.3
Question: Should a certain time before the start in Marathon be stated for the Horse Inspection? For the In-Harness Examination the proposal is between 10 and 15 Minutes after the Marathon, should it be similar for the Inspection before Marathon?

FEI Feedback

The Veterinary Committee will conduct a comprehensive review of Driving competitions in 2026, during which they will assess the format and timing of horse inspections as part of the Full Rules Revision.

GER: The Committee does not consider it necessary to introduce a specific time limit for the inspection before the Marathon.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)
FIN NED SUI ICDA
Article No.–Article Name
Article 937 Weights and Dimensions
Explanation for Proposed Change
FIN: The tradition, where always the same style is kept during dressage and cones is forgotten, when driving with a marathon carriage is allowed in cones. If a driver wishes to use just one single combi-carriage for all competitions then he does it knowing the possible lower scores on dressage General Impressions and Presentation points. **NED:** Make it compulsory for Athletes to use the same type of Carriages for Dressage and Cones at CAI3*, CAIOs and Championships. At CAI2* it is not compulsory but permitted. **SUI:** The track width of the carriage has no influence on the dressage, so it makes no sense to eliminate a driver after the dressage. Only in Marathon and Cones the track width is important and must be correct. **ICDA:** Annex 11 should be revised – measurement should be with wooden blocks. **FEI** : Proposal from the Committee to remove any requirement to the Dressage Carriages as there might not be any advantage gained from the measurements in the Dressage but can cause unfair Elimination if an Athlete does not have the necessary width. Agreement to remove clarification note and add as 936.2.
Proposed Wording on 8 July 2025
Article 936 Permitted Carriages 1. For CAI, CAIOs and Championships, Dressage or Marathon Carriages of the appropriate widths and weights are permitted. Refer to 937 for required carriage weights and dimensions for each competition.[1] ~~1.~~2. A maximum of two (2) carriages, which must meet the requirements set out in Article 937, can be used in a Driving Event. For the Cones Competition, only a Carriage which meets the requirements in Article 937 can be used. ~~2. Solid rubber or pneumatic tires are only permitted in CAI 1* events and Para Driving.~~ 3. Carriages for Para Driving :

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

3.1. Carriages suitable for the disabled Athletes must be used and carriages for PE Singles may be 2 or 4-wheeled.

Article 937 Weights and Dimensions

1. General

1.1. In all Classes, ~~D~~during the On-Site Preparation Period and the Period of Jurisdiction during Dressage, Marathon, Cones and Combined Marathon, if the carriage has no brakes, breeching is compulsory Failure to comply will result in Elimination. In Single Horse and Single Pony classes breeching is compulsory. Failure to comply will result in Elimination.

1.2. During the On-Site Preparation Period and the Period of Jurisdiction, whenever a horse/pony is harnessed as a single to a carriage, breeching is compulsory. Failure to comply will result in Elimination.

1.3. No part of a carriage may be wider than the outside Track Width, with the exception of hub caps, mud guards and the Splinter Bar for carriages used in ~~Dressage and~~ Cones.

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

1.5. Athletes whose carriages do not conform to the required weights or measurements will be eliminated from the relevant Competition.

2. Carriages for Para Driving:

2.1. Carriages suitable for the disabled Athlete must be used and carriages for PE Singles may be 2 or 4-wheeled.

2.2. The Technical Delegate may refuse the use of a carriage, but must provide the reason for the refusal.

3. ~~Dressage~~ Carriages used in Cones must comply with the following:

Class	Wheels	Grooms	Min. Width
Horse Four-in-Hand	4	2 behind	158 cm
Pony Four-in-Hand			138 cm
Horse Pair	4	1 behind	148 cm
Pony Pair			138 cm
Horse Single	2 or 4	1 behind(4 wheeler)or beside(2 wheeler)	138 cm
Pony Single			

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 during the Cones Competitions. For Pair Classes, the Groom must seat in the middle when using a Marathon-type carriage.

3.1. Artificial extensions to increase the measured width of a Carriage are not permitted in Cones.

3.2. All carriages must be measured as soon as the Athlete has left the Cones competition arena.

4. Marathon Carriages must comply with the following:

Class	Wheels	Min Weight	Grooms	Min. Width
Horse Four-in-Hand	4	600 kg	2 behind	125 cm
Pony Four-in-Hand		300 kg		
Horse Pair	4	350 kg	1 behind	125 cm
Pony Pair		225 kg		
Horse Single	4	150 kg	1 behind	125 cm
Pony Single		90 kg		

4.1. In Marathon, all Carriages will be measured before the start. ~~of Section A/Controlled Warm-Up and the same Carriage must be used for all sections.~~

4.2. The President of the Ground Jury will decide whether all, or a random selection, of Carriages will be weighed after Marathon.

Comments Received by 26 August 2025

EEF:

To be added, for clarification. Outside of competitions phases dressage/marathon/cones/Combined cones… athletes are free to use more than 2 carriages. Training carriages must not be counted in this limitation of 2 carriages.
~~1~~.2. A maximum of two (2) carriages which must meet the requirements set out in Article 937, can be used for the competitions phases at ~~in~~ a Driving Event. For the Cones Phase, only a Carriage which meets the requirements in Article 937 can be used.

GBR:
As dressage is being proposed to be deleted there appears to be no specification or type of carriage and number of grooms for Dressage (for example a London Trolly with driver standing).

GER:
~~1~~.2. A maximum of two (2) carriages **(Training carriages are not included),** which must meet the requirements set out in Article 937, can be used in a Driving Event. For the Cones Phase, only a Carriage which meets the requirements in Article 937 can be used.

ICDA:

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

NED:
We do not agree with this. We would like to see our proposal reinstated. As we understand the current wording, it appears that it would be permitted to use a marathon carriage for

the dressage phase. Is this indeed your intention? For us, this is undesirable in a 3* or Nations Cup competition.

We would strongly prefer that only presentation carriages be allowed for dressage and cones. The presentation carriage aligns with the attire that is required and contributes more appropriately to the overall image of the sport.

FEI Feedback

The Committee agrees to clarify that training carriages are not included in the limitation of two carriages permitted for competition phases.

In addition, as Article 990.2.1 a) refers to checking carriage width after the Dressage phase, this provision will no longer be applicable and will therefore be deleted from the rulebook.

Regarding the request to reintroduce a requirement for presentation carriages in Dressage and Cones, the Committee noted that this requirement has not been mandatory for several years and does not wish to reinstate it.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Article 936 Permitted Carriages

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

~~1.~~2. A maximum of two (2) carriages (excluding training carriages), which must meet the requirements set out in Article 937, can be used in a Driving Event. For the Cones Phase, only a Carriage which meets the requirements in Article 937 can be used.

~~2. Solid rubber or pneumatic tires are only permitted in CAI 1* events and Para Driving.~~

3. Carriages for Para Driving :

3.1. Carriages suitable for the disabled Athletes must be used and carriages for PE Singles may be 2 or 4-wheeled.

Article 937 Weights and Dimensions

1. General

1.1. In all Classes, ~~D~~during the On-Site Preparation Period and the Period of Jurisdiction during Dressage, Marathon, Cones and Combined Marathon, if the carriage has no brakes, breeching is compulsory Failure to comply will result in Elimination. In Single Horse and Single Pony classes breeching is compulsory. Failure to comply will result in Elimination.

1.2. During the On-Site Preparation Period and the Period of Jurisdiction, whenever a horse/pony is harnessed as a single to a carriage, breeching is compulsory. Failure to comply will result in Elimination.

1.3. No part of a carriage may be wider than the outside Track Width, with the exception of hub caps, mud guards and the Splinter Bar for carriages used in ~~Dressage and~~ Cones.

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

1.5. Athletes whose carriages do not conform to the required weights or measurements will be eliminated from the relevant Competition.

2. Carriages for Para Driving:

2.1. Carriages suitable for the disabled Athlete must be used and carriages for PE Singles may be 2 or 4-wheeled.

2.2. The Technical Delegate may refuse the use of a carriage, but must provide the reason for the refusal.

3. ~~Dressage~~ Carriages used in Cones must comply with the following:

Class	Wheels	Grooms	Min. Width
Horse Four-in-Hand	4	2 behind	158 cm
Pony Four-in-Hand			138 cm
Horse Pair	4	1 behind	148 cm
Pony Pair			138 cm
Horse Single	2 or 4	1 behind(4 wheeler)or beside(2 wheeler)	138 cm
Pony Single			

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 during the Cones Competitions. For Pair Classes, the Groom must seat in the middle when using a Marathon-type carriage.

3.1. Artificial extensions to increase the measured width of a Carriage are not permitted in Cones.

3.2. All carriages must be measured as soon as the Athlete has left the Cones competition arena.

4. Marathon Carriages must comply with the following:

Class	Wheels	Min Weight	Grooms	Min. Width
Horse Four-in-Hand	4	600 kg	2 behind	125 cm
Pony Four-in-Hand		300 kg		
Horse Pair	4	350 kg	1 behind	125 cm
Pony Pair		225 kg		
Horse Single	4	150 kg	1 behind	125 cm

Pony Single		90 kg		

4.1. In Marathon, all Carriages will be measured before the start. ~~of Section A/Controlled Warm-Up and the same Carriage must be used for all sections.~~

4.2. The President of the Ground Jury will decide whether all, or a random selection, of Carriages will be weighed after Marathon.

Art. 990.2.1

a) Checking and measuring all the carriages after ~~Driven Dressage and~~ Cones. At the start of ~~Section A/Controlled Warm-Up~~the ~~in~~ Marathon, and if necessary, at the end. ~~of the Cool-Down.~~

Proposal from (National Federation, Stakeholder or FEI)

FIN

Article No.–Article Name

Article 939 Tyres

Explanation for Proposed Change

936.2. Solid rubber or pneumatic tires are only permitted in CAI 1* events and Para Driving.
This states that Solid rubber tyres are only allowed in CAI 1* events.
When
939.2 In all Competitions carriages must be fitted with iron or solid rubber tyres.

The wording should be unified.

FEI: Agreed

Proposed Wording on 8 July 2025

Article 939 Tyres

1. Pneumatic or air-filled~~,~~ tyres are only permitted in CAI1* and Para Driving. ~~as per Article 936.~~
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.

~~Pneumatic tyres are permitted in Para Driving.~~

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Article 940.12 Shoes
Explanation for Proposed Change
Under the current wording of the rules, it appears that Hoof Boots would not be permitted, as they do not fall under the definition of a "conventional type of shoe." Considering the increasing use of Hoof Boots as a recognised alternative to traditional shoeing, it is proposed that the rule be reviewed to explicitly consider their inclusion. "12. Shoes 12.1. Any conventional type of shoe is permitted; double shoes or additional weight (lead) are not allowed" The committee proposes the below wording.
Proposed Wording
12.1 Horses that are competing wearing hoof boots must present at the Horse Inspection wearing hoof boots. Hoof boots must be removed at the request of the Horse Inspection Panel to allow for evaluation of the Horse's hooves, where required.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)
GER NF ICDA
Article No.–Article Name
942.4 Safety - person under the age of 14
Explanation for Proposed Change
GER: Art. 942.4: Person under 14: The rule should be deleted because Driving is a family sport. It should be clearly stated (in the GR?) that the responsibility for Persons under 18 accompanying Athletes (or Grooms/Owners) at FEI Events are acting under the responsibility of their parents or the relevant Person Responsible (PR). This responsibilty cannot be delegated to an OC or the Stewards on duty. **ICDA:** 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. **FEI :** The Driving Technical Committee agrees that a 10-year-old may be permitted to ride as a passenger. However, it should be explicitly stated that such a passenger does **not** fulfil the role of a groom, and that the presence of a groom meeting the minimum age requirement remains mandatory. Additionally, the requirement for all passengers under the age of 18 to wear securely fastened protective headgear should be clearly stated.
Proposed Wording on 8 July 2025
4. During the On-Site Preparation Period and the Period of Jurisdiction–, no person under the age of 10 is permitted to ride as a passenger on a carriage. All passengers under the age of 18 must wear securely fastened protective headgear and body protector. A groom of appropriate age must be present on the carriage at all times when a person under the age of 18 is riding as a passenger.~~14 may be on a carriage (except for Children classes)~~
Comments Received by 26 August 2025
GER: The reduction of the minimum age for passengers is appreciated. How will the age be controlled for persons not registered with FEI? **NED**: We have no objection to lowering the age to 10 years for passengers But please clarify the rule to make sure that we can identify the passenger and the groom.
FEI Feedback
GER: Officials may request proof of age from the passenger or the responsible person if needed, as currently done. **NED:** There is no requirement to formally identify passengers or grooms. The essential point is that appropriate persons are present on the carriage. The FEI does not consider this an issue, and stewards will continue to manage it as they have previously when the minimum age was 14. The only change is the lowering of the minimum age to 10.
Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)

GER NF
ICDA

Article No.–Article Name

942.5 Safety - Earphones and/or electronic communication

Explanation for Proposed Change

GER:
This should be covered under Art. 945, Outside Assistance, and not in the Chapter Safety.

ICDA:

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

FEI: A distinction must be made between safety during training and outside assistance during competitions. The wording has been modified accordingly, as shown below.

Proposed Wording on 8 July 2025

942.5:

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

945:

2.1.7. Earphones and/or electronic communication devices may never be worn during FEI Driving Dressage and Cones Competitions.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)
Equestrian Australia GBR ICDA
Article No.–Article Name
942.6.a. Safety
Explanation for Proposed Change
AUS: 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 we are recommending that Driving adopts a Medical Services protocol which sets out the minimum requirements for competitions. **GBR:** The General Regulations Art.109 10.1, 10.2 and 10.3 have very little about Medical Cover at Driving Events and the FEI needs a clear policy of what medical cover should be in place for the Marathon i.e. Medics, Ambulances and Doctors and safety personnel. There is evidence that a crisis management meeting is not always included at each event. The policy document needs to include the experience and qualifications of all those responsible. Without this in place the risk to all is increased. This needs to be confirmed before the event starts and regular updates undertaken. Reason: - Safety and Welfare of all, athletes, Officials, helpers and the general public. **ICDA:** 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. **FEI** : The concerns raised regarding the lack of detailed medical service requirements in the current Driving Rules are acknowledged. While Article 109.10 of the FEI General Regulations already sets out basic medical coverage requirements for all FEI events, it is agreed that more specific guidance is needed for Driving, particularly for the Marathon phase. In response, and based on the proposals received, the FEI Medical Committee has developed a dedicated annex (Annex 14 – Medical Services), which outlines the minimum medical service expectations at FEI Driving Events. This includes guidance on personnel, response times, transport, and communication. The Medical Committee also recognises the need to improve awareness among Organising Committees and stakeholders about these requirements and is planning to support this with educational resources.

The annex is proposed for inclusion in the 2025 Driving Rules and would apply to CAI3* level and above, with the timeline and details to be confirmed during the rules consultation process.

Additionally, following the recommendations of the FEI Medical Committee, a wording has been added under Article 942.7, mentioning that any Athlete or Groom who falls during the Marathon must undergo a mandatory medical assessment at the end of their Marathon.

Proposed Wording on 8 July 2025

ART. 942.7:

7. Examination Following a Fall or Carriage Overturn: Any Athlete or Groom who falls from a carriage or was on a carriage that had an overturn during training at the Competition site or during the Competition must be examined by the medical personnel as soon as possible, and in any case before participating in another test or Competition. They must not re-enter a carriage until this medical examination has been completed. It is the sole responsibility of the Athlete or Groom to ensure that the examination takes place.

ANNEX 14 MEDICAL SERVICES

Minimum Requirements for Medical Services at FEI Driving Competitions

Medical ServicesCoverage at FEICompetitions

This Annex outlines the medical service coverage to be implemented by Organising Committees (OCs) of FEI Driving and Para-Driving Events.

It must be read in conjunction with article 109.10.1 FEI General Regulations, and the General Medical Coverage requirements for FEI Events in accordance with article 109.10.1, the FEI Key Event Requirements No.11 available on the FEI website and any guidance issued by the FEI for the medical coverage of Events.

I. MEDICAL SERVICES REQUIREMENTS APPLICABLE THROUGHOUT THE EVENT

1. Chief MedicalOfficer (CMO)

1.1 Role

The CMO is appointed well in advance of the Event and works closely with the Organising Committee (OC) when planning for Event medical coverage and participate in the preparation of the Serious Incident Management Plan (SIMP) for the Event.

At FEI Championships 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 and provide the necessary contact information to access the medical services.

1.2 Qualifications

The CMOdoesnot 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 in Table 1 below must be available during the hours of competition and training periods.

They must be able to cover all training 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.

5. Communications

A reliable communication system must be in place throughout the entire Event, to alert the on-site emergency medical providers and/or the local emergency medical service, including communication with the Event officials.

TABLE 1 – REQUIREMENTS FOR THE ON-SITE MEDICAL PERSONNEL

COMPETITION	MEDICAL PERSONNEL REQUIRED & AVAILABILITY	NUMBER OF MEMBERS IN EACH TEAM	SKILLS REQUIRED
MARATHON	**At least one (1) team:** Advanced Medical Response Team **Response times:** strongly recommended: maximum five (5) minutes from notification of accident.	At least: two (2)	1. At least: one (1) member with the minimum necessary skills to: a.perform advanced airway management b.decompress a tension pneumothorax; c.acquire intravenous access, d.apply cervical and spinal stabilization and place suitable splints for fractures. 2. Training in basic life support and appropriate equipment for airway support, bleeding and fracture management.

			3. Administering pain control medications as indicated under the local jurisdictional guidelines
DRIVEN DRESSAGE & CONES	**At least one (1) team:** Basic Medical Response Team. **Response time:** strongly recommended: maximum three (3) minutes from notification of accident.	Minimum: one (1) Ideally: two (2)	At least 1 member with the minimum necessary skills to: a.perform airway management b. apply cervical and spinal stabilization.
TRANSPORTATION			
1. A medically appropriate vehicle shall be on site or available on call for the transportation of seriously injured or sick Drivers/Grooms to a medical facility. 2. A system must be in place for the safe removal of injured Drivers/Grooms from the field of play. 3. The personnel must be adequately trained to use the available equipment.			

Comments Received by 26 August 2025

AUS:
AUS supports the introduction of a specific protocol for Driving. It is important that these provisions are not diluted and over time enhanced. Whilst they are the minimum to be provided by OCs they are in several respects inadequate. Whilst the requirement for at least one medically appropriate vehicle reflects the minimum requirements of other disciplines the requirements for driving are different given that any accident may involve both athlete and groom and many medically appropriate vehicles have room only for one injured person.

GBR:
We agree strongly with the FEI's proposed change in wording. (942.7)

ICDA:

ICDA supports the introduction of a specific Medical Services protocol for Driving. It is important that these provisions are not diluted and over time enhanced.Whilst they are the minimum to be provided by OCs they are in several respects inadequate. Whilst the requirement for at least one medically appropriate vehicle reflects the minimum requirements of other disciplines the requirements for driving are different given that any accident may involve both athlete and groom and many medically appropriate vehicles have room only for one injured person. There has been a concrete example at a CAI3* event in the last twelve months where the presence of only one such vehicle was inadequate to deal with the simultaneous injury of an athlete and groom.

NED:
Article 942.7 – We request clarification regarding this rule. We do not consider it appropriate for the driver to be immediately eliminated if either the driver or groom falls from the carriage. In most cases, the individual is unharmed and can continue the competition. We would, however, support a rule requiring a medical check after the phase in which the fall occurred, before the athlete is allowed to start the next phase.

SUI:
942.7 It shoud be more clear! In the Marathon, the Groom can fall from the carriage and it is allowed to go back to the carriage (5 Points), then it is just possible to check the groom in the finish of marathon and not direct before he goes back to the carriage

USA :

We support the FEI proposal but have concerns over ability to manage examinations if accidents the occur at same time.

FEI Feedback

Regarding Article 942.7, the Driver will not be eliminated if either the Driver or Groom falls from the carriage. The rule states that the person who has fallen must be examined as soon as possible, which, during the Marathon, means at the end of the competition. There is no requirement for an immediate medical check before the person can return to the carriage.

In addition, it is proposed to add a requirement that the Crisis Management meeting must include a review of the Medical Services and Emergency Plans. This addition is highlighted in yellow.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

ART. 942.7:

7. Examination Following a Fall or Carriage Overturn: Any Athlete or Groom who falls from a carriage or was on a carriage that had an overturn during training at the Competition site or during the Competition must be examined by the medical personnel as soon as possible, and in any case before participating in another test or Competition. They must not re-enter a carriage until this medical examination has been completed. It is the sole responsibility of the Athlete or Groom to ensure that the examination takes place.

ANNEX 14 MEDICAL SERVICES

Minimum Requirements for Medical Services at FEI Driving Competitions

Medical ServicesCoverage at FEICompetitions

This Annex outlines the medical service coverage to be implemented by Organising Committees (OCs) of FEI Driving and Para-Driving Events.

It must be read in conjunction with article 109.10.1 FEI General Regulations, and the General Medical Coverage requirements for FEI Events in accordance with article 109.10.1, the FEI Key Event Requirements No.11 available on the FEI website and any guidance issued by the FEI for the medical coverage of Events.

A briefing on the Medical Services and Emergency Plans must take place during the event's Crisis Management meeting.

I. MEDICAL SERVICES REQUIREMENTS APPLICABLE THROUGHOUT THE EVENT

1. Chief MedicalOfficer (CMO)

~~1.1 Role~~

The CMO is appointed well in advance of the Event and works closely with the Organising Committee (OC) when planning for Event medical coverage and participate in the preparation of the Serious Incident Management Plan (SIMP) for the Event.

At FEI Championships 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 and provide the necessary contact information to access the medical services.

1.2 Qualifications

The CMOdoesnot 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 in Table 1 below must be available during the hours of competition and training periods.

They must be able to cover all training 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.

5. Communications

A reliable communication system must be in place throughout the entire Event, to alert the on-site emergency medical providers and/or the local emergency medical service, including communication with the Event officials.

TABLE 1 – REQUIREMENTS FOR THE ON-SITE MEDICAL PERSONNEL

COMPETITION	MEDICAL PERSONNEL REQUIRED & AVAILABILITY	NUMBER OF MEMBERS IN EACH TEAM	SKILLS REQUIRED

MARATHON	**At least one (1) team:** Advanced Medical Response Team **Response times:** strongly recommended: maximum five (5) minutes from notification of accident.	At least: two (2)	1. At least: one (1) member with the minimum necessary skills to: a.perform advanced airway management b.decompress a tension pneumothorax; c.acquire intravenous access, d.apply cervical and spinal stabilization and place suitable splints for fractures. 2. Training in basic life support and appropriate equipment for airway support, bleeding and fracture management. 3. Administering pain control medications as indicated under the local jurisdictional guidelines
DRIVEN DRESSAGE & CONES	**At least one (1) team:** Basic Medical Response Team. **Response time:** strongly recommended: maximum three (3) minutes from notification of accident.	Minimum: one (1) Ideally: two (2)	At least 1 member with the minimum necessary skills to: a.perform airway management b. apply cervical and spinal stabilization.

TRANSPORTATION

1. Whenever possible, a medically appropriate vehicle shall be on site for the transportation of seriously injured or sick persons to a medical facility. If this is not possible, a medically appropriate vehicle must be available on call.
2. A system must be in place for the safe removal of injured Drivers/Grooms from the field of play.

3. The personnel must be adequately trained to use the available equipment.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF **GER NF**

ICDA

Article No.–Article Name

Article 943 Participation

1. Method of Driving
1.1. Athletes may use any method or style of driving.
2. The Athletes and Grooms participation:

Explanation for Proposed Change

FRA: Athletes and Grooms Participation rules should give more opportunities to drivers and grooms in order to facilitate organisation, and finally improve participation at shows which is becoming more and more problematic.
GER: Athletes and Grooms Participation: should be liberalised for all Events and Classes up to CAI 3* (not WC Qual) when not competing in the same class.

ICDA:
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.

FRA: Agreed as outlined below, with the addition that any special requests due to scheduling issues must be submitted no later than one hour before the Horse Inspection.

Starting twice in CAIOs is not permitted under the Rules, as these are primarily team competitions.

Point 2.11 regarding passengers has been removed, as this is already addressed under Article 942.

Proposed Wording on 8 July 2025

CHAPTER VIII CONDITIONS FOR PARTICIPATION

1.9. Article 943 Participation

1. Method of Driving

1.1. Athletes may use any method or style of driving.

2. The Athletes and Grooms participation[2]:

	At one same Event			
ATHLETES	Permitted number of starts	Allowed to compete in different class/ age category as athlete	Act as groom in same class/ age category	Act as groom in different class/age category
CAIO, Championships	1	No	No	No

[2] In case of special requests due to scheduling issues as per this article, they must comply with Art. 947.4

CAI3* WCQual	Up to 2	Yes	No	No
Championships for YH	Multiple	Yes	No	~~No~~Yes
CAI 3* (not WC Qual)	Up to 2	Yes	~~No~~Yes	~~No~~Yes
CAI 2*	Up to 2	Yes	Yes ~~in CAI1* or CAI2*~~	Yes ~~in CAI1* or CAI2*~~
CAI 1*	Up to 2	Yes	Yes ~~in CAI1* or CAI2*~~	Yes ~~in CAI1* or CAI2~~*

	At one same Event		
GROOMS	Permitted number of starts	Allowed to compete in different class/ age category as Groom	Allowed to compete in different class/ age category as Athlete
CAIO, Championships	Multiple (except on Marathon only once)	Yes (except on Marathon)	No
CAI3* WCQual	Multiple	Yes	No
Championships for YH	Multiple	Yes in each category: 5-6-7 year	~~No~~Yes
CAI 3* (not WC Qual)	Multiple	Yes	~~No~~Yes
CAI2*	Multiple	Yes	Yes ~~in CAI1* or CAI2*~~
CAI 1*	Multiple	Yes	Yes ~~in CAI1* or CAI2*~~

2.1. Each Athlete must drive the same Horse(s) in all the Competitions, except where a substitution was decided in compliance with the rules. See Article 946.

2.2. In CAIOs and Championships:

2.2.1. An Athlete stays as an Athlete and a Groom stays as a Groom. A 3* Athlete may not act as Groom on a same Event in which the Athlete is competing regardless of the category.

2.2.2. In CAIO and Championships, an Athlete may compete only once, except at Young Horses Championships.

2.2.3. An Athlete with 2 entries in a World Cup Qualifier must declare, at the show office, before the Horse Inspection which entry will compete for qualification points and World Ranking Points. For all 3 Competitions, the declared entry must start first of the two entries. Only the declared entry receives qualification points and World Ranking points.

2.2.4. Athletes and Grooms competing in a World Cup Qualifier CAIO and Championship cannot be part of a turnout in another Marathon Competition held on the same showground.

2.3. Depending on the schedule, in CAI1* ~~and~~ to CAI~~2~~3*, an Athlete can compete twice and in addition, the Athlete can act as Groom in these two classes only. ~~In a CAI3*, an Athlete can compete twice, but cannot act as Groom. A Groom acting in a CAI1* or CAI2* cannot act as an Athlete in CAI3* or above.~~

2.4. Groom(s) may participate several times in all Competitions, but in the Marathon of CAIOs and Championships only once. Grooms may participate several times in Championships for Young Horses.

2.5. The penalty for contravening to articles 943.2.1-2.4 will be the elimination of the Athlete(s) concerned by any of the offences.

2.6. The Athlete is the only person allowed to handle the reins, use whip and brake (not including the turntable brake) throughout each Competition. Each contravention of this Rule, even if to prevent an accident, will result in 20 penalties. However, a Groom may handle the reins and brakes without penalty in all Competitions provided the carriage remains stationary.

2.6.1. Para Driving Athletes from nominated profiles may compete with the whip held/used by Groom, the brake operated by the Groom, and the Groom holding the finger loop but must have this noted on the Masterlist following classification evaluation.

2.7. No person may be tied to the Carriage in any way during the Competitions. An Athlete may be secured by rope, webbing or belt, provided one end is held by a Groom ~~and not wrapped or~~ and not fastened to the carriage in any way. The lap belt may be attached to the carriage on one end with the other free end of the belt neither fastened to the carriage such as with tape, zip tie, buckle or snap nor wrapped to the carriage by more than one single 360 degree loop which contains no overlap, half hitch, or other means of knotting to secure the loop. Additionally, the free end of the belt can only be held by the groom.

2.8. Failure to comply will result in elimination.

2.8.1. Para Driving: A Para Driver may be attached on the carriage for support with a lap belt or a 4 point belt, but there must be a quick release system.

2.8.2. For Para Driving Athletes, in addition ref. to Annex 8.

2.9. Substitution of a Groom during the Marathon Competition is not permitted under any circumstances, and will incur Elimination of the Athlete.

2.10. In Dressage (as part of the test) and Cones, Athletes will be required to salute the Jury, unless time or layout of the Course prevents it.

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

~~2.12.~~2.11. Each time an Athlete dismounts, 20 penalties will be incurred.

~~2.13.~~2.12. Athletes will incur penalties each time one or both Grooms dismount. 5 penalties on the first occasion, 10 penalties on the second occasion. On the third occasion the Athlete is Eliminated. Exception in Marathon, see Art. 964.5.1.

~~2.14.~~2.13. Prize-giving ceremonies might be done either on the Carriages or on foot, according to the approved schedule.

3. Number of accredited Grooms

Four-in-Hand: up to four
Pairs: up to three
Singles:up to two

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

Comments Received by 26 August 2025

GBR:
943.2.11 : We agree with this change.

GER:
943.1 What is the ratio for this article in this chapter?
We propose to delete the sentence.

~~1. Method of Driving~~
~~1.1. Athletes may use any method or style of driving.~~

943.2: The proposals for Athletes and Grooms participation are appreciated.

NED:
We do not agree with this. The burden on the organizer becomes far too great if everyone is allowed to accompany each other as a groom. It would make it impossible for the organizer to create a suitable starting order. If this is permitted, it could be considered a form of match fixing. When a driver participates as a groom, they gain prior knowledge of the course, which is undesirable. However, in the Young Horses class, we have no objection.

FEI Feedback

If an Organising Committee does not wish to allow double starts (i.e. an Athlete competing as a Groom for another Athlete in the same event), this can be specified in the FEI-approved schedule.

The Committee therefore proposes to retain the current proposed wording.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
USA NF
Article No.–Article Name
943.2.6 Participation
Explanation for Proposed Change
Currently manufactured carriages allow for Grooms to release or tighten the 5th wheel damper from their position on the carriage. A change to allow this in competition will add increased safety measures available for athletes on course. FEI: Agreed.
Proposed Wording on 8 July 2025
The Athlete is the only person allowed to handle the reins, use whip and brake (not including the turntable brake) throughout each Competition. Each contravention of this Rule, even if to prevent an accident, will result in 20 penalties. However, a Groom may handle the reins and brakes without penalty in all Competitions provided the carriage remains stationary.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Proposal from (National Federation, Stakeholder or FEI)
USA NF
Article No.–Article Name
943.2.7 Participation
Explanation for Proposed Change
We are hoping to align consistency of application with the rules with the information listed in the Tack App. **FEI:** The mention of wrapping is removed of the rule.
Proposed Wording on 8 July 2025
No person may be tied to the Carriage in any way during the Competitions. An Athlete may be secured by rope, webbing or belt, provided one end is held by a Groom ~~and not wrapped or~~ and not fastened to the carriage in any way. The lap belt may be attached to the carriage on one end with the other free end of the belt neither fastened to the carriage such as with tape, zip tie, buckle or snap nor wrapped to the carriage by more than one single 360 degree loop which contains no overlap, half hitch, or other means of knotting to secure the loop. Additionally, the free end of the belt can only be held by the groom.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
ICDA – International Carriage Drivers Association
Article No.–Article Name
944.2.1. Inditification Number
Explanation for Proposed Change
As the maximum number of Horses is 5, the letters should be A-E FEI: The Committee proposes to only mention "letters".
Proposed Wording on 8 July 2025
Horses must be issued with a letter ~~from A to F~~ 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
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Name of National Federation or Stakeholder
GER NF
Article No.–Article Name
Art. 947 Declaration of starters
Comment and Rationale
1: the word ”first“ to be deleted; we do not have a second one….
Proposed Wording
1. In CAIOs and Championships, the Chefs d’Equipe must declare, in writing, the composition of the team, chosen from the ~~first~~ nominated entry list and declare the names of the individual Athletes at the latest one hour after the first Horse Inspection.
FEI Feedback
Although this was not included in the initial draft, the Committee agrees with the proposed change, as it aligns with the new rules on entries for Championships and CAIOs.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
Article 947 Declaration of starters 1. In CAIOs and Championships, the Chefs d’Equipe must declare, in writing, the composition of the team, chosen from the ~~first~~ nominated entry list and declare the names of the individual Athletes at the latest one hour after the first Horse Inspection.

Proposal from (National Federation, Stakeholder or FEI)
Equestrian Australia BEL NF FRA NF NED NF SUI NF ICDA
Article No.–Article Name
948.2.1
Explanation for Proposed Change

AUS: We are of 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 perceived disadvantage of competing on the first day / group of dressage.

BEL: Starting order in dressage on CAIO and Championships dividing into blocks is not always fair and prejudice to different judging on day one and two. A random draw is proposed

FRA: We do no support any new draw system which would potentially place drivers from a same national team close from each other and consequently will not give the possibility to national staff to support each of them in the compulsory best way. This would also lead to an unfair situation between teams.

We strongly support a rule change on the starting order of the marathon having the same approach as above.

NED:

Divide the total starting places into blocks of 10 to max. 15 athletes (depending on group size), min. 2 and max. 6 blocks. Allocate the athletes to each block according to their FEI ranking. The position within each block will be filled by draw.

The advantages of this are:

- The driver has some influence on the starting position
- Equal conditions are created for the highest-ranked drivers
- There is more chance of airtime for the press/TV
- A more high-performance sports climate is created
- It is more similar to other sports, as Formula 1 also does not have a draw; it is based on training/qualification
- Helps the athlete with their planning, you know on which day you need to start

For Para: divide the draw for the starting places in Grade I and Grade II (see also proposal Driving Dressage Tests CPEAI et al.)

SUI:

The draw like a CAI eliminates the complicated procedure with the various blocks. In addition, it prevents the best dressage riders from all driving on the second day and thus a fairer distribution should be possible. All riders, whether individual or team riders, have the same opportunities.

ICDA:
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.

FEI:
In order to maintain some influence of the Chef d'Équipe during the draws while allowing for a more randomized approach, the Driving Committee proposes the wording below.

For the Marathon, to ensure similar conditions for similarly placed Athletes, a comparable starting order system is also proposed.

Proposed Wording on 8 July 2025

2. Starting order for CAIOs and Championships

2.1. Starting order for Dressage for CAIOs and Championships

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:
The total starting places will be divided into six blocks (A to F) and the Athletes will be allocated to each block as follows:

Block A – Individual Athletes 1/3
Block B - First Athletes in each Team
Block C - Individual Athletes 1/3
Block D - Second Athletes in each Team
Block E - Individual Athletes 1/3
Block F - Third Athletes in each Team

The team member position will be filled first according to the draw of countries and the starting order within each team will be determined by a separate draw for each National 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.~~
The positioning of the individuals within the individual blocks is then done by an additional draw for all individuals together.

~~2.2. The individual positions will then be determined according to the drawing order of the nations. The first nation will place its first Individual Athlete in any of the blocks A, C or E, then the second nation will place its first Individual Athlete and so on. After the first round, the procedure is repeated until all Individuals Athletes are placed.~~

~~2.3.~~2.2. Starting order for Marathon for CAIOs and Championships

~~A second draw~~The Marathon~~-~~ starting order will be done after the Dressage;

The total starting places will be divided into six blocks (A to F) and the Athletes will be allocated to each block as follows:

Block A – Individual Athletes 1/3
Block B - First Athletes in each Team

Block C - Individual Athletes 1/3
Block D - Second Athletes in each Team
Block E - Individual Athletes 1/3
Block F - Third Athletes in each Team

The team member position will be determined according to their dressage result, the best ranked team drivers in Block F, second best Block D, and third best Block B.

In case a team has only two members they are positioned in the reverse order of their Dressage classification, in the same block assigned to them in Dressage.

The positioning of the individuals within the individual blocks is then done in reverse order of their Dressage classification.

Comments Received by 26 August 2025

BEL: The BEL NF is not in favour.
The chef d'équipe must be able to determine the starting order of the drivers.

EEF:

Knowing that this point has been debated over years we want to make not questionable that we do strongly support all the changes proposed for both dressage and marathon of CAIO and Championships. This addresses the main concerns from every party which makes it optimal compromise for the collective interest.

GER: The proposals for the new Rules for the Starting Order are appreciated.
We propose to add that the draw can also be done automatically by the computer.

1.1. Starting order for the first ~~Competition~~Phase for CAIs 1.1.1. The starting order will be a physical or digital draw, held in the presence of the President of the Ground Jury and open to Athletes.

ICDA:
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.

Following the FEI Feedback on this matter including the proposed wording to change this article, ICDA is still in favour of a free draw for all, but accepts this proposal.

NED:

We prefer to work with blocks of 10 to max. 15 athletes, allocate the athletes to each block according to their FEI ranking and have the position within each block filled by draw. However, we could support the French proposal about positioning the team drivers in team block based on the FEI Ranking list (point 3):

3. The positioning of the team drivers in the team blocks is based on the FEI Ranking list, using the same principle for individuals within their individual blocks.

If this is not accepted, we would prefer to return to the previous system. The new rule does not improve the sport or elevate it to a higher level.

If you keep the draw in the marathon it would be beneficial to switch to an automated or other system for the draw. With large groups, manual drawing takes a very long time, it's a lengthy process that could really use an upgrade.

USA:

We find that the block system disadvantages NFs that cannot field full teams.

FEI Feedback

The Committee believes that the proposed system remains the best solution.

Regarding the digital draw, the Committee considers that for CAIOs and Championships the draw should remain physical.

In addition, the Committee proposes to add a clarification for the Championship who field 2 Athletes per Age Category/Class:
To the extent the Championship format is based on two (and not three) drivers per team/category, the number of blocks is reduced accordingly and the procedure for the draw adjusted on this basis.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

3. Starting order for CAIOs and Championships

3.1. Starting order for Dressage for CAIOs and Championships

The draw for the starting positions for all Athletes in the Dressage ~~Competition~~Phase 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:
The total starting places will be divided into six blocks (A to F) and the Athletes will be allocated to each block as follows:

Block A – Individual Athletes 1/3
Block B - First Athletes in each Team
Block C - Individual Athletes 1/3
Block D - Second Athletes in each Team
Block E - Individual Athletes 1/3
Block F - Third Athletes in each Team

The team member position will be filled first according to the draw of countries and the starting order within each team will be determined by a separate draw for each National 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.~~
The positioning of the individuals within the individual blocks is then done by an additional draw for all individuals together.
~~3.2. The individual positions will then be determined according to the drawing order of the nations. The first nation will place its first Individual Athlete in any of the blocks A, C or E, then the second nation will place its first Individual Athlete and~~

~~so on. After the first round, the procedure is repeated until all Individuals Athletes are placed.~~

~~3.3.~~3.2. Starting order for Marathon for CAIOs and Championships

~~A second draw~~The Marathon~~-~~ starting order will be done after the Dressage;

The total starting places will be divided into six blocks (A to F) and the Athletes will be allocated to each block as follows:

Block A – Individual Athletes 1/3
Block B - First Athletes in each Team
Block C - Individual Athletes 1/3
Block D - Second Athletes in each Team
Block E - Individual Athletes 1/3
Block F - Third Athletes in each Team

The team member position will be determined according to their dressage result, the best ranked team drivers in Block F, second best Block D, and third best Block B. In case a team has only two members they are positioned in the reverse order of their Dressage classification, in the same block assigned to them in Dressage.
The positioning of the individuals within the individual blocks is then done in reverse order of their Dressage classification.

To the extent the championship format is based on 2 (and not 3) drivers per team/category, the number of blocks is reduced accordingly and the procedure for the draw adjusted on such basis.

Rules Proposal Submitted By
ICDA – International Carriage Drivers Association
Article No.–Article Name
952.2. Conditions
Explanation for Proposed Change
Typo
Proposed Wording on 8 July 2025
1. Memory The FEI Driven Dressage Test must be driven from memory. Speaking or indication given by a Groom will incur 10 penalties (10 penal~~ti~~ties can only be given once per Test).
Comments Received by 26 August 2025
N/A.

FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
ICDA – International Carriage Drivers Association
Article No.–Article Name
953.1. 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). FEI: Proposal to modify the positioning of the Judges as outlined below, with the requirement that this information be included in the FEI Approved Schedule to provide Athletes with advance notice.
Proposed Wording on 8 July 2025
953.1 When there are five (5) Judges officiating they must be seated at CRSVP or CMHEB. If there are three (3) Judges the places must be CVP or MCE or HCB. The positions may be changed in case of extreme weather conditions. 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. The position of the Judges must be stated in the FEI Approved Schedule.
Comments Received by 26 August 2025
GBR: With the addition of The position of the Judges must be stated in the FEI Approved Schedule this indicates a permanent position. We would suggest that this may not be sensible as weather conditions, direction of the sun may require an amendment to the position **NED**: To avoid discussion clarify whether the M and H Judges should be positioned along the long side or also could be positioned along the short side.
FEI Feedback
The Committee agreed with the comments received and will clarify that the M and H Judges must be positioned on the long side.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
1. Positions of Judges When there are five (5) Judges officiating they must be seated at CRSVP or CMHEB (M and H Judges positioned on the short side). If there are three (3) Judges the places must be CVP or MCE or HCB (M and H Judges positioned on the short side). The positions may be changed in case of extreme weather conditions. 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. The position of the Judges must be stated in the FEI Approved Schedule.

Rules Proposal Submitted By

BEL

Article No.–Article Name

955 – General Impression

Explanation for Proposed Change

BEL: Experience has learned that it is not easy or straight forward to give combined marks on the outcome of a turnout combined to a mark that is based on judging the test (harmony between horse(s) and athlete)
This harmony combines lightness, obedience, bending, pace.

FEI: The Committee wishes to retain both marks but aims to clarify and further differentiate the criteria for each.
The reference to "harmony" will be removed from the General Impression mark and incorporated into the Athlete mark instead.

Proposed Wording on 8 July 2025

4. Athlete

4.1. Use of aids, handling of reins and whip, position on the box, accuracy of figures. The mark must reflect the consistent level of accuracy and quality of transitions. Harmony between Horse(s) and Athlete.

4.2. Para Driving Athletes in able-bodies competitions

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

4.3. Para Driving Athletes are allowed to do one handed movements with two hands, when mentioned in the Classification Master List of active Para Driving Athletes following the classification of the Athlete. The maximal points attributed to the Athlete shall be 4, if the movement is correctly executed.

5. General impression & Presentation

Appearance of ~~driver~~ Athlete and grooms, correctness, cleanliness. Hharmonisżing ~~with~~ of harness and carriage. Fitness, matching and condition of Horse(s), balanced picture of the complete turnout and~~. Clearance and~~and the ~~-~~fit of harness. ~~Harmony between Horse(s) and Athlete~~

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

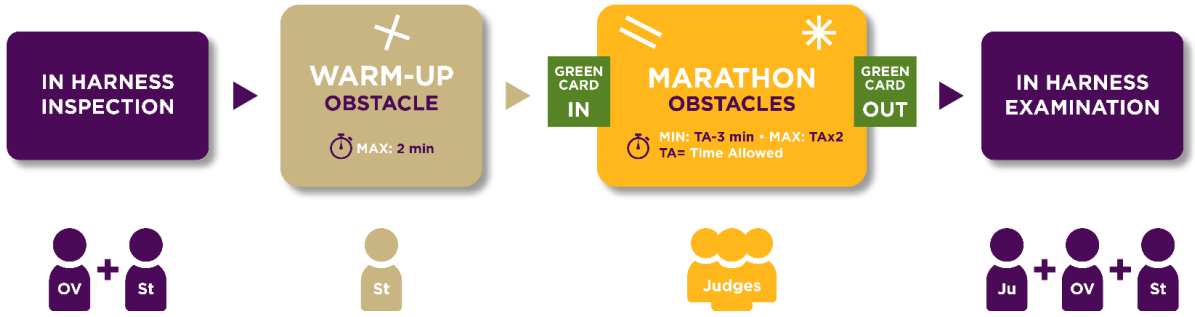
Rules Proposal Submitted By
FEI
Article No.–Article Name
Chapter XII Marathon – Sections
Explanation for Proposed Change
The FEI Driving Committee proposes to remove Section A entirely and allow Organising Committees to provide a dedicated track if space permits, or a standard Warm Up Arena. The warm-up should be open and separate from the competition. All related Articles are amended accordingly. As a result, any Article referring to Sections, Controlled Warm-Up, or Section B has been updated to reference "the Marathon" instead, as there are no longer distinct sections unless specifically necessary. Please note that not all changes are shown below; for the complete amendments, refer to the Mark-Up version of the Rulebook.
Proposed Wording

CHAPTER XII MARATHON

1.10. Article 959 General

The objective of Marathon is to test the fitness, stamina and training of the Horses, and the driving skill and general Horsemanship of the Athlete.

Overview of a Marathon Competition



1.11. Article 960 The Course

1. General

1.1. Maximum Distances and speeds must not be exceeded.

1.2. The speeds may be reduced by the Technical Delegate and the President of Jury in the case of adverse weather or ground conditions.

~~1.3. The Marathon Course must consist of two Sections (A and B or Controlled Warm-Up and B) and a Cool Down in all classes and levels.~~

~~1.4.~~1.3. The total distance in ~~Section B~~the Marathon should be approximately one (1) km per Obstacle and preferably not less than 700 m between two consecutive Obstacles. The total distance ~~in Section B~~ must include the distances through the Obstacles.

~~1.5. The distances between the end of one Section and the start of the next must not be included in the total length and time of the course.~~

1.4. ~~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.~~

1.5. There must be at least one suitable warm-up area which must be at least 3200 m2 and/or a suitable warm-up track.

~~1.6.~~

1.6. ~~Before the Start of Section B, A~~a Marathon-type warm-up Obstacle made of any material and situated in a separated area, must be provided. After the In-Harness Horse Inspection and safety check and before the Start of the Marathon, ~~E~~each Athlete may use the Warm-Up Obstacle for a maximum time of 2 minutes. Grooms must be on the Carriage during the Warm-Up Obstacle, failure to comply will incur a Yellow Warning Card. Grooms may dismount when the turnout is standing still.

2. The Marathon ~~sections~~course:

LEVEL	~~Section A~~			~~Controlled warm-up~~	~~Section B~~			
	~~Distance km~~	~~Speed H~~	~~Speed P~~	~~Time~~	Distance km	Speed **H**	Speed **P**	# OBST
Championships	~~7-9~~	~~12-14~~	~~11-13~~	~~25 to 30 minutes~~	7-9	12-14	11-13	8
Championships singles					7-9	12-14	11-13	7-8
3* / 4*	~~5-9~~	~~12-14~~	~~11-13~~	~~25 to 30 minutes~~	5-9	12-14	11-13	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

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

2.1. Format of the Combined Marathon - CAI2*

A maximum of two Marathon-type Obstacles and 8-12 cone-type Obstacles.

Maximum Distance	Minimum Distance	Pace
800 m	600 m	free

A 2* Combined Marathon-Cones Competition is run as a Time competition (ref Article 969.2 and 971.2.1). The Time Allowed will be calculated with a speed of 240 m/min.

2.2. Format of the Combined Marathon – CAI1*

A maximum of two Marathon-type Obstacles and 8-12 cone-type Obstacles.

Maximum Distance	Minimum Distance	Pace
800 m	600 m	free

A 1* combined Marathon-Cones Competition is run as Fault Competition (penalties for Obstacles knocked down) with a Time Allowed. Classification is according to penalties and driven time. The speed is 230 m/min.
For Penalties, please refer to Article 969.2.

3. The In-Harness Inspection ~~and Safety Check~~ must be performed as described in Art 935.3, before the start of the Marathon and before entering the Warm-up Obstacle.~~, as described in Art 935.3~~.

   A safety check of the turnout must be made by the Steward before the start of Marathon and before entering the Warm-up Obstacle.

   ~~3.1. There must be a halt of 10 minutes in the designated neutral area prior to the start of Section B. When Section A is a "controlled Warm-Up", the halt must be reduced to 5 minutes.~~

   ~~3.2. The neutral area of the halt should, if possible, provide some shade and must be large enough to accommodate three turnouts at once and have room for additional motor vehicles.~~

   ~~3.3. Water must be provided at the neutral area for the Horses.~~

   ~~3.4.~~3.1. A farrier must be available at the Start of the Marathon.

   ~~3.5.~~3.2. Para Driving: quick release systems to secure a wheelchair and lap belts or 4 points belts with a quick release system must be checked by the Technical Delegate and /or the Chief Steward before the start of the Marathon

   ~~3.6. In exceptional circumstances, the time required for the halt may be increased by the President of the Ground Jury in consultation with the Technical Delegate.~~

   ~~3.7. Turnouts may stand still, walk or trot within the neutral area.~~

4. ~~Section~~ Course and direction signs

   4.1. The beginning and end ~~of each Section~~of the Marathon must be marked with a pair of Red and White flags.

   4.2. The entire Course must be clearly marked with yellow direction markers placed, wherever possible, on the right hand side of the track to be clearly visible to the approaching Athlete. A confirmation directional arrow must be placed after every significant turn.

   4.3. ~~Sections A and B~~The Course must have a marker at every kilometer. ~~In Section B T~~the measurement of the kilometers must include the distances through the Obstacles.

   4.4. The marker for a kilometer occurring within an Obstacle should be placed on the post supporting the red exit flag.

5. Compulsory turning flags

   5.1. Sufficient red and white compulsory turning flags must be positioned on the Course to ensure that all Athletes follow the designated track. Athletes must leave the red flags on their right and the white flags on their left. These compulsory turning flags must be numbered consecutively ~~in each Section~~ and they must be placed so they are clearly visible to Athletes from a reasonable distance.

   5.2. The location and number of the Flags must be marked on the map of the Course to clearly indicate the correct route to be driven between the compulsory turning flags before and after each Obstacle. In addition, a list showing the order for driving compulsory turning flags and Obstacles must be provided for Athletes and Officials.

   5.3. Ground Observers must record the Athlete's track through the compulsory turning flags; If any compulsory turning flags are missed out or passed in the wrong sequence, the details must be reported to the member of the Ground Jury or Technical Delegate as soon as possible.

6. Paces

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

6.2. Between the 30 meter sign of the last Obstacle (or 300 m) and finish, pace must be trot or walk only. The Athlete will accumulate one penalty point for each five seconds the turnout is not at the walk or trot.

1.12. Article 963 Times

1. Timetable

1.1. A timetable ~~showing the start~~ of the Marathon~~Section A or Controlled Warm-Up and the timetable of each Section, including the halt~~, must be drawn up and distributed ~~by the OC for the Ground Jury and Technical Delegate~~. It must be adjusted in the event of unforeseen circumstances and redistributed.

~~1.1.1. A timetable showing the starting time for each Athlete on Section A or Controlled Warm-Up 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.~~

2. Times in ~~Sections~~the Marathon

2.1. The Time Allowed ~~in all Sections~~ is calculated according to the average speed selected for that Section.

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

~~2.5.~~2.3. ~~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.~~

~~2.7.~~2.4. An Athlete who exceeds the Time Limit ~~in any section~~ will be Eliminated.

3. Timing

3.1. Electronic timing equipment should be used for the timing of Athletes in ~~each Section~~the Marathon and the Obstacles, whenever possible.

3.2. Time Keepers at the start and finish of each Section must record the start and finishing times for each Athlete on the Section Timer Record and enter the time on the Athlete's Marathon (Green) Time Card.

4. Start and finish ~~(Section A, Controlled Warm-Up, B and Cool Down)~~

~~4.1. Athletes should be at the start of Section A or the Controlled Warm-up at least 10 minutes before their published Start Time.~~

~~4.2.~~4.1. If an Athlete is not ready ~~to~~ at the start of the Marathon ~~start Section A or the Controlled Warm-Up~~ 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~~ is delayed for organisational reasons.

~~4.3.~~4.2. Athletes must start ~~each Section~~ from the halt, with the leading Horse behind the start line. The Timekeeper will count down to the Start time. If an Athlete starts before the Timekeeper has given the authorisation, the Athlete will be recalled, a new start time will be given and the Marathon Time Card will be amended. If the Athlete fails to stop when recalled, the Athlete may be Eliminated. A member of the Ground Jury must be made aware of the circumstances as soon as possible.

~~4.4.~~4.3. The timing of the Marathon ~~the section~~ ends when the nose of the leading Horse has passed the finish line. ~~Section~~ Ppenal~~i~~ties will apply until the whole turnout has passed the finish line.

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~~ the Marathon in less than the minimum time will be penalised 0.25 of a penalty point for each second they are early.

Comments Received by 26 August 2025

AUS:

Section A
AUS believes Section A should be retained as an option as part of the Marathon. There are a number of events where Section A is an integral part of the show set up and where there are limited options for alternative warm up areas. It needs to be remembered that the decision to drop Section A as mandatory some years ago was because some shows did not have access to suitable ground for the course. Section A offers a very effective way to warm up horses and ponies and should be retained.
Championship venues will need to make clear at the beginning of each championship year whether they intend to offer a Section A or a warm up area.

GBR:
960.3: You may wish to consider the new timings from the FEI on Sec B
We believe that the removal of the safety check would seem a retrograde step and would suggest keeping it in but understand that it is referred to in the next sentence so agree with this.

GER:
The new format for the Marathon is appreciated; during the Exloo Forum the proposal of adding up to two more kilometres (without obstacle) for Warm-Up purposes to the Marathon was discussed - could this be a reasonable idea?

ICDA:
The proposal of ICDA for Marathon - choice of either:
- Free warm up – start only possible after vet check - or Section A.

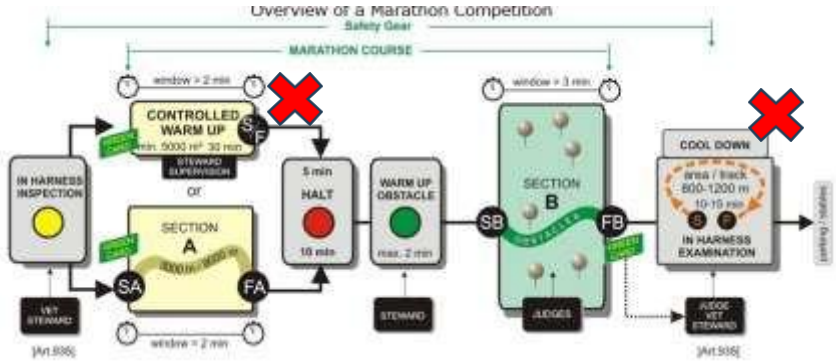
Warm up marathon – should not be a controlled warm up for any event. Section A should be optional. Where there is no section A, there should be a (sand) arena available for warm up.

ICDA believes Section A should be retained as an option as part of the Marathon. There are a number of events where Section A is an integral part of the show set up and where there are limited options for alternative warm up areas. Section A offers a very effective way to warm up horses and ponies and should be retained. Championship venues will need to make clear at the beginning of each championship year whether they intend to offer a Section A or a warm up area.

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



960.1.3. 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.

960.1.6. Free warm up before the start of B. An available area (unstewarded) will be availabele 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~~.

960.2: 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!

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

NED:

959: Issue the green card during the in-harness inspection and collect it again during the in-harness examination. This also serves as clear proof that the driver has attended the inspection.

960: Additionally, it should be noted that after the marathon phase, the horses are presented in harness to the carriage during the In-Harness Examination.
5.1 The Examination must take place between 10-15 minutes after the turnout finishes the Marathon. ~~place between 10 and 15 minutes after the Athlete has entered the Cool Down area at all Events~~. The Horse(s) must be presented by the Athlete harnessed to the carriage. 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.

SUI :
The Green Card must go to the Competitor at the In Harness Inspection and go back to the Judge by the In Harness Examination. We have no Judge to check the green card at the finish of marathon(Section B).

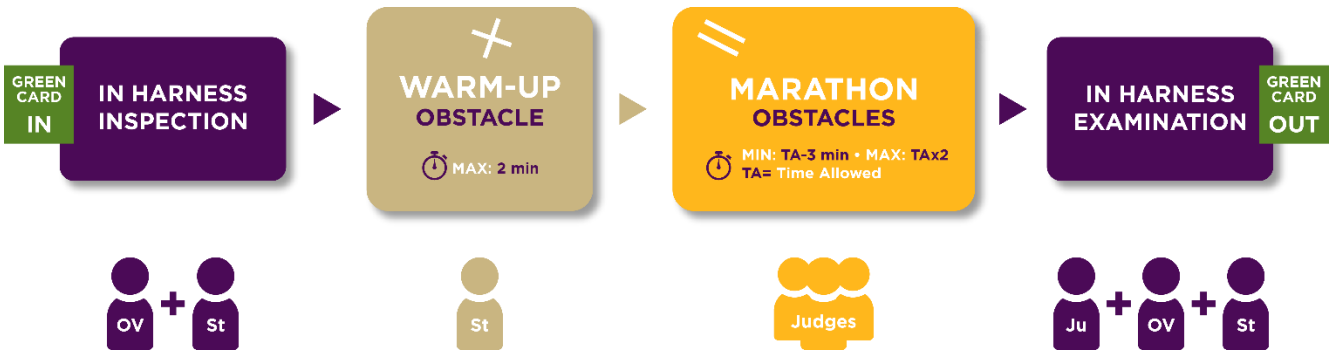
USA:
We support the ICDA proposal.
We would like the FEI to clarify if the horse must be in harness and with carriage as well as if the athlete must be the one to present the horse.

FEI Feedback

The DTC maintains its original proposal, as the current wording already permits a track for warm-up purposes. This means that an OC could provide a track similar to Section A, without it being regarded as Section A. A simple clarification has been added to the wording, as indicated below (Art. 960.1.5). The remainder of the rule remain as proposed on July 8, with the exception of the updated diagram to amend the green card.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

1.5There must be at least one suitable warm-up area which must be at least 3200 m2 and/or a suitable warm-up track (which can be the exercise track).



Rules Proposal Submitted By

FRA NF

Article No.–Article Name

Chapter XII Marathon

Comment and Rationale

Quality of tracks (A& B Sections) and marathon obstacles are essential for safe competition.
Asphalt has to be avoided as much as possible, despite the fact that we recognize that it must remain tolerated due to local specific constraints.

When the tracks of the section are also composed of asphalt portions, the speed must not be at the maximum allowed by the rules to provide a safe regulatory framework, allowing drivers to reduce the speeds of their horses, especially on turns or road crossing.

FEI:
While it is understood that local constraints may occasionally require the inclusion of asphalt surfaces, the welfare of the Horse must remain the top priority.

In this respect, the Committee agrees that flexibility in speed regulation is necessary to adapt to varying course conditions. Rather than imposing a fixed reduction, the Committee proposes to introduce a speed range, similar to what is already applied for lower-level events. This allows the Course Designer, President of the Ground Jury, and Technical Delegate to determine the most appropriate speed based on the actual terrain and safety considerations at each event.

Proposed Wording on 8 July 2025

Distance km	Speed **H**	Speed **P**	# OBST
7-9	12-14	11-13	8
7-9	12-14	11-13	7-8
5-9	12-14	11-13	6-8
5-9	12-14	11-13	5-7
4-8	12-14	11-13	5-6
4-8		11-13	4-5
4-8	12-14	11-13	5-6

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
FRA NF **GER NF** **NED NF** **ICDA**
Article No.–Article Name
Article 961 Obstacles in Section B **1. Number of Obstacles**
Comment and Rationale

FRA: Number of obstacles for Single Horse and Pony classes to be reduced to 7 for CAIs and CHs for Horse Welfare reasons; increasing the Penalty Points per Second in each obstacle to 0,28? 0,3? (Art. 968.1.1.) in order to keep the current balance amongst the 3 tests.

In general we encourage FEI to consider applying different penalties/second spent in marathon obstacles, depending on the number of obstacles (ex : 8 obstacles : 0,25pts/s, 7 obstacles : 0,28pts..). This would facilitate organisation of shows, decrease the physical impact on horses from the marathon without affecting the balance amongst the 3 tests which is often an argument coming at the table.
To be discussed during the FEI Driving Forum and backed with scoring office simulation.

GER:

Number of obstacles for Singles to be reduced to 7 for CAIs and CHs for Horse Welfare reasons; eventually increasing the Penalty Points per Second in each obstacle to 0,3? (Art. 968.1.1.).

New Proposal for all classes to be discussed during the FEI Driving Forum:
The overall distance in the Obstacles should be taken into account when determing the amount of Time Penalties, i.e. a shorter distance leads to a higher scale of penalties on the Marathon Phase

NED:

To safeguard welfare, reduce the maximum number of Obstacles for Horse and Pony Singles to seven (7).

Marathon
If the age category for Children becomes 12-16 years, the obstacles can be driven up to and including gate E (instead of up to and including gate D).

ICDA:

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.

When the number of obstacles is reduced - equal balance:
- 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

FEI:
The Committee believes that, depending on the design of the Marathon course, 7 obstacles may be more suitable for single turnouts. Therefore, it proposes to give Organising Committees the option of including either 7 or 8 obstacles.

Proposed Wording on 8 July 2025

1.2 For Senior Championships there must be eight (8) Obstacles, except for Single Horse and Single Pony Championships where the number of Obstacles must be between seven (7) and eight (8).

Comments Received by 26 August 2025

GBR: We would suggest the phrase between 7 and 8 would be better as 7 or (otherwise 7.5)

FEI Feedback

Agreed.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

1.2 For Senior Championships there must be eight (8) Obstacles, except for Single Horse and Single Pony Championships where the number of Obstacles must be seven (7) or eight (8).

Rules Proposal Submitted By

Art 960.7 Cool Down Area

Explanation for Proposed Change

The FEI Driving Committee proposes reverting to the previous system, where Horses are checked at the end of the Marathon without a specifically regulated cool down area.

The provisions regarding the In-Harness Examination have also been amended accordingly.

As a result, all related Articles concerning the Cool Down area have been updated. Please note that not all changes are detailed below; for the complete amendments, refer to the Mark-Up version of the Rulebook.

Proposed Wording on 8 July 2025

Article 960 The Course

~~7.– Cool Down Area~~

~~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. 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. Brushing boots and bandages may be removed from the Horses. After the Horses have been examined and cleared by the Veterinarians, turnouts must leave the Cool Down Area.~~

1.13. Article 935 Examinations and Inspections of Horses

5. In-Harness Examination

5.1 The Examination must take place between 10-15 minutes after the turnout finishes the Marathon. ~~place between 10 and 15 minutes after the Athlete has entered the Cool Down area 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.

Comments Received by 26 August 2025

USA:
We would like the FEI to clarify if the horse must be in harness and with carriage as well as if the athlete must be the one to present the horse.

FEI Feedback

The DTC believes that the current system is functioning well and provides sufficient clarity. Introducing additional wording could create unnecessary confusion, particularly as the requirements for the In-Harness Examination are already clearly set out in the Rules. The Committee therefore does not support further amendment.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
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. FEI: The committee agreed.
Proposed Wording on 8 July 2025
~~2.2. In order to avoid Athletes driving a dangerous and unsafe route through an Obstacle, the Course Designer may draw a double line of any color on the course map and on the ground to indicate a track which cannot be crossed at any time by an Athlete. If the Athlete crosses the area of the course marked by the double line, they will incur 20 penalty points. A Course Designer cannot draw more than 8 double lines on the course map in total. The double lines to be used in the course must be drawn on the ground at least 48 hours before the first start of the Marathon competition.~~ Art 965.2.7 ~~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.~~
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
FEI
Article No.–Article Name
961.3.2
Explanation for Proposed Change
This Article has not been applied in an exceptional manner as originally intended. To better safeguard Horse Welfare and prevent obstacles from becoming excessively long, the Committee proposes to remove the exception allowing the track to exceed 250 meters.
Proposed Wording on 8 July 2025
961.3.2 3.1. The track through an Obstacle should not exceed 250 m on the shortest, 2.5 m drivable route that is not narrower than 2.5 m at any point, between the entry and exit flags. ~~The track may exceed 250 m in exceptional circumstances, at the discretion of the Technical Delegate.~~
Comments Received by 26 August 2025
NED: The responsibility should lie with the Technical Delegate, in cooperation with the Course Designer. Therefore retain this rule: The track may exceed 250 m in exceptional circumstances, at the discretion of the Technical Delegate.
FEI Feedback
The Committee acknowledges the comments received but maintains that the exception allowing the track to exceed 250 m has not been applied as originally intended and creates a risk of excessively long obstacles, which may compromise Horse Welfare. The Committee therefore proposes to remove this exception and maintain the wording as proposed.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
ICDA – International Carriage Drivers Association
Article No.–Article Name
961.5.4. Obstacles in Section B
Explanation for Proposed Change
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. Balance needs to be struck between safety/welfare and risk of errors where there are multiple balls falling. **FEI:** The Committee believes that the current wording sufficiently protects horse welfare. However, we agree that connected elements should be considered as a single element and therefore should only require one ball.
Proposed Wording on 8 July 2025
The number of dislodgeable/detachable elements must not exceed 24 in total on fixed Obstacles. Each Heavy Mobile Obstacle element must 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.
Comments Received by 26 August 2025
NED: An element must be connected by means of a rigid, structural connection, and not merely with a cable tie or a piece of string The number of dislodgeable/detachable elements must not exceed 24 in total on fixed Obstacles. Each Heavy Mobile Obstacle element must 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 by means of a rigid, structural connection are counted as one element.
FEI Feedback
The committee agrees with this addition.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
The number of dislodgeable/detachable elements must not exceed 24 in total on fixed Obstacles. Each Heavy Mobile Obstacle element must 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 by means of a rigid, structural connection are counted as one element.

Rules Proposal Submitted By
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. FEI: Agreed, with the addition that all copies must be dated and time-stamped.
Proposed Wording on 8 July 2025
2.3 Signed, dated and timed ~~C~~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 course, the location of all the Obstacles and numbered compulsory turning flags, kilometre markers, and any areas of the Course which are closed to motor vehicles.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By

FRA NF
GER NF

Article No.–Article Name

Article 962 Inspection of the Course

Explanation for Proposed Change

FRA AND GER: First sentence of 3.3. to be deleted, this rule is causing too much discussions in view of Art. 945 (Outside Assistance) and a contradiction to its philosophy. There is no possibility for effective control of this rule.

FEI: Agreed and modified.

Proposed Wording on 8 July 2025

3.3 The course is closed for inspection from the time the first Athlete starts ~~Section A or Controlled Warm-Up.~~ The Marathon. ~~The Obstacles in Section B may be left open until the first Athlete starts Section B.~~

3.4 Only one person per turnout is allowed to follow/accompany the turnout on the ground, in between obstacles using the same track as the turnout. The use of bicycles for this purpose is allowed. The use of bicycles on the track may be restricted by the OC.

Comments Received by 26 August 2025

GER:
Isn't it more realistic to close only the obstacles instead of the whole course? This might be very difficult to be controlled on the whole Marathon course.

3.3. ~~**The course is**~~ **The Obstacles are** closed for inspection from the time the first Athlete starts ~~Section A or Controlled Warm-Up.~~ The Marathon. ~~The Obstacles in Section B may be left open until the first Athlete starts Section B.~~

NED:

We are not in favour of allowing a competitor to be followed by an athlete who is competing in the same event. This possibility should be limited to chefs d'équipe and trainers only. To ensure compliance, there must be a mechanism for sanctions in case of violations.
Only one person (not a competitor from the show) per turnout is allowed to follow/accompany the turnout on the ground, in between obstacles using the same track as the turnout. The use of bicycles for this purpose is allowed. The use of bicycles on the track may be restricted by the OC.

FEI Feedback

GER: The Committee considers that the current rule functions effectively and is therefore not in favour of changing it.

NED: The Committee notes that it would be difficult to verify whether the person following a turnout is a competitor or not, and does not consider it necessary to specify who may follow. The key point is to ensure that not too many people are on the track.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
SUI
Article No.–Article Name
Art. 965 8.2
Explanation for Proposed Change
The indication in whole minutes makes it easier for the drivers and grooms for the calculation FEI: To simplify matters for Athletes and Officials, the Committee agrees with the proposal.
Proposed Wording on 8 July 2025
One of the Assistant Obstacle Observers is to stop the Athlete at that point and start their stopwatch. As soon as the previous Athlete is clear of the obstacle and the Obstacle Observer approves a re-start, the Assistant Obstacle Observer will re-start the Athlete and inform the Athlete of the duration of time the Athlete was held. This time must be recorded in whole ~~or half~~ minutes next to the Athletes Identification Number on the Obstacle Observation Sheets.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Name of National Federation or Stakeholder
GER NF
Article No.–Article Name
Art. 966 Judges 1.1.
Comment and Rationale
replace ”cool down area“ by ”Finish“
Proposed Wording
~~1.2.~~1.1. One member of the Ground Jury must be at the ~~cool down area~~ finish to supervise the inspection of carriages, harness and Marathon time cards and when applicable to supervise the weighing of the carriages. An Athlete whose carriage is below the minimum allowed weight will be Eliminated (See Article 969).
FEI Feedback
Agreed as per the removal of the cool down area.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
1.1. One member of the Ground Jury must be at the ~~cool down area~~finish to supervise the inspection of carriages, harness and Marathon time cards and when applicable to supervise the weighing of the carriages. An Athlete whose carriage is below the minimum allowed weight will be Eliminated (See Article 969).

Rules Proposal Submitted By
FIN
Article No.–Article Name
Article 968 Classification 1. Conversion of time to penalties
Explanation for Proposed Change
Article is missing multiplication of obstacle times by 0.25 Only time over and maximum and and under minimum are mentioned in this Article FEI: Agreed.
Proposed Wording on 8 July 2025
1.1. The total time taken by the Athlete in the Obstacles will be recorded to hundredths second, and penalties will be calculated to two decimal places. Any time over the Time Allowed in each of the Sections, will be multiplied by 0.25. 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 multiplied by 0.25 shall be added to any other driving penalties received to determine the final score for each Athlete in Marathon
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Name of National Federation or Stakeholder
GER NF
Article No.–Article Name
971 Competitions 979 Competition in Two Phases
Comment and Rationale
Art. 971.3.: To avoid misunderstandings, the wording should be ”Competition in two Rounds“ (instead of Phases), also in Art. 979
Proposed Wording
971.3. Competition in two ~~Phases~~ Rounds 979 Competition in Two ~~Phases~~ Rounds 1.2. A Competition in Two phases, run under the following Rules, may be used in all Cones ~~CompetitionPhase~~s Rounds.
FEI Feedback
Agreed that to avoid confusion, this should be changed.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
971 1. Competition in two ~~Phases~~rounds 1.1. The result of the first ~~section~~ round may solely be used for the final results of the Combined Driving Event. **Article 979 Competition in Two ~~phases~~rounds** 1. Description 1.1. This Competition is comprised of two ~~phases~~ rounds run without interruption, each at an identical or different speed, the Finishing Line for the First ~~Section~~ round being the Start Line for the Second ~~Section~~round. 1.2. A Competition in Two ~~phases~~rounds, run under the following Rules, may be used in all Cones ~~Competition~~Phases.

Rules Proposal Submitted By
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'. FEI: Agreed.
Proposed Wording on 8 July 2025
Athletes ~~starting and~~ passing through an Obstacle before the starting signal will be penalised 10 penalty points and must restart. After the starting signal the Athlete will be allowed to start.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By

BEL NF

Article No.–Article Name

Article 975.3.9 Judging Cones Competition

Explanation for Proposed Change

An athlete can only pass between elements of the following open multiple obstacles: zig zag and wave.
NOT the serpentine

FEI:
Agreement to add the clarification that was sent in 2024 to the Serpentine annex.

Proposed Wording on 8 July 2025

Annex 3 Cones – Open Multiple Obstacles.

1. Serpentine

Notes.

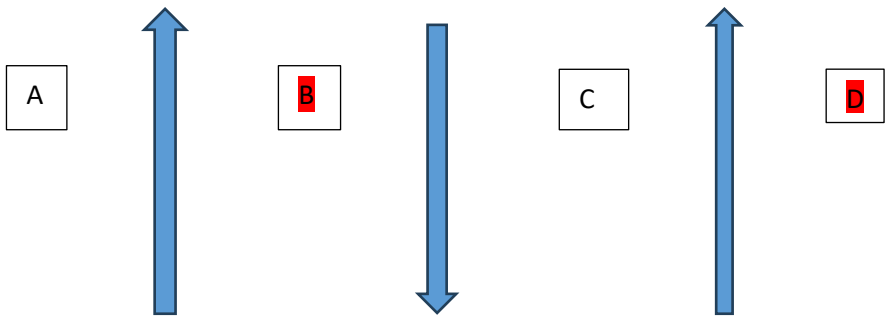
The serpentine is made up of 4 elements A, B, C, D. the 4 elements create 3 clear gates.

Gates
1. Between A and B
2. Between B and C
3. Between C and D

On completion, in the correct sequence, the obstacle is completed once the athlete passes between the C/D gate.

Article 975.4.2 Error of course. Taking an obstacle out of sequence. Elimination.

Article 973.2.8 All balls down are 3 penalties giving a possible total of 12 penalties.



Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By

FEI

Article No.–Article Name

Article 982 Expenses

Explanation for Proposed Change

The Driving Technical Committee is proposing the introduction of a regulated minimum daily fee for Stewards. Currently, there are no provisions in the FEI Driving Rules concerning the remuneration of Stewards, despite the essential role they play in ensuring the smooth and safe running of competitions.

To acknowledge their responsibilities and ensure a basic standard of compensation across all events, the Committee proposes to introduce a minimum daily fee of EUR 80 for all Stewards.

Proposed Wording

1.14. Article 982 Expenses

1. The OC is responsible for the travel, meals and accommodations expenses for the Ground Jury, the Veterinary Commission or FEI Veterinary Delegate, the Technical Delegate, the Chief Steward ~~,~~ the Course Designer and the FEI Para Equestrian Classifiers (only for Para Driving Competitions) (see Article 131 General Regulations).
2. A per diem allowance must be offered to the FEI Officials mentioned in Art. 982.1 at Events (recommended minimum amount one hundred (100) Euros per day). For the FEI Veterinary Commission/Delegate, see FEI Veterinary Regulations.
~~2.~~3. A per diem allowance of minimum eighty (80) Euros per day must be offered to the Stewards.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Art 987 Composition of the Ground Jury
Explanation for Proposed Change
At some Championships, during the Marathon, Additional Obstacle Judges have been used for accuracy of the results in each of the Obstacles. The FEI proposes to regulate this situation. The additional Judges remain optional, but must be at least Level 3 and indicated in the FEI Schedule to ensure consistency in the results.
Proposed Wording
For Championships, there may be additional Obstacle Judges during the Marathon, who must be minimum Level 3 and mentioned in the FEI Schedule.
Comments Received by 26 August 2025
EEF: We do not support the new requirement of imposing additional level 3 judges for the marathon day. The prior championship collaboration between OC, TD, PGJ and host NF need to secure the level of obstacle observers, most of the time national juges who will not work in full autonomy but alongside the FEI Official team during the championship. The extra cost would be from our perspective, which highly value the financial situation of OCs, really too high compare to the added value. **GER**: 1.5.: The wording ”may“ offers two options: a: The Obstacle Judge has no FEI Qualification b: The Obstacle Judge must be minimum Level 3. This should be clarified. ~~1.4.~~1.5. For Championships, there may be additional Obstacle Judges during the Marathon**. If they are used, they** ~~who~~ must be minimum Level 3 and mentioned in the FEI Schedule. **USA**: We suggest to change from minimum of Level 3 to minimum of Level 2 in the proposal. 1.6 For Championships, there may be additional Obstacle Judges during the Marathon, who must be minimum Level 2 and mentioned in the FEI Schedule.
FEI Feedback
The DTC does not support lowering the minimum Level to Level 2, as it should remain aligned with the minimum Level required for the Ground Jury of the Championship. With regard to the clarification, it is important to note that Obstacle Observers (Art. 967.3) and Obstacle Judges are distinct roles. Obstacle Judges have jurisdiction over the Athletes and must be included in the FEI Approved Schedule, whereas Obstacle Observers have no official capacity. The DTC agrees with the addition of the GER NF.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
For Championships, there may be additional Obstacle Judges during the Marathon. If they are used, they must be minimum Level 3 and mentioned in the FEI Schedule.

Rules Proposal Submitted By

NED

Article No.–Article Name

Article 993 Para Driving Classifiers

1. Classification is carried out in line with the IPC Classification Code. For all CPEAIs and FEI Championships, a Classification Panel as defined in the FEI Para Equestrian Classification Rules must be present. The Classifiers must remain until the first appearance is completed of all Classified Athletes.

Explanation for Proposed Change

During observation, classifiers assess whether the outcomes of classification tests are consistent with the athlete's performance in the sport. The driver's posture varies across different phases of the competition, with greater demands on arm, hand, and trunk movement and coordination during obstacle driving, particularly due to increased speed. Many para drivers employ additional or different compensating aids during the marathon compared to driven dressage.
Therefore it is crucial to adapt the rules to allow classifiers to observe athletes during both driven dressage and obstacles. We are aware that this results in additional costs for the organiser and we would like to see a solution for this.

FEI: Agreed. It is proposed to add that Classifiers are no longer required to be present during a CPEAI, provided that all participating Athletes have completed the full assessment process, including both classification and observation.

Proposed Wording on 8 July 2025

1.15. Article 993 Para Driving Classifiers

2. Classification is carried out in line with the IPC Classification Code. For all CPEAIs and FEI Championships, a Classification Panel as defined in the FEI Para Equestrian Classification Rules must be present. The Classifiers must remain on site until all Classified Athletes have completed their appearances in both Driven Dressage and Marathon. ~~must remain until the first appearance is completed of all Classified Athletes.~~

3. Championships

   3.1. At least one (1) level 4 Chief Classifier and one (1) level 2 or above Classifier from different nations shall be appointed by FEI.

4. CPEAIs

   4.1. For International Competitions the OC, in consultation with FEI, shall appoint at least one (1) level 3 Chief Classifier and one (1) level 2 or above Classifier.

   ~~2.1.~~ Events may be held without Classifiers if all participating Para Driving Athletes have already completed their classification and observation.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
ICDA
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* FEI: the committee agrees to reintroduce the rotation system for course designers, extending the period to four years, and to include chief stewards in the rotation as well.
Proposed Wording on 8 July 2025
Article 994 Rotation of Officials 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. A Course Designer and Chief Steward may not have been the Course Designer or Chief Steward at the same venue for more than four consecutive years without at least one year break.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By

NED

Article No.–Article Name

Article 993 Para Driving Classifiers

1. Classification is carried out in line with the IPC Classification Code. For all CPEAIs and FEI Championships, a Classification Panel as defined in the FEI Para Equestrian Classification Rules must be present. The Classifiers must remain until the first appearance is completed of all Classified Athletes.

Explanation for Proposed Change

During observation, classifiers assess whether the outcomes of classification tests are consistent with the athlete's performance in the sport. The driver's posture varies across different phases of the competition, with greater demands on arm, hand, and trunk movement and coordination during obstacle driving, particularly due to increased speed. Many para drivers employ additional or different compensating aids during the marathon compared to driven dressage.
Therefore it is crucial to adapt the rules to allow classifiers to observe athletes during both driven dressage and obstacles. We are aware that this results in additional costs for the organiser and we would like to see a solution for this.

FEI: Agreed. It is proposed to add that Classifiers are no longer required to be present during a CPEAI, provided that all participating Athletes have completed the full assessment process, including both classification and observation.

Proposed Wording on 8 July 2025

1.15. Article 993 Para Driving Classifiers

2. Classification·is·carried out in line·with·the IPC·Classification Code. For all·CPEAIs·and·FEI Championships, a·Classification Panel as·defined in the FEI Para·Equestrian·Classification·Rules must·be·present.·The·Classifiers must remain on site until all Classified Athletes have completed their appearances in both Driven Dressage and Marathon.~~must remain until the first appearance·is completed·of all·Classified·Athletes.~~

3. Championships

   3.1. At least one (1) level 4 Chief Classifier and one (1) level 2 or above Classifier from different nations shall be appointed by FEI.

4. CPEAIs

   4.1. For International Competitions the OC, in consultation with FEI, shall appoint at least one (1) level 3 Chief Classifier and one (1) level 2 or above Classifier.

   ~~2.1.~~ Events may be held without Classifiers if all participating Para Driving Athletes have already completed their classification and observation.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By

ICDA

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*

FEI: the committee agrees to reintroduce the rotation system for course designers, extending the period to four years, and to include chief stewards in the rotation as well.

Proposed Wording on 8 July 2025

Article 994 Rotation of Officials

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. A Course Designer and Chief Steward may not have been the Course Designer or Chief Steward at the same venue for more than four consecutive years without at least one year break.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
GER NF
Article No.–Article Name
ANNEX 1 Diagram of the Driven Dressage Arenas
Explanation for Proposed Change
In view of the different (especially new) Dressage Tests, the Judges positions at C,M,H should be included as acceptable. FEI: agreed and proposed as per below.
Proposed Wording on 8 July 2025
5 judges: CRSVP or CMHEB 3 judges: CVP or MCE or HCB
Comments Received by 26 August 2025
GER: The placing possibilites for the Judges positions should be mentioned acc. to the new wording in Art. 953.1. When there are five (5) Judges officiating they must be seated at CRSVP or CMHEB. If there are three (3) Judges the places must be CVP or MCE or HCB. To be added in the diagrams page 84 and 85 5 judges: CRSVP or CMHEB 3 judges: CVP or MCE or HCB
FEI Feedback
The Committee proposes to remove the detailed mention of judges' positions from this article and instead include only a reference to Article 953.1, in order to avoid duplication and ensure that all information on judges' positioning is found in a single place.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
For the Judges positioning, please refer to Art. 953.1

Rules Proposal Submitted By

Equestrian Australia
ICDA

Article No.–Article Name

Annex 11

Explanation for Proposed Change

AUS:

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

ICDA:

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.

FEI :

Following the Board's emergency resolution on 17 December 2024, the implementation of Annexes 11 and 12 was suspended pending this year's full rule revision. The Driving Committee conducted on-site surveys at five events across the USA and Europe (Ocala (USA), Weirsdale (USA), Exloo (NED), Kronenberg (NED), and Kladruby (CZE)) to assess the applicability of Annex 11.
Of the 440 carriages measured, only 18 were found to be too narrow, all in Horse categories.

Two potential solutions emerged from these tests:

- Use the current cones: The back of the standard cones measures between 3 and 4 cm in height, allowing for accurate and consistent measurement.
- Use 4 cm high wooden blocks.

The FEI invites National Federations to provide their feedback on the preferred solution. An example using the cone method is provided below.

Proposed Wording on 8 July 2025

ANNEX 11 MEASURING OF THE CARRIAGES

To be considered compliant with the requirements set out in Articles 937.3 and 937.4, carriages must be measured as indicated below, using the back of the cones.

The measurement must be taken at a height between 3 and 4 cm from the ground.

<table>
<tr><td>Height of the backside of the cone – 3,5 cm
</td><td></td></tr>
<tr><td>Measuring dressage carriage
</td><td></td></tr>
<tr><td>Measuring marathon carriage
</td><td></td></tr>
</table>

Comments Received by 26 August 2025

AUS:
NF AUS continues to believe that measurement of carriages should be with wooden blocks and is supportive of up to 4cm in height. Use of current cones is likely to continue to cause difficulties.

GBR:
Definite measurement from the back of the cones please - either 3cm - or 4cm - not between as there may be some confusion.
The measurement must be taken at a height of 3 cm from the ground.
The measurement must be taken at a height of 4 cm from the ground.

ICDA:
ICDA believes that measurement of carriages should be with wooden blocks and is supportive of up to 4cm in height. Use of current cones is likely to continue to cause difficulties as they cannot accurately measure a vertical height.

NED:
To be considered compliant with the requirements set out in Articles 937.3 and 937.4, carriages must be measured as indicated below, using the back of the cones. The measurement must be taken at a height ~~between~~ 2 ~~3 and 4~~ cm from the ground.

SUI:
Not all Cones have the same layout in the back! So it must also be allowed to measure with an similar tool

USA :
We support the suggestion by ICDA of using blocks for measuring.

FEI Feedback

The FEI proposes the use of a dedicated tool to assist in measuring the width of carriages. The proposed device measures from 0–2 cm above the ground, has the same base as the cone lifters, and includes an additional block to ensure precise measurement.

The device illustrated below is recommended but not mandatory. Any tool that sits flat on the ground with a stable base and measures from 0–2 cm may be used.

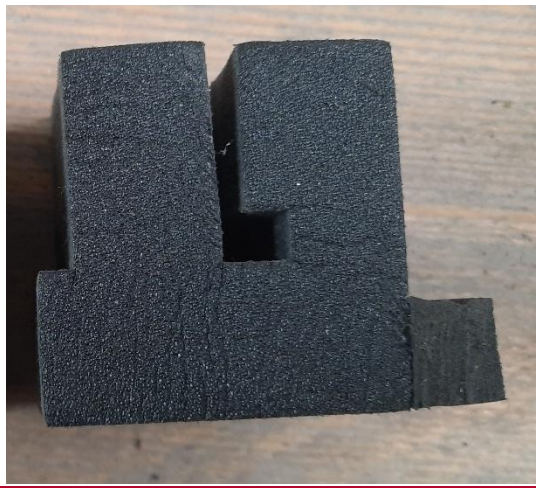
Implementation is proposed as of 1 July 2026.

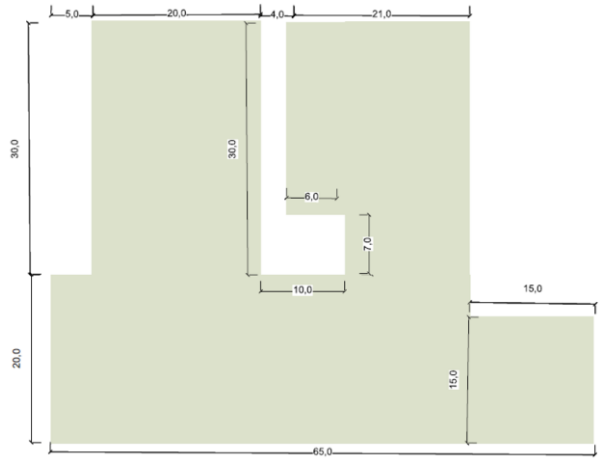
Proposed Final Wording to be Voted at the FEI General Assembly 2025

ANNEX 11 MEASURING OF THE CARRIAGES

As of 1 July 2026, to be considered compliant with the requirements set out in Articles 937.3 and 937.4, carriages must be measured at a height between 0 and 2 cm from the ground, ensuring that the required width is respected at any point within this range. The measuring device used must sit flat on the ground with a stable base and be attached to a larger element to ensure stability. An example of an appropriate device is provided below.







Proposal from (Name of National Federation or MOU Stakeholder)
ICDA – International Carriage Drivers Association
Article No.–Article Name
FEI Tack App
Comment and Rationale
ICDA supports the remark of the GER NF that the FEI Tack App is not always in line with the current wording of the Driving Rules and not postulate own interpretations, what is actually unfortunately the case. The Tack App should be updated only once a year to avoid surprises!! ICDA's proposal is: - Flag the changes / section in the Tack App with changes - No changes 3 months prior to a Championship
Proposed Wording
The Driving Committee agrees with the comments and the request will be relayed to the Equipment Expert Group.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Annex 7
Explanation for Proposed Change

In recent seasons, issues have been observed with cones shifting on certain types of competition surfaces, particularly on sand. In some cases, cones are pushed outwards when hit, but the ball on top does not fall. This means that Athletes can pass through without getting a penalty, even though the obstacle has moved. On sand, we've also seen the surface shift, which can increase the distance between the cones.

To address this, various solutions were tested across different venues and surface types. After these tests, we found that placing small blocks under the cones helped keep them stable. The blocks help maintain cone placement and increase the likelihood of the ball falling when the obstacle is touched.

This solution was presented at the 2025 FEI Driving Forum and was positively received by the Driving community. There was general agreement that the proposed adjustment would contribute to a fairer and more consistent competition environment.

The technical specifications for the blocks are detailed in the annex. The implementation timeline is still under consideration, with a progressive rollout planned to allow Organising Committees sufficient time to adapt.

Phased approach: Begin with mandatory implementation at World Cup Qualifiers and Championships in 2026, followed by full implementation at all events in 2027.

Two implementation options are under consideration:

1. Mandatory implementation at World Cup Qualifiers and Championships in 2026, followed by full implementation at all events in 2027.
2. mandatory implementation for all Championships and Events starting in 2027.

Please find a video of the latests testings here. The recording of the Cones session during the Driving Forum, which includes further information and videos, is available at this page, along with the presentation at this page.

Proposed Wording

Article 973 Obstacles

- Cones
  - The specifications for the Cones forming an Obstacle must be exactly as shown in Annex 7. ~~must be at least 30 cm high and made of indestructible plastic material.~~ A weighted ball must be placed in the hollow on top of the Cone, so that it falls down only if the Cone is touched.

- **ANNEX 7 CONE AND MARKERS SPECIFICATIONS**

FEI approved Driving cones Indoor and Outdoor

Cones

• Material : indestructible	Plastic, stable enough for use and
• Height:	30 – 50cm
• The platform:	ca 400 X 425 mm
• Angle:	60°
• Ball hollow on the top of the cone :	40mm diameter
• Color:	no restriction. Reduced Cones ref. Art. 974.1.2
• [1]Weight of the cones:	min. 2,5 kg

Ball

• Size:	72mm diameter
• [1]Weight:	200gr

Cone lifter

• Dimensions:	50 mm x 50 mm x 40 mm (refer to diagram)
• Material:	PE LD60 40mm
• [1]Weight:	5.5 grams
• Placement:	Once in place the lift devices need to be place as close the front as possible, as per diagram

Red and white markers

• Outdoor:	strongly recommended: stable enough for use
• Markers:	dimension: 330 X 330 mm
• Indoor:	Sleeves

[1]Weights: a tolerance of +/- 5% is acceptable

Cones:

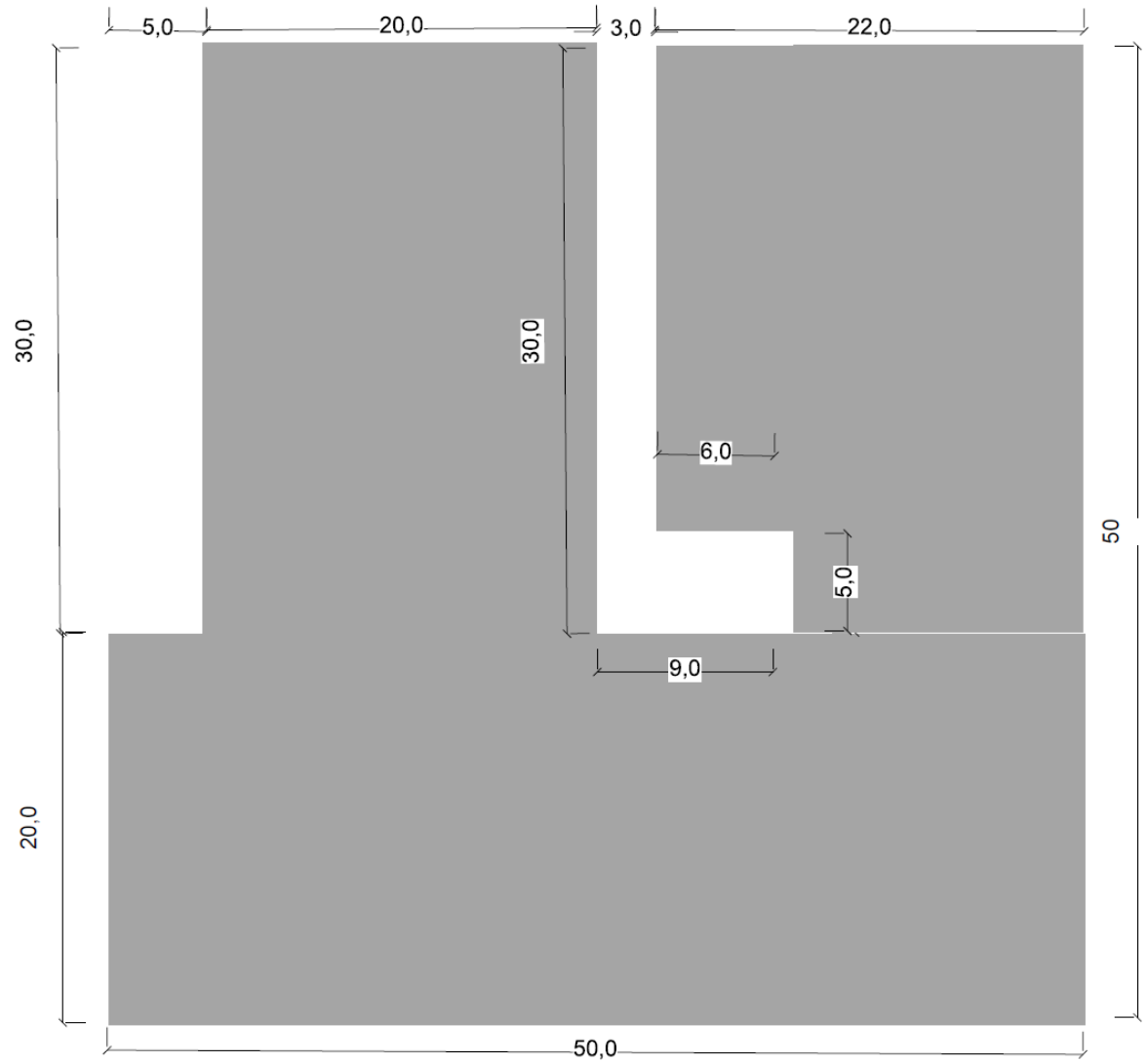


Markers:



Cone lifter





Comments Received by 26 August 2025

AUS:

AUS NF support the principle of the introduction of small blocks under the cones to address the stability of cones.

We believe however that the implementation needs further consideration. Although the new cones have been tested, they have yet to be used in competition. It is important therefore that they are trialed as quickly and widely as possible before confirmation.

It therefore makes much more sense to test the new cones in CAI2* and CAI3* competitions. World Cup Qualifiers only involve Horse Teams and the Championships occur very late in the season. Given that the rationale for the change has been significantly influenced by experience of H1 and Pony Championships it makes much more sense to start with these classes. On the basis of the current proposal the first time H1 athletes will experience the new cones will be in the 2026 World Championships.

We furthermore believe it does not make sense to introduce the change in width to certain classes(Annex 8 Article 14-Cones) until the impact of the new cones can be fully assessed.

The risk is otherwise that the combination of the two rule changes has unintended consequences for the significance of the cones phase in the overall result.

GBR: We feel that this could be clarified better

GER: Are Cone lifters obligatory also for Grass Arenas? The tests were carried out in and for Sand Arenas only. The tests were conducted with three lifters instead of two?!

ICDA:
ICDA supports the proposed introduction of small blocks under the cones to address the stability of cones in sand arenas in particular.

We believe however that the implementation needs to be re thought. Although the new cones / blocks have been tested, they have yet to be used in competition. It is essential therefore that they are tested as quickly and widely as possible before a final decision is made.
It therefore makes much more sense to test the new cones in CAI2* and CAI3* competitions. World Cup Qualifiers only involve Horse Teams and the Championships occur very late in the season. Given that the rationale for the change has been significantly influenced by experience of H1 and Pony Championships it makes much more sense to start with these classes. On the basis of the current proposal the first time H1 athletes will experience the new cones will be in the 2026 World Championships.

We furthermore believe it does not make sense to introduce the change in width to certain classes (Annex 8 Article 14-Cones) until the impact of the new cones can be fully assessed. The risk is otherwise that the combination of the two rule changes has unintended consequences for the significance of the cones phase in the overall result. ICDA believes that this change should only be introduced in 2027 and not in 2026 as currently proposed.

Last but not least: the blocks as specified on page 177 of the proposals do not fit under all cones!

We support the reduction is speed for the pony singles (Art.

SUI:

- Cones width for Single Horses and Pony must go to 155 inlc. Multiple
- The speed for the Pony Singles must go to 250 m/min or change to max. 260 m/min. So the CD/TD can reduce for example in case of the Ground conditions the speed for P to 250 m/min.
-

With our input to make 155 for H1/P1 in all obstacles, we changed to no reduced for H1/P1. So 150 (carriage widght +10cm) in a gras arena with bad weather is more al lottery than fair. And it is also a challenge for the CD and volunteers in the Course with 3 different widths in the same course!

USA :

Should it pass, we request that the implementation of this proposal be on a phased timeline as it may be difficult to obtain the necessary cone lifters for competitions earlier in the year.

FEI Feedback

The Committee agrees that implementation should begin with lower-level events, with higher-level events to follow at a later stage. The proposed timeline is as follows:

CAI2* and CAI3* (standard, excluding World Cup Qualifiers): 1 July 2026
All other events: 1 January 2027
FEI Driving Young Horse and Pony competitions: 1 January 2027
Clarification: the device will not be applied in Indoor World Cup Events and World Cup Format events.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Article 973 Obstacles

1. Cones

1.1. The specifications for the Cones forming an Obstacle must be exactly as shown in Annex 7. ~~must be at least 30 cm high and made of indestructible plastic material.~~ A weighted ball must be placed in the hollow on top of the Cone, so that it falls down only if the Cone is touched.

- The implementation of the Cone Lifter will be phased as follows:
- CAI2* and CAI3* (standard, excluding World Cup Qualifiers): 1 July 2026
- All other events: 1 January 2027
- FEI Driving Young Horse and Pony competitions: 1 January 2027
- The lifter will not be applied in FEI Driving World CupTM Events and World Cup Format events.

- **ANNEX 7 CONE AND MARKERS SPECIFICATIONS**

FEI approved Driving cones Indoor and Outdoor

Cones

• Material :	Plastic, stable enough for use and indestructible
• Height:	30 – 50cm
• The platform:	ca 400 X 425 mm
• Angle:	60°
• Ball hollow on the top of the cone :	40mm diameter
• Color:	no restriction. Reduced Cones ref. Art. 974.1.2
• [1]Weight of the cones:	min. 2,5 kg

Ball

• Size:	72mm diameter
• [1]Weight:	200gr

Cone lifter

• Dimensions:	50 mm x 50 mm x 40 mm (refer to diagram)
• Material:	PE LD60 40mm
• [1]Weight:	5.5 grams
• Placement:	Once in place the lift devices need to be place as close the front as possible, as per diagram

Red and white markers

- Outdoor: strongly recommended: stable enough for use
- Markers: dimension: 330 X 330 mm
- Indoor: Sleeves

[1]*Weights: a tolerance of +/- 5% is acceptable*

Cones:

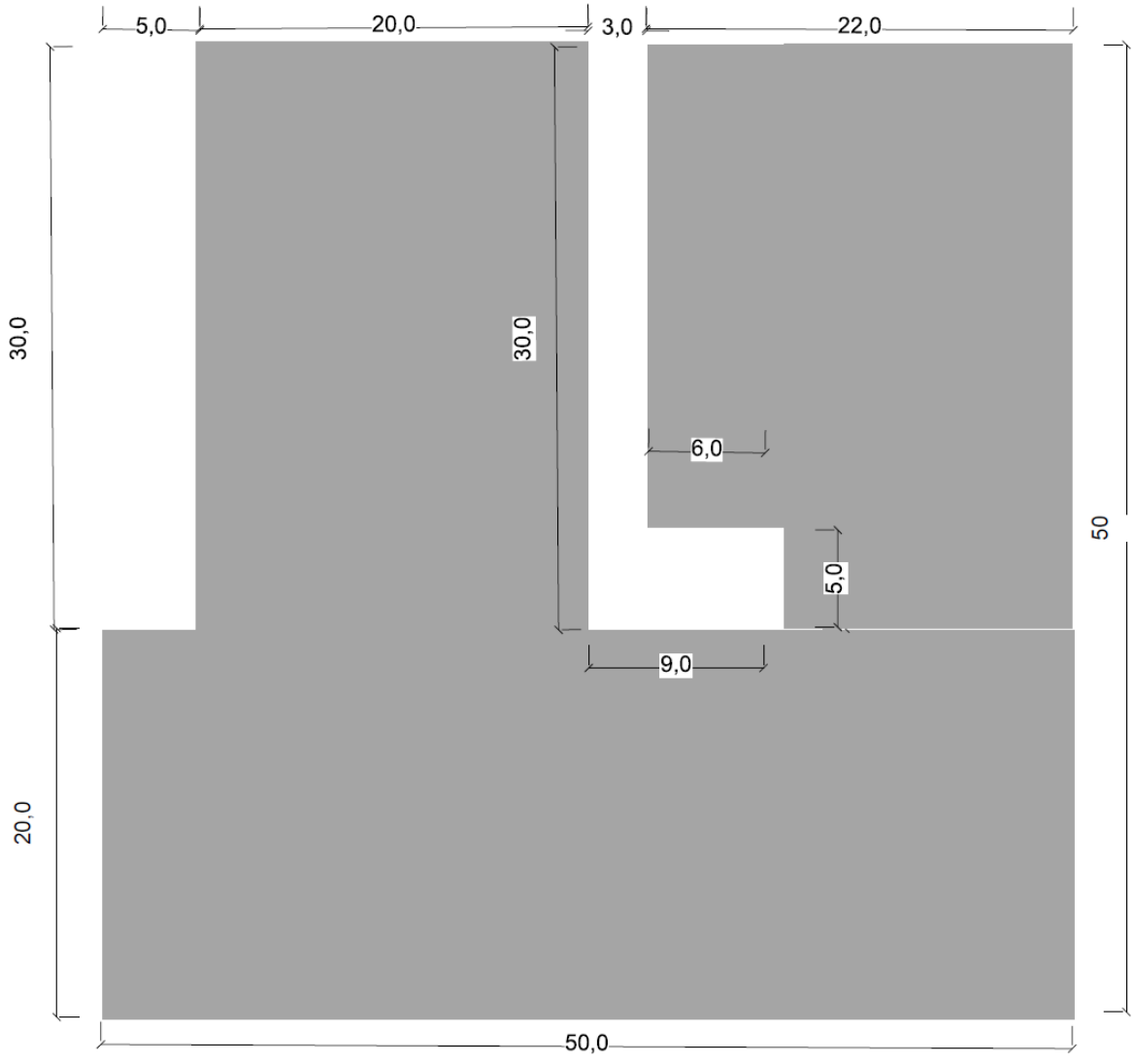


Markers:



Cone lifter




5,0
20,0
3,0
22,0
30,0
30,0
6,0
50
5,0
9,0
20,0
50,0

Rules Proposal Submitted By

FEI

Article No.–Article Name

Annex 10

Explanation for Proposed Change

The use of the word "competition" throughout the Driving Rulebook was not always consistent with the FEI General Regulations.

The definitions have now been clarified, and the rulebook has been updated throughout to ensure correct usage of the term.

Proposed Wording

Annex 10 – Definitions:

Competition: A Driving Competition consists of three distinct tests during which an Athlete competes with the same Horse(s) throughout, namely:Driven Dressage, Marathon, Cones or Combined Marathon. ~~A component of a Driving Event: Driven Dressage, Marathon, Cones and Combined Marathon-Cones.~~

Phase: A component of a Driving Event: Driven Dressage, Marathon, Cones and Combined Marathon-Cones.

Comments Received by 26 August 2025

NED: Competition: A Driving Competition consists of three distinct tests during which an Athlete competes with the same Horse(s) throughout, namely: Driven Dressage, Marathon, Cones or Combined Marathon.

What is meant by 'same horse(s)'? Is it no longer allowed to use an extra horse in Driving?

FEI Feedback

The DTC proposes the below wording for the sake of clarifying this definition.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Competition: A Driving Competition consists of three distinct tests during which an Athlete competes with their declared Horse(s) throughout, namely: Driven Dressage, Marathon, Cones or Combined Marathon. ~~A component of a Driving Event: Driven Dressage, Marathon, Cones and Combined Marathon-Cones.~~

Phase: A component of a Driving Event: Driven Dressage, Marathon, Cones and Combined Marathon-Cones.

Rules Proposal Submitted By
Equestrian Australia ICDA
Article No.–Article Name
Annex 12
Explanation for Proposed Change
AUS & ICDA: Delete – see also Art. 938.2. and 938.3 – evolution of the driving sport – allow all kind of profiles FEI: The Driving Committee agrees to remove this Annex.
Proposed Wording on 8 July 2025
Annex deleted.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Annex 13 - Rules for Young Horses / Young Ponies
Explanation for Proposed Change
The FEI is incorporating the Young Horses Rules, previously a standalone document, into the Driving Rules to ensure they are formally included in the Rules Revision Process. This integration introduces new concepts, including the addition of Young Ponies competitions and a revised championship format. All proposed modifications are detailed in the marked-up version of the Rule Book. The FEI would also like to gather feedback from National Federations regarding the appropriate minimum age for Athletes participating in Young Horse events.
Proposed Wording
Please refer to the Mark-Up Version of the Rule Book for full details.
Comments Received by 26 August 2025
N/A.
FEI Feedback
As no feedback was received, the rulebook will go ahead as mentioned. Regarding the minimum age, it will be as per the Driving Rules depending on the class.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
As per the wording proposed on 8 July 2025.

Rules Proposal Submitted By
FEI
Article No.–Article Name
Articles TBC – FEI Driving European Combined Championship for Horses
Explanation for Proposed Change

Proposal for a European Combined Championship for Horse Classes

Following the positive feedback received from stakeholders during the 2023 survey (296 respondents), the Driving Technical Committee is proposing the introduction of a new FEI Driving European Combined Championship for Horse Classes, which would unite the current European Four-in-Hand Horse Championship with new European Championships for Pair and Single Horses.

This initiative responds to the strong demand for more high-level Continental events and aims to increase visibility, competitiveness, and participation opportunities for all Horse classes within Europe.

In addition, the Committee proposes that the **Para Driving World Championship** be hosted at the same venue, to advance inclusivity, increase exposure, and support the continued development of the sport.

Key Principles of the Proposal

- One combined Championship for all Horse classes: Four-in-Hand (H4), Pair (H2), and Single (H1) Horses, under the title *FEI Driving European Combined Horse Championship.*
- National Teams: Each nation may enter up to two Athletes per class, resulting in teams composed of a maximum of six Athletes per country (2 H1, 2 H2, 2 H4).
- Championship Format: The team and individual classification system would follow a similar structure to the one used at the FEI Driving World Championship for Combined Ponies.
- Scheduling: This Championship would take place in even years, while the FEI World Championships for H1, H2, and H4 would be held in odd years:
    - Odd years: CH-M-A4, CH-M-A2, CH-M-A1, CH-M-YH
    - Even years: CH-EU-Youth, CH-EU-Combined Horses, CH-M-PEA, CH-M-Combined Ponies, CH-M-YH

Format and Numbers

1. Athlete and Horse Participation

- With 2 Athletes per class per nation:
  → Maximum of 76 Drivers and approximately 200 Horses.
- Plus approximately 20 Para Drivers with one Horse each.

2. Individual Entries

- Individual entries may be allowed at the discretion of the Organising Committee.
- Flexibility is proposed to allocate more individual entries to one class over another, with a maximum variation of one additional individual per class.
- An entry from a nation not able to send minimum one Single, one Pair and one Four-in-hand shall be classified as Individual Entries.

3. Team Scoring

- Preferred scoring format:
  - Best result from H4 counts.
  - Both results from H1 and H2 count.

The team ranking would be determined using overall scores (combined total across the three tests), rather than separate scores per competition.

Proposed Wording

TBC following consultation

Comments Received by 26 August 2025

FEI Feedback

As the 2027 Championships have already been allocated, the Committee proposes to implement this Championship as of 2029. For the Pairs, this would result in the following sequence: World Championship in both 2027 and 2028, and European Championship in 2029.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

Art 900.7

Championships

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

- FEI World Equestrian Games (Horses Four-in-Hand)
- FEI Driving World Championship for Four-in-Hand Horses / CH-M-A4
- FEI Driving World Championship for Pair Horses / CH-M-A2
- FEI Driving World Championship for Single Horses / CH-M-A1
- FEI Driving World Championships for Ponies / CH-M-A-P1,2,4
- FEI Driving Continental Championships for Four-in-Hand Horses /CH-EU-A4
- FEI Driving Continental Championships for Youth /CH-EU-A Youth
- FEI Driving Continental Championships for Horses / CH-EU-A-H1,2,4[3]
- FEI Para Driving World Championships for Singles / CH-M-PEA1
- FEI Driving World Championships for Young Horses / CH-M-A1 YH

ANNEX 15 FEI DRIVING CONTINENTAL CHAMPIONSHIP FOR HORSES

In 2025 during the Full Rules Revision, the Committee proposed the creation/regulation of a Continental Championship for Horses. The following principles were established, for implementation in 2029.

[3] This Championship will only apply as of 2029 and as a result the Continental Championship for Four In Hand will be removed as a standalone and added in the Championship for Horses.

As the rulebook is not finalised, this serves as a placeholder for the final wording which will be presented in 2026.

Key Principles

- One combined Championship for all Horse classes: Four-in-Hand (H4), Pair (H2), and Single (H1) Horses, under the title *FEI Driving European Combined Horse Championship.*
- The Para Driving World Championship must be held at the same venue.
- National Teams: Each nation may enter up to two Athletes per class, resulting in teams composed of a maximum of six Athletes per country (2 H1, 2 H2, 2 H4).
- Championship Format: The team and individual classification system would follow a similar structure to the one used at the FEI Driving World Championship for Combined Ponies.
- Scheduling: This Championship would take place in odd years, while the FEI World Championships for H1, H2, and H4 would be held in even years:
    - Even years: CH-M-A4, CH-M-A2, CH-M-A1, CH-M-YH
    - Odd years: CH-EU-Youth, CH-EU-Combined Horses, CH-M-PEA, CH-M-Combined Ponies, CH-M-YH

Format and Numbers

1. Athlete and Horse Participation

- With 2 Athletes per class per nation:
  → Maximum of 76 Drivers and approximately 200 Horses.
- Plus approximately 20 Para Drivers with one Horse each.

2. Individual Entries

- Individual entries may be allowed at the discretion of the Organising Committee.
- Flexibility is proposed to allocate more individual entries to one class over another, with a maximum variation of one additional individual per class.
- An entry from a nation not able to send minimum one Single, one Pair and one Four-in-hand shall be classified as Individual Entries.

3. Team Scoring

- Scoring format:
    - Best result from H4 counts.
    - Both results from H1 and H2 count.

The team ranking will be determined using overall scores (combined total across the three tests), rather than separate scores per competition.

Rules Proposal Submitted By
FEI
Article No.–Article Name
FEI Certified Service Provider
Explanation for Proposed Change
In 2019, the FEI implemented a certification process for IT providers and software used to produce and submit results at FEI Events. This process (available here) was developed to ensure reliability, accuracy, and compliance with FEI standards. Since its introduction, the certification procedure has proven effective. The FEI now proposes to formally incorporate the requirement for certified IT providers into the FEI Rules. A progressive implementation specific to the Driving discipline will be proposed.
Proposed Wording
For the proposed wording, please refer to the memo for the General Regulations.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.
Proposed Final Wording to be Voted at the FEI General Assembly 2025
N/A.

B. PROPOSED RULES CHANGES THAT HAVE BEEN REJECTED OR DEFERRED TO A FUTURE RULES REVISION

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
900.4. International Rules
Explanation for Proposed Change
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. 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. 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. 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. 900.4. Scoring Principles 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). 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. FEI reply: Feedback from the Driving Community during the Driving Forum on this topic was highly divided. In the view of the Driving Committee, reducing the influence of Dressage within the overall event would raise Welfare concerns, as it would shift the focus of training for Horses and Ponies. The Committee believes the core issue lies not in the scoring system itself, but in the formats of Dressage, Marathon, and Cones.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025

ICDA is still recommending the changes for Dressage to a percentage score given that it simplifies the scoring system and ensuring a better balance between Dressage, Marathon and Cones. The Driving Committee has to recognise that major NFs support this proposal as well.

Proposed Wording:
900.4. Scoring Principles
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).

USA:
We support the FEI's comment.

FEI Feedback

The main issue lies in the coefficient to convert Dressage percentages into penalty points for the combined results. Any modification to this coefficient or simply replacing the current penalties by percentages would devaluate the weight of dressage and directly alter the relative weighting of the three phases and, consequently, the overall competition results. The FEI therefore does not feel comfortable implementing such a change without prior thorough analysis and testing, as it does not currently see any tangible advantage in modifying the existing system. The Committee considers that the balance of the three phases will already be improved through the introduction of the new cones lifter.

The Driving Committee is not in favour of operating two different scoring systems simultaneously or introducing an optional scoring system, as this would inevitably lead to discrepancies in results between events. For qualification and fairness purposes, the outcome of competitions should not depend on which scoring method an Organising Committee chooses to apply. Maintaining consistency across all competitions is essential to ensure a level playing field.

Furthermore, lowering the weight of Dressage in the combined results would have significant long-term implications. Currently, results are calculated on a 160-point basis, where 1% in Dressage equals 1.6 penalty points (which is the equivalent of 6.4 seconds in the Marathon). Reducing Dressage to a 100-point scale (and thus bringing down 1% in Dressage to the equivalent of 4 seconds in the Marathon) would effectively devalue the phase by 37.5%, increasing the relative weight of the Marathon by 60%. This would shift the balance of the sport towards the faster phases, rewarding "marathon specialists" and disadvantaging athletes who excel in the foundational discipline of Dressage.

From a welfare and image perspective, this shift would be counterproductive. Dressage forms the basis of correct training, promoting discipline, communication, and harmony between horse and driver. Reducing its importance could influence how horses are trained, leading to less emphasis on proper schooling and more focus on speed and risk-taking. Such a trend could have negative repercussions for horse welfare, public perception of the sport, and its social licence.

Additionally, there has not been sufficient consultation with National Federations to establish an agreed coefficient or conversion system or new scoring system changing the balance between Dressage and Marathon. Testing different calculations in competition would also be of limited value, as it would lead to "cherry-picking" by some Organising Committees (and/or Drivers) and would not provide meaningful insight into the long-term impact on horse education, athlete development, and competition structure.

For these reasons, the FEI Driving Committee believes that the scoring system should remain as it is for the time being, with in depth future discussions to be based on thorough testing and consultation. As this is a broad and complex topic involving the overall weighting of the three phases, the committee will establish a dedicated Working Group to analyse the implications and provide recommendations for a potential new scoring system for the future. In the meantime, the Committee recommends maintaining the current system.

Proposal from (National Federation, Stakeholder or FEI)

ICDA – International Carriage Drivers Association

Article Number – Article Name

901.6.4.b Categories and Levels

Explanation for Proposed Change

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

FEI: A review of the current data shows that the average prize money distributed at CAIO events is approximately EUR 10,000.

In this context, the proposed increase to EUR 14,000 for CAIO4* events may place an unnecessary financial burden on Organising Committees. Instead, the FEI proposes to standardise the minimum prize money for CAIO4*-H4 events at EUR 10,000, regardless of whether the event is also a World Cup Qualifier.

Proposed Wording on 8 July 2025

6. **CAI3* and CAIO4***: Have to be run over 3 days / except FEI World Cup Indoor legs

6.1. The following Competitions formats can be organised:

Format 1	Format 2	WC indoor format
Day 1: Dressage	Day 1: Dressage	Day 1: Competition 1
Day 2: Marathon	Day 2: Cones	Day 2: Competition 2
Day 3: Cones	Day 3: Marathon	

6.2. Prize-money: required

~~6.2.~~6.3. For CAIO4*-H4, the minimum Prize-Money is 10’000 Euros.

~~6.3.~~6.4. Open to 3* Athletes

~~6.4.~~6.5. 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 prize-money for ~~the Four-in-Hand~~a CAI3*-H4 World Cup Qualifier class must be minimum of Euros 8’500 distributed in all competitions, with the highest amount for the Combined result.

c) There must be a suitable warm-up area next to the competition area which should have the same dimensions.

d) The majority of the Judges must be from another country.

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

f) The number of accreditations for Grooms should be four.

Comments Received by 26 August 2025

EEF, GER: CAI 3* should also be possible to be run over 2 days, i.e. Format 3 for CAI 2* (Day 1: Dressage & Cones, Day 2: Marathon). This rule would give much more flexibility to our OCs and reduces costs for all parties involved which is meaningful from a discipline development perspective.
This rule change was discussed at length with regard to a number of CAI's schedules in the past. The proposal is unanimously supported by ICDA and EEF.
6**. CAI3* and CAIO4*:** CAI3* can be run over 2 days. CAIO4* have to be run over 3 days / except FEI World Cup Indoor legs 6.1. The following Competitions formats can be organised:

NED :

We agree with the prize money for a World Cup competition (€8.500,00). However, we do not agree with introducing minimum prize money for a CAIO. It is becoming increasingly difficult for organizers to balance the financial picture. The regulations for the other CAIO categories also do not include any prize money.
b) 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.

FEI Feedback

EEF, GER: The FEI did not propose anything in the first draft in regards to lenghth of competitions and therefore cannot consider this comment as it has not been reviewed by the other NFs/MOUs.

NED:
The FEI recognizes that in order to ensure the perennity of CAIO4* it is necessary to not change the prize money requirement and withdraws its original proposal.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

The DTC withdraws its original proposal, no changes to wording.

Proposal from (National Federation, Stakeholder or FEI)
NED NF
Article No.–Article Name
Article 901 Categories and Levels – 7. Championships
Comment and Rationale

At Para Driving World Championships provide the Para Drivers with an extra day for inspection of the marathon course so they can endure it better physically. Adjust the format for para driving as follows: day 1 Dressage, day 2 rest day (extra day for inspection of the marathon), day 3 marathon, and day 4 skill.

Proposal:
Article 901 Categories and Levels

7. Championships
The various individual and team Championships are as follows (see Appendix D, General Regulations):
- FEI World Equestrian Games (Horses Four-in-Hand)
- FEI Driving World Championship for Four-in-Hand Horses / CH-M-A4
- FEI Driving World Championship for Pair Horses / CH-M-A2
- FEI Driving World Championship for Single Horses / CH-M-A1 - FEI Driving World Championships for Ponies / CH-M-A-P1,2,4
- FEI Driving Continental Championships for Four-in-Hand Horses /CH-EU-A4
- FEI Driving Continental Championships for Youth /CH-EU-A Youth
- FEI Para Driving World Championships for Singles / CH-M-PEA1
- FEI Driving World Championships for Young Horses / CH-M-A1 YH

At Championships, the following Competitions' format has to be organised:

Day 1:Dressage
Day 2:Marathon
Day 3: Cones

At Para Driving World Championships, the Competition format has to be:

Day 1:Dressage
Day 2:Rest day
Day 2:Marathon
Day 3: Cones

Prize-money: required (except for Youth and Young Horses Championships where Prize-money is optional)

FEI Reply:

The Committee is not in favour of restricting obstacle inspection solely to Para Drivers, as this would be neither fair nor realistically enforceable. Given that the Para Driving Championship is held in conjunction with other FEI Driving Championships, the necessary flexibility is already built into the existing schedule, and no additional rule change is deemed necessary at this stage, as any addition would be 'optional'.

Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 on 8 July 2025
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. 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. FEI Feedback: The FEI Driving World Cup is governed by the bidding process and allocated by the FEI Board; as such, the deadlines are fixed and cannot be modified.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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
~~a)~~ 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. …~~ FEI Reply: The current wording of point e) is already stating a Physical Draw.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF **NED NF** **ICDA**
Article No.–Article Name
Article 911 Principles **2. (A) Yellow Warning Card** **2. (B) Driving Recorded Warning**
Explanation for Proposed Change
FRA: In order to improve and harmonise the monitoring of situations with horse welfare and abuse of a horse, we would suggest to be more explicit in listing the potential main causes to be avoided and to be identified/sanctioned when this is occurring. This would facilitate common understanding. Blood and excessive use of whip have to be addressed. In all cases of blood on horse mouth which is not due to a horse who has bitten its tongue or lip, we recommend to give at least a Driving Recorded Warning in addition to article 933.2. **NED:** The current rule is too generically described. From Horse welfare and public opinion, we need to adapt to the currently accepted standards. We have to be careful with our social license. We have to accept that blood in the mouth is not okay. Besides, an official's personal judgement is now too decisive. We see different decisions being taken from different perspectives. This does not benefit fair play. If blood is detected in or around the mouth during dressage (Judges at C) and cones by the judge at C, they must Ring the bell / call, and the combination must end the test and have the horse checked by a veterinarian. Elimination is then applicable for this part. The veterinarian advises whether the horse may compete in the subsequent Competition(s) in the Event. The participant receives at least a Driving Recorded Warning. If blood is detected on the horse by an official during the marathon, it must be examined by a member of the Ground Jury (if necessary, in consultation with the veterinarian). If it is a 'minor case,' the judge may decide that they can continue. During the cooling down, the veterinarian must assess the situation. The participant receives at least a Driving Recorded Warning. **ICDA:** 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 on 8 July 2025

N/A:
The Driving Recorded Warning may serve as an alternative to the Yellow Warning Card for minor incidents. However, if the Blood is not minor or in case of Whip Marks, they should fall under the Yellow Warning Card provisions, as these situations constitute Abuse of Horse—an offence that warrants a Yellow Warning Card.

Given the new proposal in the Jumping Discipline regarding the issuance of a Recorded Warning in case of minor blood, we are seeking additional feedback from NFs and Stakeholders on whether a similar system should be applied in Driving.

Comments Received by 26 August 2025

EEF, GER:
This Article should also cover minor cases of Abuse of Horse, as it is also laid down in the similar Rules for Eventing, Art. 526 and 527, which proved to be effective in the past for this Discipline.

NED:

We respectfully maintain our position as outlined below.

Article 911 Principles
2. (B) Driving Recorded Warning A Driving Recorded Warning must be issued to the Person Responsible for the following offence(s), during the Onsite Preparation Period and/or the Period of Jurisdiction by the President of the Ground Jury, or the Chief Steward or the Technical Delegate:
a) Driving out of control with the Horse(s)/Pony(ies) clearly not responding to the Athletes restraining or driving aids
b) Severe lack of responsiveness from the Horse(s)/Pony(ies), or the Athlete.
c) Endangering the public in any way, e.g. leaving the track
d) Wilful obstruction of an overtaking Athlete and/or not following the instructions of the Officials causing danger to another Athlete.
Blood in the horse's mouth during the dressage and cones competition.

Article 933 Welfare of the Horse (Abuse of Horses and Doping)
1. Abuse of the Horse means an action or omission that causes or is likely to cause pain or unnecessary discomfort to a Horse including, but not limited to:
b) Pressing of exhausted Horses
c) Excessive use of a whip
d) An unacceptably severe, badly fitting, broken or damaged bit
e) Badly fitting harness which might cause distress to the Horse
f) Damage to a Carriage which might cause injury to the Horse

2. Wounds and Lacerations

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

2.2 If blood is observed in or at the mouth during the Dressage or Cones by the President of the Ground Jury, the competitor must end the test and the Athlete will be eliminated. In extreme cases where abuse is evident, further sanctions will be taken against the Athlete. Such Horses may be eliminated from the Competition.

2.3 If blood is observed in or at the mouth after the Dressage or Cones by the Steward, the Athlete will be eliminated. In extreme cases where abuse is evident, further sanctions will be taken against the Athlete. Such Horses may be eliminated from the Competition.

2.4 If blood is observed in or at the mouth during the Marathon the horse and must be investigated by case by any member of the Ground Jury. In minor cases of blood in the mouth, such as where a Horse appears to have bitten its tongue or lip, or minor bleeding on limbs, after investigation the Athlete may be authorized to continue. The Athlete will receive a Driving Recorded Warning. In extreme cases where abuse is evident, further sanctions will be taken against the Athlete such as a Yellow Warning Card. Such Horses may be eliminated from the Competition.

~~2.2. Such Horses may be eliminated from the Competition. In extreme cases where abuse is evident, further sanctions will be taken against the Athlete, such as a Yellow Warning Card.~~
~~2.3. In minor cases of blood in the mouth, such as where a Horse appears to have bitten its tongue or lip, or minor bleeding on limbs, after investigation the Athlete may Page 10 of 182 be authorized to continue.~~

b) 2.5. A horse is considered to have fallen down when it cannot stand up by itself immediately and needs assistance to stand

USA:
We suggest that at least two officials must decide on warnings but it does not have to be the President of the Ground Jury. We fear requiring the POJ's approval may deter officials from reporting but also understand the need for more than one opinion.

FEI Feedback

Regarding the Yellow Warning Card: this is as per the General Regulations Art 164.3, and cannot be modified.

Please refer to proposal on Art 933 regarding blood on Horses.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

N/A.

Proposal from (National Federation, Stakeholder or FEI)
GBR NF **ICDA**
Article No.–Article Name
912. Minimum age
Explanation for Proposed Change
GBR: Athlete and Groom who were both physically 17, but classed as 18 by the FEI Driving Rules, not allowed to compete. Different Officials have different interpretations of the Age. We would appreciate if there was one consistent, definite answer. **ICDA:** 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. 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:** **ICDA:** 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.

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

FEI Feedback:
Please refer to the General Regulations proposal.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposal from (National Federation, Stakeholder or FEI)
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".~~ **FEI Feedback:** This information is required as the matter relates to provisions under Article 140 of the FEI General Regulations.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

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 knowledgable 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.~~

FEI Feedback :

The responsibility must remain with the National Federation.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

NED: A National Federation (NF) cannot be held responsible for a groom. It is impossible for an NF to verify who accompanies an athlete as a groom at a competition; this responsibility lies with the athlete (PR). While it is advisable to strongly recommend competition experience for the grooms of Para drivers, this advice does not need to be included in the regulations.

6.3. Children: The Groom must be over 18 years old. ~~The NF must ensure that the Groom must be knowledgable and experienced in Driving.~~

6.4 Para Driving Athletes: The Groom must be over 18 years old and have some knowledge in Driving.

USA: We support the FEI's comment.

FEI Feedback

From a jurisdictional perspective, there is no alternative to assigning this responsibility to the NF. The Officials cannot be held responsible.

Proposal from (National Federation, Stakeholder or FEI)
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.~~ FEI Feedback: This is not feasible within the current entry system. Removing additional individual entries will also help streamline the entry process for the Championship. Please refer to further comments regarding Championship Entries.
Proposed Wording
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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: 2.3. 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. 2.4. **FEI Feedback:** The Driving Committee considers it essential to retain Horses on the Nominated List, given the requirements related to Passports, Biosecurity, and Pony Height regulations. Substitutions are also only permitted within the same National Federation's list.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 und 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 determed 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. **FEI Feedback:** The Driving Committee considers it essential to retain Horses on the Nominated List, given the requirements related to Passports, Biosecurity, and Pony Height regulations. Substitutions are also only permitted within the same National Federation's list.
Proposed Wording

N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
920-925.3. Entries
Explanation for Proposed Change
A chef d'equipe 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. **FEI Feedback:** The trainer cannot be included under the NF's privileges, as this would involve additional financial implications. However, in accordance with the Veterinary Regulations, the trainer is considered part of the permitted support personnel and is entitled to access restricted areas. Therefore, no changes are proposed in this regard.
Proposed Wording
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 (temporarely) fit or not suitable for an Athlete. Proposed wording: 4. 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. **FEI Feedback :** The Driving Committee considers it essential to retain Horses on the Nominated List, given the requirements related to Passports, Biosecurity, and Pony Height regulations. Substitutions are also only permitted within the same National Federation's list.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF
Article No.–Article Name
Article 922 Entries World Singles Championship for Horses
Comment and Rationale
The spare horse who can be driven at an FEI championship by somebody who never drove with him is not fitting anymore in a responsible approach corresponding to current needs. We suggest moving to a reserve combination concept as it applies in other FEI disciplines and to keep the spare horse only available for a driver who achieved a combination qualification result with him. (see below) 5. A reserve combination or a spare horse from the nominated list may be entered by each national team. The reserve combination or the Athlete who uses the spare Horse will be eligible for the individual classification, as well as for the team classification. The reserve combination or spare Horse can only be substituted once, not later than one hour before the start of Dressage, the Organiser being notified in writing. **FEI Feedback:** The Driving Technical Committee believes it is the responsibility of the National Federation to allocate the Spare Horse and does not support changing the current rules.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 (temporarely) fit or not suitable for an Athlete. Proposed wording: 2. A spare Pony may be entered for the single Class. The Athlete who uses the spare Pony will be eligible for the individual classification as well as for the team classification. The spare Pony can only be substituted ~~once~~ not later than one hour before the start of Dressage and must be notified in writing to the Organiser. **FEI Feedback :** If a Pony is deemed unfit to compete, it will not be permitted to continue in the event, and no substitution is allowed once the competition has started.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 (temporarely) 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. **FEI Feedback:** If a Horse is deemed unfit to compete, it will not be permitted to continue in the event, and no substitution is allowed once the competition has started.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

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

FEI Feedback :

The Driving Committee does not support introducing this principle into the Rules, as requirements vary between countries, and its implementation could risk the loss of events that may no longer be financially viable.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposal from (National Federation, Stakeholder or FEI)
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~~. **FEI Feedback:** This is still relevant as the name of Horses must be on the starting list/result, screen at events.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

FRA NF

Article No.–Article Name

Article 933 Welfare of the Horse (Abuse of Horses and Doping)
2. Wounds and Lacerations

Comment and Rationale

FRA: In general a more proactive monitoring of horse welfare issues need to be enforced and rules applied without discrepancies from shows to shows.
We encourage when possible the FEI driving approach to blood rule to be aligned as much as possible with FEI Eventing as both disciplines are practised in an outside environment where induced minor blood is somehow more probable.

FEI: The FEI Driving Technical Committees agrees with this modification but proposes to use the same wording as in the Eventing.

Proposed Wording on 8 July 2025

~~3.~~2. Wounds and Lacerations

~~3.1.~~2.1. Blood on Horses may be an indication of abuse of Horse and must be investigated case by case by any member of the Ground Jury.

~~3.2.~~2.2. Such Horses may be eliminated from the Competition. In extreme cases where abuse is evident, further sanctions will be taken against the Athlete, such as a Yellow Warning Card.

~~3.3.~~2.3. In minor cases of blood in the mouth, such as where a Horse appears to have bitten its tongue or lip, or minor bleeding on limbs, after investigation the Athlete may be authorized to continue.

b. Dressage phase: If the Ground Jury suspects bleeding on the Horse during the test, the Ground Jury will stop the Horse(s) to check. If the Horse shows fresh blood, it will be eliminated. The elimination is final. If the Judge through examination clarifies that the Horse(s) has no fresh blood, the Horse may resume and finish its test.

c. Marathon phase: all athlete induced blood on the horse, must be reviewed case by case by the Ground Jury. If the Horse(s) shows fresh blood, Officials may authorize the rinsing or wiping of the mouth and if there is no further evidence of bleeding, the athlete is allowed to continue. Cases of significant blood will result in Elimination.

~~b.~~d. Cones phase: Horses with blood on the body and/or bleeding in the mouth will be eliminated. In minor cases of blood, such as where a Horse appears to have bitten its tongue or lip, Officials may authorize the rinsing or wiping of the mouth and allow the Athlete to continue; any further evidence of blood in the mouth will result in Elimination.

~~3.4.~~2.4. A horse is considered to have fallen down when it cannot stand up by itself immediately and needs assistance to stand up again. If a Horse falls down during competition, the Athlete will be eliminated.

Comments Received by 26 August 2025

EEF: The cones proposal should also apply for other tests.
Horses with blood on the body and/or bleeding in the mouth will be eliminated.
In minor cases of blood, such as where a Horse appears to have bitten its tongue or lip, Officials may authorize the rinsing or wiping of the mouth and allow the Athlete to continue; any further evidence of blood in the mouth will result in Elimination.

GBR:
We would suggest that the wording could be misleading as there may be blood because a horse has struck into itself or hit a marathon element so not athlete induced.
b. Marathon phase : all ~~athlete induced~~ blood on the horse, must be reviewed case by case by the Ground Jury. If the Horse(s) shows fresh blood, Officials may authorize the rinsing or wiping of the mouth and if there is no further evidence of bleeding, the athlete is allowed to continue. Cases of significant blood will result in Elimination.

ICDA:
ICDA support a more pro active approach towards welfare of the horse. While ICDA supports a greater consistency across disciplines, it is important to take into consideration that horses in driving are attached to a carriage.

The wording of Art. 933.2.1 for dressage & cones should be the same, but more important, the wording of 2.3. regarding minor cases can be in contradiction of a, b & c (minor cases can be fresh blood).

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

~~a. Dressage phase: If the Ground Jury suspects bleeding on the Horse during the test, the Ground Jury will stop the Horse(s) to check. If the Horse shows fresh blood, it will be eliminated. The elimination is final. If the Judge through examination clarifies that the Horse(s) has no fresh blood, the Horse may resume and finish its test.~~

a. Dressage & Cones phase: Horses with blood on the body and/or bleeding in the mouth will be eliminated. In minor cases of blood, such as where a Horse appears to have bitten its tongue or lip or minor bleeding on limbs, ~~Officials~~ the President of the Ground Jury will ring the bell and may authorize the rinsing or wiping ~~of the mouth~~ and allow the Athlete to continue; any further evidence of blood ~~in the mouth will~~ can result in Elimination.

Marathon phase: ~~all athlete induced blood on the horse,~~ Horses with blood on the body and/or bleeding in the mouth must be reviewed case by case by the Ground Jury. If the Horse(s) shows fresh blood, Officials may authorize the rinsing or wiping of the mouth and if there is no further evidence of bleeding, the athlete is allowed to continue. Cases of significant blood will result in Elimination

FEI Feedback

Based on the feedback received, it appears that adding separate point on this matter creates more confusion, therefore the Committee proposes to remove their proposal.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

The FEI withdraws its original proposal. No changes to the current wording are proposed.

Proposal from (National Federation, Stakeholder or FEI)
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. **FEI Feedback:** The Committee feels that it is not necessary to revert back to the previous regulations and does not think that this would impact the standards of Dressage.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
GBR: We believe the word may for dressage and not compulsory for cones are the same thing. So we propose to change to MUST.
FEI Feedback
The Committee reiterates its position that it is not necessary to revert to the previous regulations. The current wording already ensures appropriate standards in Dressage, and the proposed change would not have any meaningful impact on these standards.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
938.2. Equipment 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.~~ Pneumatic tyres are permitted in Para Driving. **FEI Feedback:** The Committee proposes to keep the wording as is, but remove the annex 12.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF **USA NF**
Article No.–Article Name
Article 939 Tyres
Comment and Rationale
FRA: Depending on the type of ground, using pneumatic tyres during dressage test would be beneficial from horse welfare perspective and also limit ground degradation. For cones, solid rubber bandages must be the only choice. We acknowledge that a better regulation than the current one should be implemented to ensure a fairest field of play, while it is important to avoid drastic additional cost for drivers. **USA:** Coming off the issues with proposed rule changes in November 2024, this change would remove variances in application of the rule. Proposed wording: **FRA:** Air-filled tyres are permitted at any time while training and during dressage competition test. **USA:** 939.2.2.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.~~ **FEI Feedback :** Air filled tyres are allowed during training, however the Committee does not agree with allowing them for Dressage competition.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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.~~ FEI Feedback: Please refer to the tack app where "correctly harnessed" is already described: https://tack.fei.org/article/eb3fa87d-e38f-4774-8113-d496434bac34
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
ICDA : 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'. The reference in the FEI feedback is not in the Tack app: *Please refer to the tack app where "correctly harnessed" is already described: https://tack.fei.org/article/eb3fa87d-e38f-4774-8113-d496434bac34*
FEI Feedback
Please refer to the tack app where "correctly harnessed" is already described: https://tack.fei.org/article/eb3fa87d-e38f-4774-8113-d496434bac34

Proposal from (National Federation, Stakeholder or FEI)
FRA NF
Article No.–Article Name
Article 940 Harness, carriage and Horses **8. Bits**
Explanation for Proposed Change
We support FEI Driving Technical Committee to investigate and frame the different types of bits to be used as the current situation remains unclear, too much open, to guarantee horse welfare high standard and can lead to discrepancies in terms of Officials interpretation. **FEI Feedback:** This is currently reviewed and regulated under the Tack App.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

USA NF

Article No.–Article Name

940.7 Harness, Carriage, and Horses

Explanation for Proposed Change

Not using the collar terrets often reduces or removes the leverage and therefore improves horse performance and welfare.

Proposed wording:

7.1. All rings, terrets and/ or other devices which have an extreme leverage effect on the reins or bits are forbidden at any time within the Showgrounds. Reins are not required to pass through the breast/full collar terrets, but may pass under the shoulder straps unless they add extreme leverage.

FEI Feedback:

As per the FEI Tack App, the reins must not pass under any part of the harness. https://tack.fei.org/equipment/6d681f5e-4fdd-48f2-85e3-b58527cca565

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

ICDA: Not using the collar terrets often reduces or removes the leverage and therefore improves horse performance and welfare. ICDA agrees on the request from the USA NF to allow reins not being required to pass through breast/full collar terrets, as in several circumstances it give negative leverage.

For that ICDA likes to have the FEI Tack App updated as well, so reins can be passed under the shoulder straps. https://tack.fei.org/equipment/6d681f5e- 4fdd-48f2-85e3-b58527cca565 -> as the Tack app is updated regularly, this can be easily amended.

7.1. All rings, terrets and/ or other devices which have an extreme leverage effect on the reins or bits are forbidden at any time within the Showgrounds. Reins are not required to pass through the breast/full collar terrets, but may pass under the shoulder straps unless they add extreme leverage.

USA:
We suggest just adding, "Reins are not required to pass through the breast/full collar terrets." 7.1. All rings, terrets and/ or other devices which have an extreme leverage effect on the reins or bits are forbidden at any time within the Showgrounds. Reins are not required to pass through the breast/full collar terrets.

FEI Feedback

These will be reviewed as part of the Tack App updates.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF
Article No.–Article Name
Article 940 Harness, carriage and Horses **11.Application or use of devices, substances or implements**
Comment and Rationale
There is no current regulation on the use of muzzles. The use of this device for ponies/horses in Pairs and Four in Hand who might bit, has to be maintained. Nevertheless we support more clarity to protect horse welfare : must allow good breathing, must not hide mouth problems to be identified by the steward. Proposal: Muzzles can only be used to avoid horses from biting. It must not impede the free intake of air into the nostrils of the horse. It must be taken out at the time of the stewards checks to allow them to apply normal control of the bit setting and mouth condition. **FEI feedback :** This is covered under Art 940.3.1, as if it impedes the free air flow it would not be allowed.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 the 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. **FEI Feedback:** The committee believes that is important to keep the article as it is to avoid the ear hood from being over tightened.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
ICDA : As in jumping, ear hoods may be attached to the noseband. There is no reason not the allow this. The FEI feedback on ear hoods being over tightened -> in that case alter the Tack App. It should be the same for all disciplines.
FEI Feedback
This has not been an issue in Driving, the committee retains its position to not modify this rule.

Proposal from (National Federation, Stakeholder or FEI)
BEL NF
Article No.–Article Name
943 - Participation
Explanation for Proposed Change
Athletes should be in good, undamaged health whilst competing. Broken legs, or other limb injuries or diseases, injuries that are known prior to starting should not be allowed whilst on a carriage **FEI feedback:** This is not enforceable by the FEI. The responsibility remains with the National Federation, in accordance with the General Regulations. As stated in Article 117.2, National Federations are responsible for selecting and entering qualified Horses and Athletes, including ensuring their fitness and capability to participate in the Events or Categories for which they are entered.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
944.3.1. Indentification 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 **FEI Feedback:** For the issuance of a Yellow Warning Card, this is governed by the General Regulations and therefore must be applied consistently, without deviation.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
GER NF NED NF ICDA
Article No.–Article Name
945 Outside assistance
Explanation for Proposed Change

GER:
Art. 942.5: Communication Devices: Should be covered under Art. 945, Outside Assistance, and not in the Chapter Safety.

NED:
The current description is not sufficiently clear. The discussion is whether physical contact is necessary for physical intervention.

ICDA:
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:
GER:
1. Definition 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 or helping their Horses, is considered to be outside assistance.

2. Prohibited outside assistance 2.1. Dressage and Cones: 2.1.1. Any physical intervention by a third party, not riding on the carriage, whether solicitated or not, with the object of facilitating the task of the Athlete or helping their Horses, is considered to be outside assistance. Any Athlete who has received outside assistance may be eliminated by the Ground Jury.

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

2.1.3. Exception: If the bell has been rung by the Judge and the Athlete has failed to hear the bell; the Groom may advise the Athlete that the bell has been rung.

2.1.4. Athletes and Grooms may not use any form of electronic communication equipment during Dressage and Cones, subject to elimination.

2.1.5. Para Driving Athletes from nominated profiles may compete with the whip held /used by Groom, and/or the Groom holding the finger loop but must have this noted on the Masterlist following classification evaluation.

2.1.6. Grooms of Para Driving Athletes must sit so that they can help in case of need. The Technical Delegate has the right to disapprove the position of the Groom on the vehicle.

2.2. Marathon: 2.2.1. Obstacle observers, ground observers, time keepers or any other Officials may not give directions, advice or information to the Athlete, while is on the course in Marathon, in order to assist the Athlete. Exceptions: see Article 945.3.

2.2.2. Any Athlete who has received physical outside assistance by a third party not riding on the carriage will be eliminated by the Ground Jury. Exceptions: see Article 945.3.

2.3. Penalties: see Article 969.
3.1. The following are considered to be permitted outside assistance:

3. Permitted assistance

- Assistance during the halt and in neutral zones between Sections.

- Assistance to Horses as a result of an accident inside an Obstacle, providing the Grooms are dismounted.

4. 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.

5. ~~4.~~ Assistance by the Groom whereby a Horse is led through an Obstacle by the bridle ends of the reins while harnessed to the carriage in either Marathon or Cones, will incur 20 penalties for the assistance in addition to the penalties for dismount.

NED:
Article 945 Outside assistance
1. Definition
1.1. Any physical intervention, with or without physical contact, by a third party, not riding on the carriage, whether solicited or not, with the object of facilitating the task of the Athlete or helping their Horses, is considered to be outside assistance.

ICDA:
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 solicitated 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 solicitated 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.*~~

FEI Feedback:

The Committee does not consider a rule modification necessary and proposes to retain the current wording, as this represents a rare case.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

ICDA: ICDA does not agree with the FEI Feedback as this Article has been subject to modification before. As it not representing solely a rare case, ICDA likes to have the DTC to have a more specific opinion.

FEI Feedback

The Committee maintains that no modification to Article 945 is required. The existing wording is clear and sufficiently addresses the matter. Outside assistance is already defined, and the situations described are covered under the current provisions.

Furthermore, as Section A will no longer exist, potential issues related to stopping are reduced. The suggested alternative wordings do not provide additional clarity and would not resolve the concerns raised. The Committee therefore confirms its position to retain the current text of Article 945 without change.

Proposal from (National Federation, Stakeholder or FEI)
ICDA – International Carriage Drivers Association
Article No.–Article Name
946.1.1. Substitions 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. 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. 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. **FEI Feedback:** The Driving Committee considers it essential to retain Horses on the Nominated List, given the requirements related to Passports, Biosecurity, and Pony Height regulations. Substitutions are also only permitted within the same National Federation's list.
Proposed Wording
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
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. .. 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. 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. **FEI Feedback:** The Committee wishes to retain the option of using both arena sizes for CAIOs, while keeping the use of the larger arena mandatory for Championships, in order to provide more flexibility for Organising Committees. The Driving Committee's objective is to introduce a new 100x40 dressage test for Four-in-Hand by 2027. A new Working Group will be established in 2026, in line with the Driven Dressage Modification Policy, to develop this new test.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

CHAPTER XI DRIVEN DRESSAGE
Art. 958 Classification – Total Marks

Explanation for Proposed Change

NED:
Use percentages in Dressage and calculate from the percentages to penalty points (similar to eventing).
By introducing percentages it reduces the influence of Driven Dressage. This way it is also easier for the public to understand.

ICDA:
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:

NED:
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 on the score sheet~~ 160 and divided by the total possible marks for the Test to obtain the adjusted average score to be used in the results
Rounding the result to two decimals includes any score of "x.xx5" and above is round up and any score less than "x.xx5" in rounded down.

1.4 Penalties Judge at C
Penalties in the Dressage test are only awarded by the President of the Ground Jury at C. Any penalties will be added to the total penalty points.

1.5 Athletes Percentage
Athlete's percentage is calculated on the average good marks obtained by adding together the total good marks for each Judge and dividing by the number of Judges.
The Athletes percentage will always be rounded to two decimal digits.

1.6 Penalty points
In order to convert Athletes percentage into penalty points, the average score and the Penalties awarded by the President of the Ground Jury at C, must be subtracted from 100 with the resulting figure being rounded to one decimal digit. Penalties awarded by the President of the Ground Jury at C will be added to the total penalty points. The result is the score in penalty points for the test.
Rounding the result to one decimal includes any score of "x.x5" and above is round up and any score less than "x.x5" is rounded down.

Driving test error penalties (Judge in C):

1st incident	Five (5) points
2nd incident	Ten (10) points
3rd time	Elimination

1.7. The Athlete with the lowest score in penalties will be the winner of Driven Dressage

ICDA:

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.

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.

FEI Feedback:

Feedback from the Driving Community during the Driving Forum on this topic was highly divided.
In the view of the Driving Committee, reducing the influence of Dressage within the overall event could raise welfare concerns, as it would shift the focus of training for Horses and Ponies.
The Committee believes that the core issue does not lie with the scoring system itself, but rather with the formats of Dressage, Marathon, and Cones.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

EEF:
We continue to support to use % -100 to get final result of dressage instead of applying coefficient and deduct from 160.
As already discussed, a lot, it would give much more clarity for the audience and provide a more balanced overall competition.

One alternative that we could support would be to integrate this as an option in the rules. This would allow smoother transition, or rectification time, if the FEI DTC do not stand behind our initial proposal for change.

ICDA:
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.

ICDA does not agree with the FEI Feedback and once again strongly advises the system with percentages as in eventing. The Driving Committee has to recognise that major NFs support this proposal as well.

The correction of an error as sent in by the GBR NF – re coefficient – is not actual anymore.

ICDA notes that the Driving Committee feels the feedback from the Driving Forum on the scoring of Dressage was highly divided.
ICDA recognises that there is a strong body of opinion that does not wish to reduce the influence of dressage and would like to maintain an equal balance between the scoring of each of the three competitions.

The issue is that this season's results again show that dressage is much more influential than either marathon or cones and that the sport is not delivering on this goal of a balanced scoring. ICDA has analysed 20 competitions across P1/P2/H1/H2 and H4 classes.The difference in penalties between the winner and the 75th percentile in dressage in these competitions is 9 penalties compared to 6 for marathon and 4.2 penalties for cones. The winner of the dressage was the overall winner in 9 of the 20 competitions and 2nd overall in a further 4 competitions.

ICDA is happy to share the detailed analysis but believes that presenting the dressage scores on a percentage basis would help deliver a fairer and more equal distribution between the three competitions and would be much easier for sponsors and spectators to understand.

Therefore ICDA strongly recommends to change the scoring in dressage to a percentage basis.

USA:
We support the ICDA proposal.

NED:
We once again advocate for the introduction of percentages for the dressage score. We proposed the adoption of a revised scoring method to ensure a fairer and more balanced evaluation of all 3 competitions.

This approach offers greater transparency and fairness compared to the current 160- point system in Dressage.
Our objective is to maintain parity among dressage, marathon, and cones to reflect their equal significance in the driving sport. As the scores are currently processed, the dressage component has a much greater influence on the final result. This is clearly visible in the top 10, where the differences are larger than in the other components.

Difference in score, influence of dressage on the end result					
H4 Hungary 2024					
Results	**Dressage**	**Marathon**	**Cones**	**Total**	**Remarks**
1 to 10	16,05	11,36	3,63	26,89	Dressage to decisive, little
11 to 20	7,4	7,12	4,56	17,39	influence of Cones on the end
21 to 30	6,17	15,66	5,57	35,82	result
> 30	14,85	36,4	23	28,78	
H1 Le Pin au Haras 2024					
Results	**Dressage**	**Marathon**	**Cones**	**Total**	**Remarks**
1 to 10	11,92	6,47	0	8,55	In total hardly any difference in
11 to 20	3,2	2,69	0,69	7,44	Marathon. Cones has no influence
21 to 30	1,6	5,18	2	5,37	on the end result
> 30	18,11	60,92	24,29	79,56	
H2 Beekbergen 2025					
Results	**Dressage**	**Marathon**	**Cones**	**Total**	**Remarks**
1 to 10	18,2	4,89	6,48	29,96	Dressage extremely decisive,
11 to 20	5,17	2,27	2,51	5,01	Marathon a little to light, Cones
21 to 30	2,52	2,61	2,55	5,45	reasonably in proportion
> 30	15,25	63,96	23,91	93,58	
Conclusion: Dressage is too decisive Marathon is 2nd Cones has little to no influence on the end result					

Just like in Eventing, we should start working with percentages (100 instead of 160). We believe that implementing this revised scoring system will enhance fairness, support athlete development, and elevate the overall standard of driving competitions.

We would be open to adjusting the marathon coefficient to 0.3, which we believe could also contribute to a more balanced overall score (see attachment)

What was said at the Driving Forum does not represent the Driving Community. In our opinion, there's a broad support for raising the scores to 100%. It's been that way in eventing for years. It is important to make a well-considered decision now and not postpone the adjustment for another four years. We've already been discussing this for eight years. We need to think with a future-oriented mindset.

FEI Feedback

The main issue lies in the coefficient to convert Dressage percentages into penalty points for the combined results. Any modification to this coefficient or simply replacing the current penalties by percentages would devaluate the weight of dressage and directly alter the relative weighting of the three phases and, consequently, the overall competition results. The FEI therefore does not feel comfortable implementing such a change without prior thorough analysis and testing, as it does not currently see any tangible advantage in modifying the existing system. The Committee considers that the balance of the three phases will already be improved through the introduction of the new cones lifter.

The Driving Committee is not in favour of operating two different scoring systems simultaneously or introducing an optional scoring system, as this would inevitably lead to discrepancies in results between events. For qualification and fairness purposes, the outcome of competitions should not depend on which scoring method an Organising Committee chooses to apply. Maintaining consistency across all competitions is essential to ensure a level playing field.

Furthermore, lowering the weight of Dressage in the combined results would have significant long-term implications. Currently, results are calculated on a 160-point basis, where 1% in Dressage equals 1.6 penalty points (which is the equivalent of 6.4 seconds in the Marathon). Reducing Dressage to a 100-point scale (and thus bringing down 1% in Dressage to the equivalent of 4 seconds in the Marathon) would effectively devalue the phase by 37.5%, increasing the relative weight of the Marathon by 60%. This would shift the balance of the sport towards the faster phases, rewarding "marathon specialists" and disadvantaging athletes who excel in the foundational discipline of Dressage.

From a welfare and image perspective, this shift would be counterproductive. Dressage forms the basis of correct training, promoting discipline, communication, and harmony between horse and driver. Reducing its importance could influence how horses are trained, leading to less emphasis on proper schooling and more focus on speed and risk-taking. Such a trend could have negative repercussions for horse welfare, public perception of the sport, and its social licence.

Additionally, there has not been sufficient consultation with National Federations to establish an agreed coefficient or conversion system or new scoring system changing the balance between Dressage and Marathon. Testing different calculations in competition would also be of limited value, as it would lead to "cherry-picking" by some Organising Committees (and/or Drivers) and would not provide meaningful insight into the long-term impact on horse education, athlete development, and competition structure.

For these reasons, the FEI Driving Committee believes that the scoring system should remain as it is for the time being, with in depth future discussions to be based on thorough testing and consultation. As this is a broad and complex topic involving the overall weighting of the three phases, the committee will establish a dedicated Working Group to analyse the implications and provide recommendations for a potential new scoring system for the future. In the meantime, the Committee recommends maintaining the current system.

Proposal from (National Federation, Stakeholder or FEI)
GBR NF
Article No.–Article Name
Article 958 1.3 Classification
Explanation for Proposed Change
This is a correction of an error, to resolve small arithmetical inconsistencies in dressage scores. Currently dressage scores are calculated by "the average score will be multiplied by the coefficient printed on the score sheet". However, these coefficients are rounded to two or three decimal places, so a fractionally incorrect score is produced. For example, for any dressage test scoring entirely 5s, the result should be 80. The rounded coefficients produce a range of fractional results near 80. That confuses people looking hard at the system and they suspect an error. For example: CAI3*-HP4, coefficient 0.615: scoring all 10s gives a score of 0.10 (it should be 0.00) scoring all 5s gives a score of 80.05 (it should be 80.00) That is because the total possible score of this test is 260, so the true coefficient is 160/260 = 0.615384615384615384615 … with the 153846 recurring. The proposed change is to calculate all dressage scores by using a coefficient of "160/total possible marks", not an approximate coefficient specified to a particular number of decimal places. This will correct the anomaly. It will also simplify this area and the dressage sheets (no compromised slightly incorrect coefficient will be needed on the dressage sheets). If it is still required to duplicate the information from the rules about the calculation onto the dressage sheets, the coefficient could be stated as, eg 160/260, not a decimal. Note that Article 902 requires the score to be calculated to two decimal places. That need not be changed. That rounding must still be applied to the dressage score as the last step in the calculation. Proposed: 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 on the score sheet~~ 160 and divided by the total possible marks for the Test to obtain the adjusted average score to be used in the results **FEI Feedback:** The Driving Committee believes that the current system and wording works and should remain as it currently is.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

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

FEI Feedback:
The committee doesn't want to change this point as we believe that it will not change the results substantially.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposal from (National Federation, Stakeholder or FEI)

SUI
ICDA

Article No.–Article Name

Art. 961 3.9

Explanation for Proposed Change

SUI:20cm water depth in the marathon is enough. It still puts on a show for the spectators, but is friendlier for the horses.

ICDA:
The proposal is to further limit the depth of water crossings. More horse friendly and more attractive for spectators.

Proposed wording:
SUI:
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 cm. The bed of any water crossing must be firm. Where water depth exceeds 50 cm a substantial fence, firmly fixed, must be constructed, to prevent Horses going into deep water.

ICDA:
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.

FEI Feedback:
The depth of the water has not proven to be problematic for the welfare of Horses, and since 30 cm is a maximum, the water depth can already be set at 20 cm if desired.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

N/A.

FEI Feedback

N/A.

Proposal from (National Federation, Stakeholder or FEI)
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 **FEI Feedback:** The Committee does not agree with this proposed modification and considers that this Article does not require any changes.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

GER NF
NED NF
USA NF

Article No.–Article Name

Article 965.2.4 Obstacle Penalties; Error of Course

Explanation for Proposed Change

GER:
Error of Course: Reduce Penalties to 10 instead of 20
The actual number of penalties is too influential.

NED:
The current description is not sufficiently clear. It must be clear that even without an instruction by a member of the Ground Jury or Obstacle observer the athlete must stop immediately and put a Groom or Grooms down whenever a Horse has its leg over a pole, shaft, when a wheeler has a leg over the lead bar or the leader's trace, or when a Horse is down and remains down.
No extra five (5) penalty points for the groom dismounting to resolve an unsafe situation. The competitor is already penalised as the time continues.

USA:
When the athlete is Driving in the obstacle they may not notice an issue occurs instantaneously, especially with multiples. The onus should be on the obstacle observer to see and report issues to the athlete and record them for the Ground Jury**.**

Proposed wording:
GER:
2.4. In order to correct an Error of Course, the Athlete must return to and drive the compulsory gate the Athlete missed before continuing through the next compulsory gate in the correct sequence. For example: An Athlete drives through compulsory gates A and B and then goes through D (missing gate C). In order to correct this error of course, the Athlete must go back and drive through gate C before going on to gate D etc; all gates are neutralized until the Athlete reaches this gate. Each Error corrected shall incur ~~20~~ 10 penalties.

NED:

Article 965 Obstacle Penalties
4. Dismounting in the Obstacles
4.1. Each time either or both Grooms put both feet on the ground in an Obstacle, the Athlete will incur five penalties. Except in the situation described in 6.1 and 6.2.

6. Welfare of the Horse
6.1. It is the responsibility of the Athlete to stop immediately and put a Groom or Grooms down whenever a Horse has its leg over a pole, shaft, when a wheeler has a leg over the lead bar or the leader's trace, or when a Horse is down and remains down. Failure to stop and put the Groom down to correct the situation before leaving the Obstacle will incur 30 penalties. The time will continue to run. If the groom dismounts to correct the situation no five penalty seconds (965 3.1) will be given.
Also The Athlete must stop when instructed to make necessary repairs by a member of the Ground Jury or Obstacle observer. Failure to stop, in response to this instruction, and put the Groom down to correct the situation before leaving the Obstacle will incur Elimination.
However a trace down or a pole strap disconnected needs no repair inside an Obstacle.

It is the responsibility of the Athlete to stop immediately and put a Groom or Grooms down whenever a Horse has a leg over a Trace. Failure to stop and put the Groom down to correct the situation before leaving the Obstacle will incur 30 penalties. The time will continue to run. If the groom dismounts to correct the situation no five penalty seconds (965 3.1) will be given.

USA:

6.1. It is the responsibility of the Athlete to stop immediately after being informed by the Obstacle Observer or Ground Jury member and put a Groom or Grooms down whenever a Horse has its leg over a pole, shaft, when a wheeler has a leg over the lead bar or the leader's trace, or when a Horse is down and remains down. Also, the Athlete must stop when instructed to make necessary repairs ~~by a member of the Ground Jury or Obstacle observer~~. However a trace down or a pole strap disconnected needs no repair inside an Obstacle. The time will continue to run.

6.2.Failure to stop and put the Groom down to correct the situation before leaving the Obstacle will incur Elimination.

It is the responsibility of the Athlete to stop immediately after being informed by the Obstacle Observer or Ground Jury member and put a Groom or Grooms down whenever a Horse has a leg over a Trace. Also, the Athlete must stop when instructed to correct the situation ~~by a member of the Ground Jury or Obstacle observer~~. Failure to stop and put the Groom down to correct the situation before leaving the Obstacle will incur 30 penalties. The time will continue to run.

FEI Feedback:

Corrected Error of Course:
The Committee believes that the current penalty for a corrected error of course is appropriate; therefore, no modification to the wording is proposed.

Response to NED and USA:
The Committee considers that the responsibility should remain with the Athlete to stop and act accordingly in the event of an issue. As such, no change to the wording is proposed.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

USA:
We agree with the FEI's comment but an athlete may not notice immediately when a horse has it's leg over the trace, especially with four-in-hands.

FEI Feedback

The Committee takes note of the concern raised. However, it remains the responsibility of the Athlete to ensure Horse welfare and to act accordingly. No change to the current wording is proposed.

Rules Proposal Submitted By
FRA NF **NED NF** **ICDA**
Article No.–Article Name
Article 974 Cones competition summary
Comment and Rationale

FRA:
We expect that FEI Driving Forum will lead to meaning full discussion on cones competition.

When the format would still be based on distance/speed/time allowed, we would support different speed depending of sand/grass ground.
As a matter of fact, driving cones on sand gives more confidence to the driver and horses who have less fear to slide when the course is on grass, so the speed observed on sand is usually higher than on grass.

Defining maximum speed instead of compulsory speed would help Officials to better adapt the speed applied when the conditions required it.

We support FEI research on implementing a change to counter lack of ball down when the course is on sand

NED:

Bring the speed of the single horse class to 260 m/min, similar to single ponies. Pony and horse classes can be equal in speed because of their manoeuvrability, a single horse can turn shorter than a pair.

Make a difference in speed in Cones for Grade I and Grade II.

ICDA:

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.

FEI:

The Committee, based on the new Cones proposal presented in Annex 7, believes that adjusting the width is necessary.

Regarding the speed, the Committee considers the current speeds appropriate, provided that the width adjustments are implemented.

Additionally, the Committee proposes further offsetting the zigzag in order to increase the level of difficulty.

Proposed Wording on 8 July 2025

	Division class	Speed M/min	Cones Width (cm)	Serpen-tine (m)	Zig-zag (m)	Wave	Distance between Obstacles (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	1~~60~~55 for single cones 160 for multiple				
	Para Driving	230	160				
Pony	Four-in-Hand	240	160	8-10	9-11	8-10	12
	Pair	250	160 ~~(Children: 20cm clearance)~~	6-8			
	Single	260	155 for single cones 160 for multiple				
	Children	220	160 (Children: 20cm clearance)				
	Para Driving	230					

Measurements for Closed Multiple Obstacles, see Annexes.

Cones with reduced width: The width of up to ~~five~~ eight single Obstacles may be reduced by 5 cm for Pairs and Four-in-Hand classes, and up to ~~10~~ two single Obstacles may be reduced by 5 cm for Single classes. Such Obstacles will be marked differently (color of cones). Oxers may not be reduced for Single classes.

Comments Received by 26 August 2025

BEL:
The BEL NF is not in favour to reduce the width of the cones for the Single classes.
We propose the following options:
1. completely remove the new point and return to 20 cm extra space and 10 gates reduced to 15 cm.

➔ we prefer this option
2. require that the condition of the ground and the weather circumstances are taken into account.
Examples: mud in case of heavy rain, or uneven terrain that has dried
In that case: remain at 20 cm extra with 10 gates reduced.

EEF:

While we see the need for change in Cones phase we recommend to not implement the same year, year of World Championship for Singles: cones lifter + reduce of cones width. Implementing the cones lifters next year and announcing the width modification for 2027 or the other way around (which can also make sense as it comes to material to be purchased by OCs), but not both at the same time.
This would also give more clarity after the 1st change being operated and potentially revised the 2nd change or to strongly confirm it.

Speed P1:
For safety reasons and fairness in the pony single class we recommend to change the speed and go back to 250 m/min.

Cones phase summary:
Generally speaking, we would recommend to not have 3 different widths on the same course, to facilitate CD and crew work, avoid mistake and ensure fairness. Due to this multiple should be at the same with than singles.

GBR :
974.1.2 Oxers may not be reduced for singles classes: We would appreciate some clarification as to why they may not be reduced.

NED:

We support the introduction of cone lifters as a positive development for the sport. However, we have concerns about implementing both the cone lifters and the adjusted track width simultaneously, as the combined impact may be too significant for athletes and horses to adapt to effectively.

We recommend postponing the implementation of the adjusted track width for two years. This delay will allow us to properly assess the impact of the cone lifters on performance and course outcomes.

It is likely that the use of cone lifters will already result in more balls being knocked down. Introducing both changes at once may place an excessive burden on competitors and could negatively affect the quality of competition.

We believe that a phased approach will allow for a smoother transition, better evaluation of the changes, and ultimately a more balanced and fair competition environment.

FEI Feedback

The Committee agrees that it is appropriate to initially introduce the cone lifter without altering the cone width and will reassess after the first year whether an adjustment of the width is necessary to achieve the intended outcome.

The Committee proposes to introduce the new lifter in phases as follows:

- CAI2* and CAI3* (standard, excluding World Cup Qualifiers): 1 July 2026

- All other events: 1 January 2027
- FEI Driving Young Horse and Pony competitions: 1 January 2027
- Clarification: the device will not apply in Indoor World Cup Events and World Cup Format events
- From 1 January 2028: possible adjustment of cone width, subject to the evaluation of the experience gained with the lifters.

For further details, refer to the proposal on cone specifications.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

The FEI Withdraws the original proposal.

Proposal from (National Federation, Stakeholder or FEI)
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~~ **FEI Feedback:** The use of electronic devices by Athletes to measure the course is permitted. However, for practical reasons, the Committee does not support allowing the use of measuring wheels.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
GER NF
Article No.–Article Name
Article 975 Judging Cones Competition 4. Error of Course
Explanation for Proposed Change
Implement a Rule for Correcting an Error as in Marathon: 10 Penalties for each error, no elimination in case of further errors. No elimination for a minor mistake as in current Rules. Proposed wording: 4.1. An Athlete is considered to have passed through an Obstacle when the whole turnout has passed between the markers. 4.2. If an Athlete attempts to pass through an Obstacle in the wrong sequence or direction, the President of the Ground Jury must wait until after the turnout has passed completely through the wrong Obstacle before ringing the bell~~.~~ and stop the clock, 10 seconds will be added to their time. The Athlete is then ~~Eliminated.~~ penalised with 10 points. The Athlete continues after the PoGJ has rung the bell to indicate the Athlete to do so. The clock will re-start when the Athlete reaches the next obstacle on the course in the correct sequence. 4.3. If an Athlete knocks down or dislodges any part of an Obstacle, which has already been driven, the Athlete will incur three penalties. 4.4. If any part of an Obstacle in advance of the one being driven is dislodged or knocked down, the President of the Ground Jury will ring the bell and stop the clock for the Obstacle to be re-built. The Athlete will incur three penalties and 10 seconds will be added to their time. The bell will be rung to indicate to the Athlete that the course is ready and the clock will re-start when the Athlete reaches the next Obstacle on course to continue their round. 4.5. If the President of the Ground Jury sounds the whistle/bell while the Athlete is on the Course, the Athlete must halt immediately. If the Athlete does not halt, the President of Jury will blow the whistle/ bell a second time. If the Athlete continues without stopping, the Athlete is Eliminated. The Groom may advise the Athlete that the whistle/ bell has sounded. 4.6. If the Jury is in doubt whether an Obstacle has been properly driven, the Athlete must be allowed to finish the Course. The Jury can then reach a decision. **FEI Feedback:** The Committee believes that this rule should remain unchanged, as it is fair and consistent with the dynamic of the Cones competition.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)

ICDA – International Carriage Drivers Association

Article No.–Article Name

975.10.7. Judging Cones Competition

Explanation for Proposed Change

Measurement cones course – the outcome of the ICDA Survey is:
- 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.

Should the timing be adjusted by the Ground Jury, this will be announced by the Commentator

Proposed wording:
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.

FEI Feedback:
The Committee believes that assessing the fairness of the time allowed based on the performance of the first Athletes competing in the Cones is not accurate, as their level is not always consistent with that of the highest-ranked Athletes.

Proposed Wording on 8 July 2025

N/A.

Comments Received by 26 August 2025

ICDA:
ICDA agrees on the FEI Feedback – i.g. that level of the first Athletes is not always consistent with that of the highest-ranked Athletes. Therefore the wording 'does not incur additional penalties' is essential!

Measurement cones course – the outcome of the ICDA Survey is:
- 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.

Should the timing be adjusted by the Ground Jury, this will be announced by the Commentator and communicated

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.

FEI Feedback

The Committee reiterates its position that no change to Article 975.10.7 is required.

The Committee considers that this issue forms part of a broader discussion on the structure and judging of the Cones competition, which should be addressed in a more comprehensive review rather than through isolated amendments.

Proposal from (National Federation, Stakeholder or FEI)
SUI
Article No.–Article Name
Art. 975 3.11 (NEW)
Explanation for Proposed Change
this reduces the speed and increases the value of the reduced cones. Proposed Wording: 3.11 Knocking down one or both balls of a Cones Obstacle with reduced width incurs 6 penalties in each case. FEI Feedback: The Committee believes that, with the new Cones adaptations and adjusted widths, there is no need to modify the penalties.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF
Article No.–Article Name
Article 982 Expenses
Comment and Rationale
The per diem allowance must be offered for the days of officiating only. Transport days, and potential on site days without Official duty are not compensated. This would give more clarity and harmonize. 2. … this per diem is exclusively offered for the officiating days. FEI Feedback: This is not regulated through the FEI Rules. In Driving, we have not received any reports of travel days being paid to Driving Officials.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Proposal from (National Federation, Stakeholder or FEI)
FRA NF
Article No.–Article Name
Article 990 Chief Steward
Comment and Rationale
The evolution of the rules lead to have more stewards on shows to provide a better monitoring. Like for any Officials function, recruitment is a big challenge. We believe FEI driving would benefit from applying a similar approach from FEI Eventing, with an equivalence rules between FEI Judge, TD status and FEI Steward status. We recommend to liaise this with the condition of following an online course emphasising on steward function. All FEI Driving listed Judges and Technical Delegates Level 2 and above following the FEI Online course for Driving stewards will automatically be listed as FEI Driving Stewards Level 2. **FEI Feedback:** As these functions are very different, the Committee believes that this change is not necessary. This topic will be further discussed as part of the revision of the FEI Driving Education System.
Proposed Wording on 8 July 2025
N/A.
Comments Received by 26 August 2025
N/A.
FEI Feedback
N/A.

Rules Proposal Submitted By

ICDA – International Carriage Drivers Association

Article No.–Article Name

Annex 10 Definitions

Explanation for Proposed Change

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).

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 m^2) – horse welfare.

FEI:
For both Heavy and Light Obstacles, the Committee agrees to enter a recommendation to the rules, as per below.

Proposed Wording on 8 July 2025

- 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. Screws or pins or other similar means of anchoring longer than 50 cm are still considered as Heavy Mobile Obstacle. The recommended measurement of the heavy mobile elements in the marathon should be at least 3x2m (or > 6 m2).
- 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. The recommended measurement of the light mobile elements in the marathon should be at least 3x2m (or > 6 m2).

Comments Received by 26 August 2025

NED:
This is not feasible. Many organizers will not be able to comply with this.

- 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. Screws or pins or other similar means of anchoring longer than 50 cm are still considered as Heavy Mobile Obstacle. ~~The recommended measurement of the heavy mobile elements in the marathon should be at least 3x2m (or > 6 m2).~~

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. ~~The recommended measurement of the light mobile elements in the marathon should be at least 3x2m (or > 6 m2).~~

FEI Feedback

The Committee acknowledges the concerns raised regarding feasibility for Organising Committees and the significant impact that the proposed definitions may have on events. In light of these comments, the Committee withdraws its original proposal.

Proposed Final Wording to be Voted at the FEI General Assembly 2025

The DTC withdraws its original proposal.