DRIVING PROPOSALS FOR 2026 RULES CHANGES

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

A. Proposed Rules changes to be voted on at the FEI General Assembly 2026

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

Molly Day
Driving & Eventing Director

A. PROPOSED RULES CHANGES TO BE VOTED ON AT THE FEI GENERAL ASSEMBLY 2026

Rules Book
General Regulations
Article No.–Article Name
Article 103 – Official International Events (CIO)
Proposal from (Name of NF or MOU SH)
NED - NF
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
The applicable Rules Revision Criteria is: #2: Correction of inconsistencies, manifest errors, contradictions,etc. Requiring CAIO Events and Driving World Cup™ Qualifiers to be submitted at the same time as the FEI Calendar provides the FEI with immediate visibility of potential date conflicts. This reduces late-season changes, ensures more balanced international event distribution, and supports predictable planning for Organising Committees, Athletes, Officials, and National Federations. Preventing overlap with other major competitions—particularly World Cup™ Qualifiers on the same weekend—helps secure strong, competitive, and representative athlete fields. It also promotes equine welfare by enabling a more evenly distributed competition schedule and avoiding clusters of high-intensity events. And it safeguards fair treatment of Organising Committees, while preserving the long-term objective of timely, complete, and coordinated submission of all relevant Driving events. Once the FEI Calendar has been approved, no additional World Cup Qualifiers or CAIO's should be added in order to prevent unfair competition between events. Event dates of a CAIO and CAI-W should not be changed after approval and CAIO's should only be allocated to an Organising Committee with demonstrable experience in hosting 3* Events.
1 March 2026: Proposed Wording by NFs/MOU SHs
Article 103.7 For Driving Events applications for the allocation of an Official 'O' Event and for a World Cup Qualifier must be submitted concurrently with the National Federation's annual Calendar Application for the relevant season. Applications submitted outside the annual Calendar Application process shall be inadmissible and ineligible for approval. Article 103.8 An CAIO may only be allocated to an Organising Committee that has demonstrably organised and successfully delivered at least one CAI3* Driving Event within the preceding three (3) Seasons. Such experience is a condition precedent for FEI approval. Article 103.9 To uphold international calendar integrity, the FEI may decline or defer any Application where the proposed dates create material conflict with existing FEI Calendar entries, compromise the competitive field, or adversely affect athlete, horse, or official availability. Article 103.10

The FEI may, at its discretion and upon reasoned request by the relevant National Federation, accept late or out of cycle Applications, provided that (a) no material calendar conflict is created and there is at least one free weekend in between two CAIO Events or Driving World Cup™ Qualifiers; and (b) all other requirements in Article 103 are met.

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the concerns regarding late applications and calendar conflicts for CAIO4* Events and CAI3* Driving World Cup™ Qualifiers.

To address this, the FEI proposes to include these Events under the scope of Article 112.5 of the FEI General Regulations, alongside equivalent top-level Events in other disciplines. Please refer to the FEI General Regulations memo.

7 September 2026: Comments on 1st Draft Received by NFs

NED

Is it sufficient to make it a mandatory information in the Calendar Application if the proposed Event is part of a Series (current or prospective)? In addition, to have the information on the entity organising the Event?

We believe this should also be added to Article 112.5 (i) and (ii) as follows:

(i) For a Late Date Application and/or modification for those Events in Jumping, Dressage, Eventing and Driving as specified under paragraph (ii) below and received after the deadline set out in paragraph 4 above, only a NF and/or OC of another Event that is at the same or higher level that may be deemed to be affected by the acceptance of such Late Date Application and/or modification may be provided the opportunity to give relevant information to the Secretary General. For the avoidance of any doubt, the switch of Venues within the same FEI Named Series or FEI Series approved by the FEI on the same Dates approved in the FEI Calendar shall be accepted and not considered as Late Date Application.
After an evaluation of the information received (if any) and the Late Date Application or modification request (as the case may be), the Secretary General shall have the right to accept or reject the Late Date Application or modification. Any such Decision by the Secretary General shall be duly motivated.
(ii)

- In Jumping: CSI4*; CSI5*; CSIOs; World Cup Events
- In Dressage: CDI4*; CDI5*; CDIOs; World Cup Events
- In Eventing: CCI4*-S or L; CCI5*-L; CCIO
- In Driving: CAIOs; World Cup Events

See also memo Rules Revision General Regulations

ICDA

We fully agreed with the Dutch NF to better manage the calendar to avoid conflicts between CAIO4* Events and CAI3* Driving World Cup™ Qualifiers. ICDA has made a request to the Driving Technical Committee about the FEI World Cup qualification rules and has proposed that the extra 5 points for CAIO4* events are withdrawn to encourage OCs to add World Cup Qualifiers to their programme. This was supported not only by every World Cup athlete but by Officials as well.

GER

We support the proposed alteration that CAI-W and CAIO calendar applications shall be made until the common deadline of 1st October. «Driving» should be added in GR Art. 112.5. The GR memo referred to does not contain a proposal for article 112.5

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the support expressed by NED, GER and ICDA for improved calendar management of CAIO4* Events and CAI3* Driving World Cup™ Qualifiers.

The FEI confirms its proposal to include these Events under Article 112.5 of the FEI General Regulations, ensuring that late applications and date modifications are subject to the same procedure as equivalent top-level Events in other disciplines.

Regarding the additional proposals from NED, the FEI considers that the existing provisions of Article 112.5 provide an appropriate framework for assessing potential calendar conflicts and consulting affected National Federations and Organising Committees. The FEI therefore does not consider further Driving-specific provisions necessary at this stage.

The proposal from ICDA concerning the allocation of additional ranking points for CAIO4* Events falls under the FEI Driving World Cup™ Rules and will be considered separately as part of the relevant Rules review.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

Please refer to the proposed amendment to Article 112.5 of the FEI General Regulations.

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Article 901 Categories and Levels

Proposal from (Name of NF or MOU SH)

NED - NF

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

The applicable Rules Revision Criteria is: #2: Correction of inconsistencies, manifest errors, contradictions, etc.

Requiring CAIO Events and Driving World Cup™ Qualifiers to be submitted at the same time as the FEI Calendar provides the FEI with immediate visibility of potential date conflicts. This reduces late-season changes, ensures more balanced international event distribution, and supports predictable planning for Organising Committees, Athletes, Officials, and National Federations.
Preventing overlap with other major competitions—particularly World Cup™ Qualifiers on the same weekend—helps secure strong, competitive, and representative athlete fields.
It also promotes equine welfare by enabling a more evenly distributed competition schedule and avoiding clusters of high-intensity events.
And it safeguards fair treatment of Organising Committees, while preserving the long-term objective of timely, complete, and coordinated submission of all relevant Driving events.

1 March 2026: Proposed Wording by NFs/MOU SHs

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 October** previous of the year in which the series begins. Applications received after this deadline will not be accepted

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the concerns regarding late applications and calendar conflicts for CAIO4* Events and CAI3* Driving World Cup™ Qualifiers.

To address this, the FEI proposes to include these Events under the scope of Article 112.5 of the FEI General Regulations, alongside equivalent top-level Events in other disciplines. Please refer to the FEI General Regulations memo.

7 September 2026: Comments on 1st Draft Received by NFs

NED
See above, our comments on the FEI proposition regarding Article 103 – Official International Events (CIO)

ICDA
See memo General Regulations – Art. 112

GER
We support the proposed alteration that CAI-W and CAIO calendar applications shall be made until the common deadline of 1st October. «Driving» should be added in GR Art. 112.5. The GR memo referred to does not contain a proposal for article 112.5

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the support expressed by NED, GER and ICDA for improved calendar management of CAIO4* Events and CAI3* Driving World Cup™ Qualifiers.

As outlined in the FEI General Regulations Rules Revision memo, the FEI maintains its proposal to include these Events under Article 112.5 of the FEI General Regulations.

The modification to Art. 901 only refer to the modified organisation of Championship with the update of continental Horse championship.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

9. **Organisation**

9.1 Transitional Period (until 31 December 2028)

Until 31 December 2028, the existing Championship calendar shall continue to apply, with the exception of the FEI Driving World Championship for Pair Horses, which will be organised in 2028 to align with the new Championship calendar.

- **Even years:** CH-M-A4, CH-M-A1, CH-EU-A Youth, CH-M-PEA1 and, in 2028, CH-M-A2.
- **Odd years:** CH-M-A2 (until 2027), CH-M-A-P1,2,4 and CH-EU-A4.
- **Every year:** CH-M-A1 YH may be organised.

9.2 Championship Calendar (as of 1 January 2029)

As of 2029, the FEI will invite NFs to organise the following Championships:

- **Even years**: CH-M-A4, CH-M-A2 and CH-M-A1.
- **Odd years**: CH-EU-A Youth, CH-EU-Combined Horses, CH-M-PEA1 and CH-M-A-P1,2,4.
- **Every year**: CH-M-A1 YH may be organised.

The FEI Driving Continental Championship for Horses shall replace the standalone Continental Championship for Four-in-Hand Horses as of 2029.

No Continental Championship may be held in the same year as a World Championship in the same class.

See FEI General Regulations, Appendix D. ~~In even years, the FEI will invite NFs to organise the CH-M-A4, the CH-M-A1 and the CH-EU-A Youth. In odd years, the FEI will invite NFs to organise the CH-M-A-P1,2,4 and the CH-M-A2. No Continental Championship may be run in the same year as a World Championship in the same class. Every year a CH-M-A1 YH may be organised, and each even year, a CH-M-PEA1 may be organised. See FEI General Regulations, Appendix D.~~

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
Art. 905 - Team Classification for Championship and CAIOs
Proposal from (Name of NF or MOU SH)
BEL NF
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
Correction of inconsistencies, manifest errors, contradictions, etc.
1 March 2026: Proposed Wording by NFs/MOU SHs
'Only the scores of those Team Members who have completes all three Phases without Elimination can be counted towards the final team scores' **Without Elimination** is missing, *see art 906 & 907*
20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs
Agreed – updated as per below: **Article 905 Team Classification for Championships and CAIOs** 1. This is determined by adding together the scores of the two Athletes in each National team with the lowest penalties in each Phase. Only the scores of those Team Members who have completed all three Phases without Elimination can be counted towards the final team scores.
7 September 2026: Comments on 1st Draft Received by NFs
N/A.
6 November 2026: FEI Feedback on proposals/comments received
N/A.
6 November 2026: Final Draft for vote at the FEI General Assembly 2026
As above (proposed wording on 20 July 2026).

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
Annex 15 FEI Driving Continental Championship for Horses
Proposal from (Name of NF or MOU SH)
GER NF ICDA
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

GER NF:

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

We would like to provide comments for further discussion of the final wording.

- In our view, the Four-in-Hand sport will be drastically limited because a pure H4 European Championship would be given up for the sake of a Combined Horse Championship.
- It will be difficult to find OCs who can accommodate such a big Combined Championship.
- We are in favour of keeping the old format if no OC is found to host it.
- CH-EU-Youth should not be in the odd years, but every year. Young Athletes should have the chance to showcase their abilities and compete for medals in line with the Youth Championships of other disciplines.

ICDA:

As set out in the 2025 Rules, "the rulebook is not finalised" and the provision "serves as placeholder for the final wording which will be presented in 2026". It is therefore only right that further comments/rule changes can be submitted, particularly as the current drafting has major implications for the future direction of driving.

As currently proposed the Continental Horse Championships adversely impacts both Para Driving and H4 Classes, whilst only offering limited participation to the other Horse classes (H1 and H2) given the restrictions on the number of participating athletes (two per class). Two successful formats are compromised and the new format will only serve to reduce athlete participation.

The new format is highly damaging to the future of Para Driving which based on a numbers cap will never be able to exploit its true potential. Access to the appropriate facilities will also be at risk given the much larger number of competitors and support staff at a Continental Championships. Para needs in terms of course design for marathon and cones will be swamped by the much larger number of athletes competing in the Continental Championships. These issues need to be addressed before any decision is taken to proceed and far outweighs the limited benefit that comes from the small elite of H1 and H2 athletes who will gain an additional championship.
What driving needs is to broaden its appeal. This will achieve the reverse by limiting the number of athletes by class.

The switch in the World Championships will also mean that H1, H2 and H4 will be competing for venues in the same at a time when the number of OCs willing to host such major events is limited. It puts huge strain on the support teams, many of whom help all of these three classes in one way or another.

ICDA believes that the Continental Horse Championships should take the form of separate Championships for H1 and H2.

1 March 2026: Proposed Wording by NFs/MOU SHs

ICDA :
Leave the Continental Championships H4 in list of classes and add separate Continental Championships for H1 and H2.

Keep calendar:
- even years WDC H4 and H1, CDC U25
- odd years WDC H2, Para, WDC Ponies & CDC H4,

Add to calendar:
- even years: CDC H2
- odd years: CDC H1

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the concerns raised regarding the proposed Continental Horse Championship format, in particular regarding participation opportunities, organiser capacity, the impact on Para Driving, and the preservation of the Four-in-Hand Championship pathway.

The FEI maintains the principle of a Combined Continental Horse Championship but proposes to adjust the format to allow up to three Athletes per NF per class, instead of two, in order to preserve wider participation opportunities, in particular for Four-in-Hand Athletes.

Detailed format:

Article 905:

Article 905 Team Classification for Championships and CAIOs

2. For FEI Driving World Championships for Single Horses, Pair Horses, Single Horse and CAIOs, ~~T~~this is determined by adding together the scores of the two Athletes in each National team with the lowest penalties in each Phase. Only the scores of those Team Members who have completed all three Phases without Elimination can be counted towards the final team scores.

3. For FEI Driving Continental Championship for Horses, this is determined by adding the score from the best Athlete in the Single Horse class, the Pair Horse class and the Four-in-Hand Horse class with the lowest penalties in each Phase. Only those scores of the team Members who have completed all three Phases without Elimination can be counted towards the final Team scores.

Art 919.7:

7. For Continental Horse Championship, 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.

Article 926 Entries Continental Driving 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 5 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 Horses per Single, six Horses per Pair, and ten Horses 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.
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.
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.
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.

7 September 2026: Comments on 1st Draft Received by NFs

NED

The NED NF is critical of the proposed change, as it reduces the number of available places for Four-in-Hand competitors and may therefore discourage further development of the Four-in-Hand discipline. And why should this not also be done for pony driving?

In order not to limit the growth of Four-in-Hand driving, the NED NF proposes that the format should allow for additional Four-in-Hand Athletes to participate outside the team classification, at the discretion of the Organising Committee.
At the same time, the NED NF considers that a National Federation that is unable to enter a Four-in-Hand Athlete should not be permitted to enter only Single Horse and Pair Horse Athletes as individuals. This would undermine the principle of a combined championship team format and could further reduce the incentive for National Federations to develop Four-in-Hand participation.
The NED NF therefore requests that Annex 15 be adjusted so that the number of Horses and Athletes is not fixed or unnecessarily limited in the Rules, but remains open to the Organising Committee, based on the capacity of the venue and the approved Schedule.
Regarding the format and numbers, the proposed limit of two Athletes per class per nation would result in a maximum of approximately 76 Drivers and around 200 Horses, plus approximately 20 Para Drivers with one Horse each. This illustrates that the format already creates significant organisational demands, but also that participation limits should be managed through the Schedule and OC capacity rather than by imposing restrictive limits in Annex 15.

BEL

Every discipline deserves its own Championships and recognition, but it should be clear that successful existing formats — such as the EC for Teams and the Para WDC — should not be compromised. Separate Continental Championships would also be easier to organise.

ICDA

The FEI has acknowledged ICDA's concerns raised regarding the proposed Continental Horse Championship format, in particular regarding participation opportunities, organiser capacity, the impact on Para Driving and the preservation of the Four-in Hand Championship pathway.
The FEI's solution "to adjust the format to allow up to three athletes per NF per class" is not practical and tends to reinforce the arguments made by ICDA in its earlier submission. Based on entries for the 2026 FEI Driving H1 World Championships, there would be 17 NFs eligible to compete.Very few venues are able to host a Championship of up to 180 athletes (assuming 9 athletes per NF and 25 to 30 Para).
ICDA believes the FEI has not made the case for this new format given the damage done to two existing and mutually supportive formats (Para World Championships and European H4 Championships). It is difficult to see which NFs will be satisfied by this format. Those with smaller numbers of athletes are unlikely to be able to field a team, given the lesser number of H4 athletes whilst those with much larger numbers of athletes will only be able to field two to three athletes in H1 and H2 leaving many other athletes unable to compete. ICDA recommends that the plan to launch a Continental Horse Championship in 2029 is postponed.

GER
It is essential that the Rules explicitly provide for Championships to continue being organised under the established formats. We strongly oppose any proposal that would effectively and significantly restrict the highest level of Four-in-Hand Driving. The priority must be to safeguard Championship opportunities for Athletes and ensure the long-term viability of Driving Championships. Traditional Championship formats must therefore remain available.

The proposed Combined Championship format would reduce the number of Four-in-Hand Athletes per National Federation from the current level of up to nine Four-in-Hands at European Championships (Lähden 2025) to only three, thereby limiting participation opportunities at the highest level of the sport. In addition, we have serious concerns about the feasibility of finding Organisers willing and able to host such a large and demanding Combined Championship that would also have to accommodate Adaptive Driving.

We propose keeping the Continental Championship for Horses Four-in-Hand unchanged. Separate Continental Championships could be established for Horses Singles and Pairs, if Organisers bid for them. Although we recognise the additional costs for National Federations, we support the Drivers' wish for Championship opportunities in these categories. The history of the Donau-Alpen-Pokal, however, which served for many years as an unofficial European Championship for Horse Pairs before disappearing due to the lack of Organisers, demonstrates the importance of considering organisational feasibility when planning future Championship structures.

The FEI's first draft did not address the ICDA calendar concerns. We support the ICDA's ideas for the running in even and odd years. Pony Championships should not be held in the same year as Youth Championships, as there is considerable overlap among participants. Experience has shown that Four-in-Hand and Para Driving Championships work very well together, as the overall number of participants, infrastructure requirements and obstacle courses have proven highly compatible. We therefore agree with the ICDA that Para/Adaptive Driving should continue to be hosted alongside a Four-in-Hand Championship.

In the FEI proposal for Article 905, it is not mentioned any more how CAIOs are handled.

In the FEI proposal for Article 919.7, it says that a national team consists of «at least one or two» Athletes. To avoid misunderstandings, in case a Combined Championship would take place, we suggest to delete «at least».

The FEI proposal for the new Article 926 states 5 Athletes per class. Is this a typing error, because the FEI proposed to allow up to three Athletes per NF per class?

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the additional feedback received from NED, BEL, GER and ICDA regarding the proposed FEI Driving Continental Championship for Horses.

The FEI and the Driving Technical Committee have carefully considered the concerns raised regarding participation opportunities, the preservation of the Four-in-Hand Championship format, the impact on Adaptive Driving and the organisational challenges associated with hosting a Combined Championship.

However, the Driving Technical Committee maintains its support for the proposed Combined Continental Horse Championship, considering that this format provides an opportunity to further develop the discipline by bringing together Single, Pair and Four-in-Hand Horse Athletes in a Continental team competition.

The FEI recognises that the proposed format represents a change from the existing Championship structure and may require additional planning and resources from Organising Committees. Nevertheless, the Committee considers that the benefits of providing Continental Championship opportunities across all three Horse classes justify pursuing this format.

Regarding participation, the FEI maintains the proposed flexibility in the number of Entries per National Federation, with the final number to be determined according to the Organising Committee's capacity and the approved Schedule, with the rule stating a maximum of 5 Athlete per NF and class.

The FEI therefore maintains its proposal to introduce the Combined Continental Horse Championship from 2029, as outlined in the first draft.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

As above (proposed wording on 20 July 2026).

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
Art. 911 2. (B) Driving Recorded Warning
Proposal from (Name of NF or MOU SH)
BEL NF
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
Correction of inconsistencies, manifest errors, contradictions, etc. ….' In addition to incurring a Driving Recorded Warning, the President of the Ground Jury may eliminate the Athlete as referred in **Article 911.10.'** There is no art. 911.10!
1 March 2026: Proposed Wording by NFs/MOU SHs
….' In addition to incurring a Driving Recorded Warning, the President of the Ground Jury may eliminate the Athlete.
20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs
Updated to refer to 911.9.1 : In addition to incurring a Driving Recorded Warning, the President of the Ground Jury may eliminate the Athlete as referred in Article 911.9.1~~0~~.
7 September 2026: Comments on 1st Draft Received by NFs
N/A.
6 November 2026: FEI Feedback on proposals/comments received
N/A.
6 November 2026: Final Draft for vote at the FEI General Assembly 2026
As above (proposed wording on 20 July 2026).

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

916 Entries; 3.4. Invitations to Individuals at CAIOs
919 Entries Championships and CAIOs

Proposal from (Name of NF or MOU SH)

GER NF

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

3. New/recently introduced rule that has proven to be problematic in its implementation

It is still confusing that Entries are handled in several Articles. Championships in Art. 916.2 and 919 – 925, CAIOs in Art. 916.3.4 and 919.
The wording about CAIOs should be taken from Art. 919 to Art. 916.
Para 2 about entries for FEI Championships and Games should be taken from Art. 916 and added in Art. 919.

As a consequence of the current restriction, it can happen that OCs have only a small number of turnouts at their Event while there are NFs who would like to send more Athletes/Horses. We propose to align the provisions for invitations to Individuals at CAIOs with the invitation system for Championships and not limit the number of Individual invitations.

1 March 2026: Proposed Wording by NFs/MOU SHs

916
2. Entries for FEI Championships and Games

To be deleted here and put in Article 919

2.1. Entries for Championships: Entries for FEI Championships and FEI World Equestrian Games must be made in accordance with the FEI General Regulations, Art. 116.2

2.2. For FEI Championships, NFs may only enter Athletes who are qualified under the conditions decided by the Driving Technical Committee

2.3. Under no circumstances may the OC limit the number of entries of eligible Athletes or teams for an FEI Championship.

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

2.5. Where an NF has made a nominated entry of a team and finds that it will be unable to send a team, it must immediately inform the OC.

2.6. The Organising Committee may charge each Athlete/Horse or Team a reasonable fee for entry into the Championship(s) provided that any such fee is included in the schedule.

3. Entries for CAIs and CAIOs
[…]
3.4. Invitations to Individuals: at CAIOs, ~~The OC has the right to invite up to 8 Individuals from at least 4 different Nations and not more than 2 per Nation.~~ entries shall be made the same way as for FEI Championships according to the provisions in Article 919 - 925. Additional entries of Individuals from NFs who have also entered a team are possible at the discretion of the OC.

Article 919 Entries Championships ~~and CAIOs~~

1. Championships ~~and CAIOs~~ are open to national teams and individuals.

To be added: wording of **2. Entries for FEI Championships and Games**

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI proposes to clarify the rules as per below in regards to individuals at CAIO:

3.4 Invitations to Individuals at CAIOs:

3.4.1 There is no restriction on the number of individuals when the invitations are open to all National Federations.

3.4.2 When the invitations are restricted to some National Federations the following applies:

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

Article 919 Entries Championships and CAIOs

1. Championships and CAIOs are open to national teams.
2. For CAIOs,~~For~~ Four-in-Hand, Pairs and Single Horses Championship, 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 Individual Entry.

7 September 2026: Comments on 1st Draft Received by NFs

USA

We agree with the proposed language by the FEI.

6 November 2026: FEI Feedback on proposals/comments received

N/A.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

As above (proposed wording on 20 July 2026).

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Article 928 Dress, Safety and Whips

Proposal from (Name of NF or MOU SH)

USA NF,
GER NF
ICDA

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

New/recently introduced rule(s) that has(ve) proven to be problematic in its implementation:

USA:

The USA NF Driving Sport Committee proposes a change to the recently approved Article 928. The recently effective change to Article 928.1 was a late amendment ahead of the 2025 General Assembly. It is felt that this late amendment to the language did not allow for sufficient time for stakeholder review ahead of the 2025 General Assembly and therefore not permitting the type of discussion that would normally occur during the rule change process. Due to these process concerns, the requirement for protective headgear in warm-up and dressage should be rescinded and follow the proper rule change process to be implemented.

GER:

We ask to delete para 1.2. The mandatory use of headgear should only apply to those competition phases that involve timed performance, speed and fast turns, i. e. the Marathon and Cones competitions and the related warm-up. Outside these high-speed phases, however, these requirements in our view are neither reasonable nor appropriate.
It is essential to preserve the traditional appearance of Drivers, Grooms, and passengers—an aesthetic that is characteristic of Driving and an integral part of the sport's identity. The use of helmets would not align with this traditional presentation and would, in many cases, contradict it.
In daily training sessions of dressage work rather than preparing for Marathon or Cones, the mandatory use of headgear is difficult to implement. Frequent changes of grooms or trainers stepping onto the carriage for short periods make obligatory use of headgear impractical.
Honorary guests or sponsors participating in laps of honour following award ceremonies cannot be expected to wear helmets. This flexibility is a distinctive advantage of Driving compared to other equestrian disciplines.
It should also be noted that the public's perception of a Driver differs fundamentally from that of a rider. In Driving, the headgear is not a necessary or defining element of the Athlete's appearance. The nature of the sport does not create the same type of immediate risks as horseback riding. A Horse cannot "unseat" a Driver in the same way it may a rider.
Additionally, in the sectors of recreational Driving, pleasure Driving (Fiaker/Kremser) and traditional carriage Driving, the use of protective headgear has not been regarded as fundamentally necessary and underlines that it is not required outside specific competitive environments.
Finally, the mandatory use of protective headgear in Youth Driving has been well received, even without a role model function from the over-25 categories. This demonstrates that age-specific safety rules can be successfully implemented independently of adult regulations.

ICDA :

Criteria based on: New or recently introduced rule(s) that have proven problematic in their implementation / Other scenarios not foreseen by the Policy

The proposal submitted for Article 928.1 was a late amendment which did not provide sufficient time for further consultation by all Stakeholders.

ICDA believes that the proposal misunderstood the feedback from NFs and Stakeholders. We re attach the feedback from NFs which was included in the Final draft of the Driving rules submitted to the GA dated 10 October 2025. ICDA does not support the decision for the mandatory use of helmets. The key point is that a "recommendation" should not be included in the Driving Rules. We agree with this conclusion. We agree with the proposal to recommend the use of helmets but this should be a guidance, separate from the rules, and not mandatory. The FEI changed their own proposal to a mandatory use.

A number of leading NFs were concerned that a recommendation was not appropriate for inclusing in the rule book and either wished the recommendation to be included elsewhere or wanted to take a decision one way or the other.

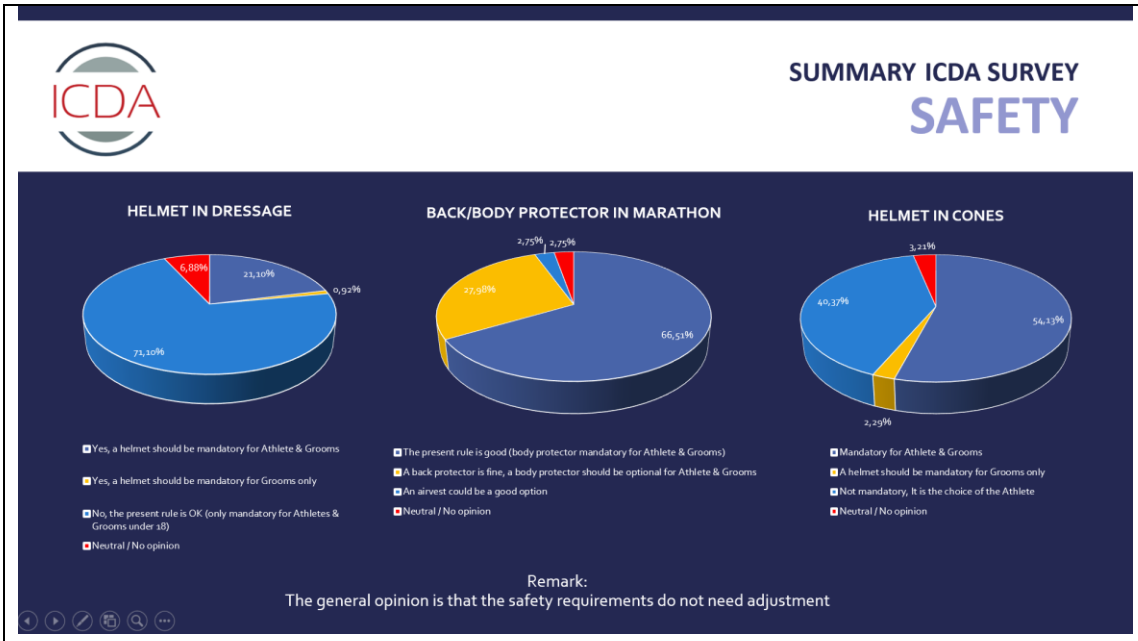
Feedback (August 2025) from NFs / Stakeholders on the FEI proposal to have the protective headgear as 'strongly recommended':

- **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. 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.

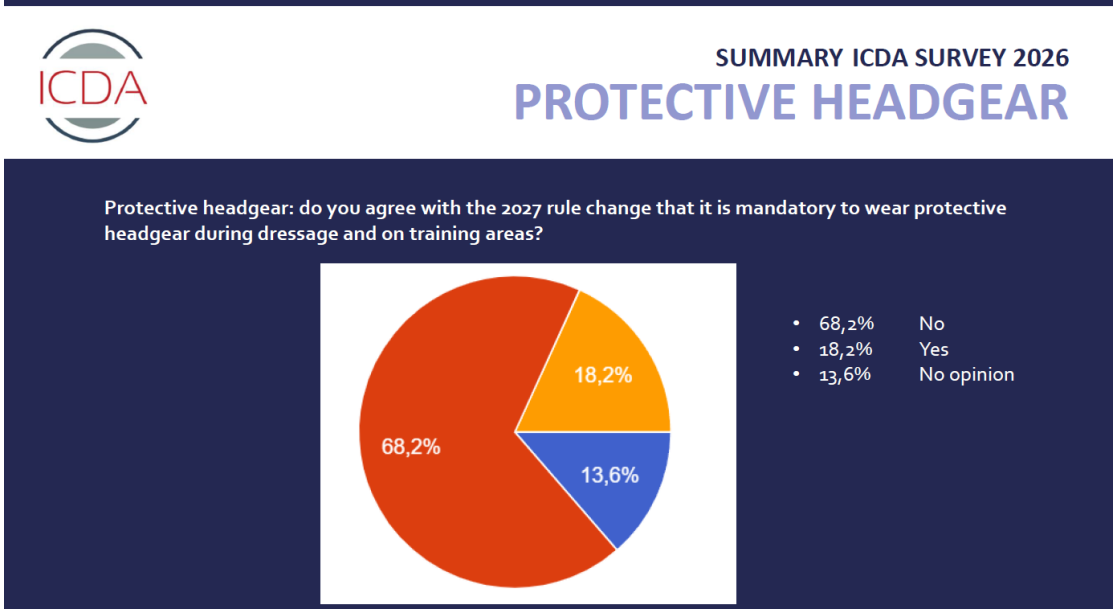
ICDA's representative at the GA publicly stated that the mandatory helmet rule would be "deeply unpopular". This is borne out by feedback from two surveys from athletes in January 2025 and February 2026 which showed that the majority voted against mandatory wearing of helmet:

- Survey 2025: 71.1% (6.9% no opinion, 21.1% in favor of helmet)
- Survey 2026: 68.2% (13.8% no opinion, 18.2% in favor of helmet)

ICDA Survey 2025 – only ICDA members could response (353 responses)



ICDA Survey 2026 – ICDA & non-ICDA members could response (434 responses)



Therefore, we are of the opinion that Article 928.1.2 should be deleted

1 March 2026: Proposed Wording by NFs/MOU SHs

USA:

1. Article 928 Dress, safety and whips 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.~~

GER:

1. Article 928 Dress, safety and whips **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.~~

2. Dress in Dressage and Cones on a Dressage Carriage
2.10. During Cones and during the warm-up when training for cones is being started, it is compulsory for all persons to wear a properly fastened protective Headgear. Failure to comply results in immediate Elimination from the Cones 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.

ICDA :

~~1.1. As of 1 January 2026, while 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~~.
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20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the concerns raised by several stakeholders regarding both the substance of the mandatory headgear rule and the process by which the final wording was introduced ahead of the 2025 General Assembly. The FEI recognises that some stakeholders feel that the final amendment did not allow sufficient time for consultation and discussion, and these concerns have been duly noted.

However, the FEI and the Driving Technical Committee remain of the view that the mandatory use of Protective Headgear is an important safety measure aligned with the FEI's responsibility to reduce avoidable risk and promote a culture of safety across equestrian sport. While serious incidents in Driven Dressage may be limited, head injuries can have severe and life-changing consequences, and the FEI considers it appropriate to encourage consistent safety standards across all phases and activities involving horses and carriages on the showgrounds.

The FEI also notes the broader ongoing discussions regarding harmonisation of headgear requirements across disciplines, as well as evolving expectations from a welfare, liability, and insurance perspective.
Therefore, the FEI does not propose any amendment to Article 928.

7 September 2026: Comments on 1st Draft Received by NFs

SUI

The SUI Technical Committee and the Swiss driving community are of the opinion that wearing a helmet should remain optional. No accidents with serious consequences have been recorded over the years, and traditional hats are an important part of the discipline's heritage.

ICDA

ICDA : ICDA conducted 3 surveys, The additional ICDA survey / petition is clear: 94% (of the 281 respondents) is in favor of no mandatory helmet druing training, warm-up and dressage.

The position of ICDA & it's members (athletes – responsible for their own wellbeing) is therefore clear:

- We support mandatory helmet use during the marathon and cones phases, where the risks are clearly different.
- We question the need for mandatory helmets during training, warm-up and dressage.
- We ask the FEI to provide the evidence on which this requirement is based.
- In particular, we ask the FEI to provide documented data on accidents or incidents in international driving during training, warm-up or dressage that demonstrate a need for mandatory helmet use.
- If there is evidence of such incidents, we believe it should be made available to the driving community so that the necessity and proportionality of the rule can be properly assessed.

Personal responsibility
Experienced international drivers understand the risks of their sport and should be allowed to take personal responsibility for their own safety during training, warm-up and dressage.

Safety is important, but safety regulations should be proportionate to the actual risk, evidence-based and applied where they are genuinely needed. A blanket requirement across all phases should not be introduced simply because it is applied in other equestrian disciplines.

Tradition and authenticity
Driving has a unique history, tradition and identity. The appearance of the driver, carriage and horses is an integral part of the character and authenticity of our sport, particularly during dressage. We should not lose this distinctive heritage without clear evidence that such a change is necessary.

We therefore call on the FEI to:

1. Provide the evidence and accident data supporting the mandatory helmet requirement.
2. Consult directly with international drivers before making further changes.
3. Recognise the right of experienced drivers to take personal responsibility for their safety in training, warm-up and dressage.
4. Maintain mandatory helmet use in the marathon and cones phases.
5. Protect the tradition, authenticity and unique identity of driving.

Safety and tradition do not have to be opposites. Let the evidence guide the rules. Let experienced drivers take responsibility for their choices. And let us protect what makes driving unique.

Like the discipline vaulting – driving is different too. So it should be treated differently as well.

USA
The USA NF Driving Sport Committee continues to propose a change to the recently approved Article 928. The recently effective change to Article 928.1 was a late amendment ahead of the 2025 General Assembly. It is felt that this late amendment to the language did not allow for sufficient time for stakeholder review ahead of the 2025 General Assembly and therefore not permitting the type of discussion that would normally occur during the rule change process. Due to these process concerns, the requirement for protective headgear in warm-up and dressage should be rescinded and follow the proper rule change process to be implemented.

GER
We support mandatory helmet use during the Marathon and Cones phases, where the risks are clearly different. Outside high-speed phases, such a security requirement is not proportionate to the actual risk and lacks evidence for its need. Adult Athletes can take responsibility for their own safety. Tradition and authenticity must not be completely neglected. We are in line with the position of the ICDA.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the additional feedback received from SUI, USA, GER and ICDA regarding the mandatory use of Protective Headgear, including the concerns relating to tradition, personal responsibility and the consultation process.

The FEI maintains their position that mandatory Protective Headgear is an important preventive safety measure. While the FEI recognises the distinction between the different phases of Driving, the risks associated with driving Horses are not limited to high-speed activities.

The FEI also highlights that the use of Protective Headgear is already mandatory at national level in many National Federations. It is therefore important to ensure consistency between national and international competitions, particularly as leading international Athletes have an important role in setting an example and promoting a culture of safety throughout the discipline.
Regarding the request for accident statistics, the FEI considers that preventive safety measures should not depend solely on the occurrence of serious accidents, particularly where the potential consequences of head injuries may be severe.

The FEI recognises the importance of preserving the traditions and identity of Driving. However, these considerations must be balanced against its responsibility to promote safety for all participants.

Consequently, the FEI does not propose any amendment to Article 928 and maintains the mandatory Protective Headgear requirement as approved by the FEI General Assembly in 2025.

The only modification the FEI proposes is to have Athlete still have the option to remove their headgear during the Prize Giving Ceremonies.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

The mandatory use of Protective Headgear as approved by the FEI General Assembly in 2025 remains applicable from 1 January 2027. The only addition is as follows:

1.2 As an exception, Senior Athletes may be allowed to remove their Headgear while accepting prizes or during the national anthem. It is recommended that Athletes do not remove their Headgear during the lap of honour.

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
Art. 928.1. Art. 928.2.
Proposal from (Name of NF or MOU SH)
ICDA – International Carriage Drivers Association
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
Incorrect wording – new line Although ICDA's recommendation is to delete Art.928.1 completely, the header of this Article should be 2 lines. Header for Art. 928.2. is not correct.
1 March 2026: Proposed Wording by NFs/MOU SHs
2. Dress in Dressage and Cones ~~on a Dressage Carriage~~
20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs
Agreed and updated accordingly.
7 September 2026: Comments on 1st Draft Received by NFs
N/A.
6 November 2026: FEI Feedback on proposals/comments received
N/A.
6 November 2026: Final Draft for vote at the FEI General Assembly 2026
As above (proposed wording on 20 July 2026).

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
935.2.1. First Horse Inspection
Proposal from (Name of NF or MOU SH)
ICDA – International Carriage Drivers Association
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
ICDA is welcoming the willingness of the Veterinary Committee – expressed during the GA in Hong Kong to visit driving shows to assess adequacy of the inspection regime. ICDA 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* but excluding CAIOs and Championships. ICDA believes that such a change can be backed up by arguments covering 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 period of the competition beginning with the vet check on arrival, which in 2025 has been supplemented by 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. This means that at every stage of the competition equine welfare can be carefully assessed. First Horse Inspections typically takes place on Wednesday morning. Some athletes are therefore competing more than **48 hours** after the First Horse Inspection (the rules state: Within **24 hours** of the start of first competition). 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. ICDA believes that, for welfare reasons, this gap needs to be reduced. ICDA believes 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. Loose horses and ponies are a frequent occurrence It is therefore very difficult for officials and athletes alike to manage such occasions. 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.
1 March 2026: Proposed Wording by NFs/MOU SHs
2.1. This must take place at all Events before the start of the first Competition. For CAIs the First Horse Inspection must be carried out in harness before the turnout starts the Dressage test. It must be performed under the supervision of an FEI judge, the Veterinary Delegate and/or the President of the Veterinary Commission and a Steward, reporting to the president of the Ground Jury. The Horse(s) must be presented by the Athletes themselves; Competing without presenting will result in an Elimination.

For CAIOs and Championships the First Horse Inspection will be in hand.

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the points raised by ICDA and welcomes the continued dialogue with the Veterinary Committee on this matter.

However, based on the Veterinary Committee's position and input from experienced Driving veterinarians, the FEI considers that the First Horse Inspection in hand remains essential to allow a proper assessment of the Horse without harness or equipment, including body condition, pressure marks, lesions or other issues that may be hidden or worsened by the harness.

While In Harness Inspections remain an important part of the overall veterinary control system, they cannot fully replace the First Horse Inspection at this stage. The FEI will continue to review the practical implementation of inspections at Driving Events, including feedback from Veterinary representatives attending Driving Events, but does not propose to amend the rule at this time.

Minimal modifications are proposed for the Horse Inspections article, in order to follow the Veterinary Rules modifications, as per below.

2. First Horse Inspection

2.1. This must take place at all Events before the start of the first Competition.

2.2. It is conducted by the President of Ground Jury and the Veterinary Delegate acting together as an Inspection Panel with the President of the Ground Jury in charge.

2.3. See Veterinary Regulations and Guidelines for OCs and Officials for details.

2.4. For safety reasons, Horses must be presented in bridles and shown on a loose rein or lead. Each Horse must display its identity number (See Article 944.2).

2.5. Horses are not permitted to wear bandages or blankets/rugs.

2.6. No Horse may be presented with its identity concealed in any manner by application of paint or dye for example.

2.7. For the use of whips during the First Horse Inspection, please refer to Article 1035.10~~8~~ of the Veterinary Regulations.

2.8. The Inspection consists of an initial observation of the Horse standing still. It must then be walked in front of the Inspection ~~ng~~ ~~Committee~~Panel, and then trotted 30 metres away from the ~~Committee~~ Panel before returning towards the ~~Committee~~ Panel at the trot.

2.9. A Veterinarian may be allowed to handle a limb or other parts of the body, but may not perform any other clinical tests (i. e., flex a limb, or walk or trot a Horse in a circle). S~~s~~ee Veterinary Regulations, Article 1038.

2.10. Regarding Re-Presentation and Re-Inspection, please refer to Art. 1038 and 1039 of the Veterinary Regulations.~~In exceptional or doubtful cases, the Inspection Panel may direct that a Horse be placed in an officially supervised holding area (no whips allowed) for a further inspection to take place at a convenient time during the Inspection or in addition to be re-inspected on the following day without any request or presumption by the Athletes.~~

~~2.11. A re-inspection on the following day is only possible if no decision (accepted or not accepted) is made on the day of the Horse Inspection. The Horse must be presented by the same person as before In the Event of equality of votes within~~

~~the Inspection Panel, the President of the Ground Jury will have a second and casting vote, and the decision will be announced immediately.~~

~~2.12.~~2.11. Any Horse, which is due for Re-Presentation or R~~r~~e-I~~i~~nspection ~~on the following day~~ and is accepted, can be sampled for Prohibited Substances.

~~2.13.~~2.12. Only a member of the Ground Jury has the authority to Disqualify any Horse which is considered to be unfit for the Event (marked lameness, serious injury or poor general condition). A Veterinarian has no authority to disqualify a Horse except where there is a welfare issue.

~~2.14.~~2.13. The Athlete or their representative who presents the Horse must be smartly dressed.

3. In-Harness Horse Inspection

3.1. This must take place at all Events prior to the start of Marathon. One ~~Veterinarian~~ PTV/VD is responsible for this Inspection.

~~3.2. The fitness of the Horse(s) must be determined by clinical observation, which may include:~~

~~3.3. measuring the heart rate,~~

~~3.4. the respiratory rate~~

~~3.5. and the temperature in accordance with the Veterinary Regulations. These observations must be recorded.~~

~~3.6.~~3.2. The Ground Jury member must Eliminate the Athlete if their Horse is considered to be lame, injured or or otherwise ~~obviously exhausted and~~ unfit to continue in the Competition.

~~3.7.~~3.3. If a Horse entered in the Marathon is not presented at the In-Harness Horse Inspection, the Athlete must be eliminated before the start of the Marathon.

4. In-Harness Examination

4.1. The Examination must take within 15 minutes after the turnout finishes the Marathon. 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.~~

4.2. The Examination is carried out, in the presence of a GJ member, by a

a) TV who may take the Horse's heart rate, respiratory rate and temperature. The TV must be prepared to provide immediate treatment to the Horse in event of injury. The TV must report their findings to the VD and President of the GJ as soon as possible. The TV and VD have no authority to Disqualify the Horse, only the President of the GJ does; and
b) a Steward in accordance with the Driving Rules Art. 990.

5. In-Harness Inspection before Cones

5.1. The In-Harness Inspection must be carried out before the turnout starts the Cones test. It must be performed under the supervision of the Veterinary Delegate and/or member ~~the President~~ of the Veterinary Commission and the Steward, reporting to the P~~p~~resident of the Ground Jury. The Inspection is obligatory at all Events when Cones aren't on the same day as Dressage. The

Horse(s) must be presented by the Athletes themselves; Competing without presenting will result in an Elimination.

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

5.3. The VD/member of the VC must evaluate the Horse's fitness to continue competing in the Event. 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 Phase and therefore change the declaration.

6. Removing a Horse from Competition

6.1. Each member of the Ground Jury has the right and duty to eliminate any Horse at any time, which is evidently lame, injured or unfit to continue. No Appeal may be made against a decision taken under the terms of this Article.

6.2. The Athlete may Retire at any time.

7. Medication Control of Horses

7.1. This must be conducted in accordance with General Regulations (See Article 143), and the Veterinary Regulations.

8. Passports

8.1. See applicable provisions in the General Regulations.

7 September 2026: Comments on 1st Draft Received by NFs

ICDA

ICDA's position is that the First Horse Inspection could equally be conducted in harness, provided that it is carried out sufficiently close to the start of the Dressage phase.
The primary purpose of a Horse Inspection is to establish whether a horse is fit and sound to compete. From this perspective, ICDA does not see a fundamental reason why the first inspection must necessarily be conducted without harness as Horses are inspected in harness prior to the Marathon and Cones phases, demonstrating that soundness and fitness can be effectively assessed under these conditions.
More importantly, the timing of the inspection should be given greater consideration. At a number of events (especially CAI2* & 3*), the First Horse Inspection has been scheduled more than 24 hours — and in some cases up to 48 hours — before the start of the Dressage. During such a significant interval, a horse's condition can change. A horse may become lame or otherwise unfit after passing the initial inspection and nevertheless proceed to the Dressage arena.
This creates a risk not only for horse welfare, but also for the credibility and image of the sport. An inspection immediately before Dressage, conducted in harness, would provide a more accurate and up-to-date assessment of the horse's condition at the moment it is about to compete. It would also reduce the likelihood that a potential problem is only identified during the Dressage test itself, requiring intervention by the President of the Jury — potentially after the horse has already completed a substantial part of the test.
ICDA therefore believes that the focus should be on the effectiveness and timing of the inspection, rather than on whether the horse is presented with or without harness. An in-harness inspection immediately prior to Dressage would provide an additional and highly relevant welfare safeguard, particularly where there is a substantial delay between the traditional First Horse Inspection and the Dressage phase.
To date, ICDA has not had the opportunity to fully explain this reasoning to representatives of the Veterinary Commission. We would welcome the opportunity to discuss the proposed inspection regime and demonstrate why we believe that a more

immediate, in-harness inspection before Dressage would strengthen both horse welfare and the credibility of the sport.

USA

We support the removal of the first horse inspection to be replaced by an in-harness examination and/or an enhancement of the examination upon arrival.

GER
We see more advantages in having, for all CAI, a First Horse Inspection in harness before the Dressage Test. The existing usual procedures should only be followed for CAIOs and CHs. The Horse Inspection in hand is much more time-consuming than in harness. It leads to higher logistical and financial burdens for the OC. Athletes and Horses often need to arrive one day earlier. This results in additional effort and increased costs, and it frequently means that the interval between the Horse Inspection and the start of the Dressage competition is excessively long.

6 November 2026: FEI Feedback on proposals/comments received

The FEI is not in support of the proposal and refers to the feedback made on 20 July. In addition to this the FEI has concerns that injuries and bruises caused by equipment may be concealed in an in-harness presentation.

Please also refer to the Veterinary Regulations Memo.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

The amendments to Article 935 proposed in the first draft are maintained, to ensure alignment with the FEI Veterinary Regulations.

No change is proposed to the requirement for the First Horse Inspection to be conducted in hand.

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Art. 942 Safety

Proposal from (Name of NF or MOU SH)

FEI

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

Correction of inconsistencies, manifest errors, contradictions, etc.
There was no mention of body protectors in the Article 942.4, the below is therefore proposed.

1 March 2026: Proposed Wording by NFs/MOU SHs

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

3. 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.

7 September 2026: Comments on 1st Draft Received by NFs

NED
If the mandatory helmet requirement is introduced for everyone riding on a carriage, the rule could be simplified as follows: It is compulsory for all passengers under the age of 18 to wear a body protector on the carriage at all times.

USA
We agree with the proposed language by the FEI.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the comments received from NED and USA.

The FEI agrees with NED that, considering the mandatory Protective Headgear requirement introduced under Article 928, the wording of Article 942 can be simplified to avoid duplication.

The FEI therefore proposes to only retain the reference to mandatory body protectors for passengers under the age of 18.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

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~~a 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.

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
Art. 962. Inspection of the Course
Proposal from (Name of NF or MOU SH)
FEI
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
In order to clarify who must sign the maps of the Marathon course, the below addition is proposed.
1 March 2026: Proposed Wording by FEI
Click or tap here to enter text.
20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs
962.2.3 Signed, dated and timed (by the Course Designer and President of the Ground Jury) 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 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.
7 September 2026: Comments on 1st Draft Received by NFs
N/A.
6 November 2026: FEI Feedback on proposals/comments received
N/A.
6 November 2026: Final Draft for vote at the FEI General Assembly 2026
As above (proposed wording on 20 July 2026).

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Article 962.3.6 Inspection of the Course

Proposal from (Name of NF or MOU SH)

USA NF
ICDA

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

USA :
New/recently introduced rule(s) that has(ve) proven to be problematic in its implementation.

While this is not a newly introduced rule, the rule has not been strictly enforced in the past but is now being enforced inconsistently. The proposed change will allow for athletes that do not have FEI Para classification to utilize vehicles for mobility assistance in the obstacles with approval by the TD. There are athletes that have not been able to be FEI classified and athletes with temporary mobility limitations or mobility limitations that do not meet the level to be able to be FEI classified that require the need for mobility assistance.

ICDA:

New/recently introduced rule(s) that has(ve) proven to be problematic in its implementation

While this is not a newly introduced rule – the rule was designed in the 80s which regulated and still regulates the use of vehicles for inspection of the course (both marathon and cones). In practice it worked well and only Athletes who have temperary mobility issues and/or para Athletes who have not a FEI Para classification (yet) are allowed to utilize vehicles for mobility assistance in the obstacles and cones course, only after aproval of the TD.
The FEI recently made a statement that this Rule has to be enforced.

Driving should be an inclusive sport. A person who breaks his foot or worse, and who is temporarily not mobile still can be fit to compete.

ICDA fully understands the position of the FEI, as rules must be complied with, and this is why this rule change is being proposed. Since the rule has not been enforced over the past 25 years — and possibly even longer — it is also requested that, pending the consideration of this rule change, no sanctions be imposed, with the understanding that only athletes with approval by ather the TD or President of the Jury may conduct motorized course inspection (marathon and cones).

1 March 2026: Proposed Wording by NFs/MOU SHs

USA :
3.6. The Obstacles may only be inspected on foot. No motor vehicles or bicycles may be taken inside any part of an Obstacle. The Technical Delegate in consultation with the organizer may approve the use of motor vehicles or bicycles inside the obstacles for athletes with mobility limitations that provide documentation of medical necessity from a licensed healthcare provider. Failure to comply will be penalised by the issue of a Warning for the first infringement and a Yellow Warning Card for the second.

3.6.1. Para Driving Athletes from nominated profiles may use a Motor Vehicle to walk the course (MVWC) but must have this noted on the Masterlist following classification evaluation.

ICDA:
The Obstacles may only be inspected on foot. No motor vehicles or bicycles may be taken inside any part of an Obstacle. The Technical Delegate in consultation with the organizer and President of the Jury may approve the use of motor vehicles or bicycles inside the obstacles for athletes with mobility limitations and providing a letter of medical necessity by a licensed health care provider. Failure to comply with be penalised by the issue of a Warning for the first infringement and a Yellow Card for the second.

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the concerns raised by USA and ICDA and agrees that the Rules should provide a clear and practical framework for Athletes with temporary mobility limitations.

The FEI therefore proposes to introduce a limited exception allowing the use of a mobility device inside Marathon obstacles and the Cones course, subject to approval by the Technical Delegate, in consultation with the Organiser and the President of the Ground Jury.

This exception is intended for Athletes with temporary mobility limitations and will require the submission of the FEI Medical Form, signed by a licensed healthcare provider and approved by the Athlete's National Federation. The mobility device itself must also be approved by the Technical Delegate and used at walking speed.

This approach preserves the principle that courses should be inspected on foot, while ensuring an inclusive and controlled process for temporary medical situations and avoiding inconsistent application at Events.

Proposed Wording (Art 962.3.6.)

3.6 The Obstacles may only be inspected on foot. No motor vehicles or bicycles may be taken inside any part of an Obstacle. Failure to comply will be penalised by the issue of a Warning for the first infringement and a Yellow Warning Card for the second.

3.6.1 The Technical Delegate, in consultation with the Organiser and the President of the Ground Jury, may approve the use of a mobility device (as approved by the TD) inside the marathon obstacles for Athletes with temporary mobility limitations. Such approval is subject to submission of the FEI Medical Form signed by a licensed health care provider and approved by the Athlete's National Federation.

~~3.6.1~~3.6.2 Para Driving Athletes from nominated profiles may use a Motor Vehicle to walk the course (MVWC) but must have this noted on the Masterlist following classification evaluation.

7 September 2026: Comments on 1st Draft Received by NFs

NED
We consider the term **'temporary mobility limitation'** to be insufficiently clearly defined and request a more detailed definition. There is uncertainty as to whether, for example, chronic conditions such as worn knees or hips would fall within its scope. In practice, this provision is expected to place additional administrative pressure on Organising Committees.

ICDA

We are happy with the addtion and support the proposed wording with deleting the word 'temporary'.

3.6.1 The Technical Delegate, in consultation with the Organiser and the President of the Ground Jury, may approve the use of a mobility device (as approved by the TD) inside the marathon obstacles for Athletes with temporary mobility limitations. Such approval is subject to submission of the FEI Medical Form signed by a licensed health care provider and approved by the Athlete's National Federation.

USA
We agree with the proposed language by the FEI.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the comments received from NED and ICDA regarding the term "temporary mobility limitations".

However, the FEI considers it important to clarify that the use of a mobility device must not affect an Athlete's fitness to compete in Driving. The proposed wording has therefore been amended to explicitly require confirmation from a licensed healthcare provider that the Athlete's medical condition does not affect their fitness to compete.

The FEI also recalls Article 117.2 of the FEI General Regulations, which establishes that National Federations are responsible for ensuring the fitness and capability of Athletes to participate in the Events and Categories for which they are entered.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

3.6.1 The Technical Delegate, in consultation with the Organiser and the President of the Ground Jury, may approve the use of a mobility device (as approved by the TD) inside the marathon obstacles for Athletes with medically documented mobility limitations. Such approval is subject to submission of the FEI Medical Form signed by a licensed health care provider and approved by the Athlete's National Federation confirming that the Athlete's medical condition does not affect their fitness to compete in Driving.

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Art. 969 Summary of Penalties in Marathon and in Combined Marathon

Proposal from (Name of NF or MOU SH)

ICDA – International Carriage Drivers Association

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

Incorrect Article number

1 March 2026: Proposed Wording by NFs/MOU SHs

962.3.5. -> 962.3.6.

Motorised vehicles or bicycles in Obstacles. First Incident Second Incident	962.3.5	 Warning Yellow card

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

Updated accordingly.

7 September 2026: Comments on 1st Draft Received by NFs

N/A

6 November 2026: FEI Feedback on proposals/comments received

N/A

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

As above (proposed wording on 20 July 2026).

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Article 973.7.1 Inspection of the Course

Proposal from (Name of NF or MOU SH)

USA NF
ICDA

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

USA :

New/recently introduced rule(s) that has(ve) proven to be problematic in its implementation.

While this is not a newly introduced rule, the rule has not been strictly enforced in the past but is now being enforced inconsistently. The proposed change will allow for athletes that do not have FEI Para classification to utilize vehicles for mobility assistance to inspect the course with approval by the TD. There are athletes that have not been able to be FEI classified and athletes with temporary mobility limitations or mobility limitations that do not meet the level to be able to be FEI classified that require the need for mobility assistance.

ICDA:

While this is not a newly introduced rule – the rule was designed in the 80s which regulated and still regulates the use of vehicles for inspection of the course (both marathon and cones). In practice it worked well and only Athletes who have temperary mobility issues and/or para Athletes who have not a FEI Para classification (yet) are allowed to utilize vehicles for mobility assistance in the obstacles and cones course, only after aproval of the TD.
The FEI recently made a statement that this Rule has to be enforced.

Driving should be an inclusive sport. A person who breaks his foot or worse, and who is temporarily not mobile still can be fit to compete.

ICDA fully understands the position of the FEI, as rules must be complied with, and this is why this rule change is being proposed. Since the rule has not been enforced over the past 25 years — and possibly even longer — it is also requested that, pending the consideration of this rule change, no sanctions be imposed, with the understanding that only athletes with approval by ather the TD or President of the Jury may conduct motorized course inspection (marathon and cones).

1 March 2026: Proposed Wording by NFs/MOU SHs

USA & ICDA:

7.1.The Course must be open for inspection at least one hour and forty five minutes before the start of the Phase. 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. The Technical Delegate in consultation with the organizer may approve the use of motor vehicles or bicycles to inspect the course for athletes with mobility limitations that provide documentation of medical necessity from a licensed healthcare provider. 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

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges the concerns raised by USA and ICDA and agrees that the Rules should provide a clear and practical framework for Athletes with temporary mobility limitations.

The FEI therefore proposes to introduce a limited exception allowing the use of a mobility device inside Marathon obstacles and the Cones course, subject to approval by the Technical Delegate, in consultation with the Organiser and the President of the Ground Jury.

This exception is intended for Athletes with temporary mobility limitations and will require the submission of the FEI Medical Form, signed by a licensed healthcare provider and approved by the Athlete's National Federation. The mobility device itself must also be approved by the Technical Delegate and used at walking speed.

This approach preserves the principle that courses should be inspected on foot, while ensuring an inclusive and controlled process for temporary medical situations and avoiding inconsistent application at Events.

Proposed Wording:

7.1.1 The Technical Delegate, in consultation with the Organiser and the President of the Ground Jury, may approve the use of a mobility device (as approved by the TD) inside the cones course for Athletes with temporary mobility limitations. Such approval is subject to submission of the FEI Medical Form signed by a licensed health care provider and approved by the Athlete's National Federation.

7 September 2026: Comments on 1st Draft Received by NFs

NED

See our comments on article 962.3.6 inspection of the course. We consider the term **'temporary mobility limitation'** to be insufficiently clearly defined and requests a more detailed definition. There is uncertainty as to whether, for example, chronic conditions such as worn knees or hips would fall within its scope. It is expected that, in practice, this provision will place additional administrative pressure on Organising Committees.

ICDA

We are happy with the addtion and support the proposed wording with deleting the word 'temporary'.

3.6.1 The Technical Delegate, in consultation with the Organiser and the President of the Ground Jury, may approve the use of a mobility device (as approved by the TD) inside the marathon obstacles for Athletes with temporary mobility limitations. Such approval is subject to submission of the FEI Medical Form signed by a licensed health care provider and approved by the Athlete's National Federation.

USA

We agree with the proposed language by the FEI.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the comments received from NED and ICDA regarding the term "temporary mobility limitations".

However, the FEI considers it important to clarify that the Athlete's medical condition must not affect their fitness to compete in Driving. The proposed wording has therefore been amended to explicitly require confirmation from a licensed healthcare provider that this requirement is met.

The FEI also recalls Article 117.2 of the FEI General Regulations, which establishes that National Federations are responsible for ensuring the fitness and capability of Athletes to participate in the Events and Categories for which they are entered.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

7.1.1 The Technical Delegate, in consultation with the Organiser and the President of the Ground Jury, may approve the use of a mobility device (as approved by the TD) inside the cones course for Athletes with medically documented mobility limitations. Such approval is subject to submission of the FEI Medical Form signed by a licensed health care provider and approved by the Athlete's National Federation.

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Multiple articles – Modification of Para Driving

Proposal from (Name of NF or MOU SH)

FEI

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

The Board approved the proposed future governance and classification framework for Para Driving in response to the International Paralympic Committee's revised Classification Code. As the new Code imposes significantly greater governance and compliance requirements on sports using the "Para" designation, the FEI concluded that applying the full IPC framework to Para Driving would be disproportionate given the discipline's limited size and activity.
The Board approved the proposed direction, including the potential renaming of the discipline to Adaptive Driving and the introduction of a simplified classification system aligned with FEI Para Equestrian principles.

1 March 2026: Proposed Wording by NFs/MOU SHs

Click or tap here to enter text.

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

All articles referring to 'Para Driving' have been changed to show 'Adaptive Driving'.

7 September 2026: Comments on 1st Draft Received by NFs

NFs and MOU stakeholders have not had the opportunity to comment, as part of the Rules Revision on important changes affecting Para Driving as announced following the FEI Board Meeting in June. In the wrap up Report reference is made to consequential amendments to the FEI Driving and FEI Para Driving Rules, which have not been made available for review.
Mention is also made to the the renaming of the the discipline (subject to confirmation) to Adaptive Driving. Whils we understand that this change has been discussed at the FEI Para Driving Sub Committee ICDA believes that such a significant change should be discussed with the broader Para Driving community, not least because a number of Para athletes do not feel that Adaptive Driving is an appropriate or accurate definition for this sport.

ICDA recommends that before any final decision is taken on the naming of the discipline that all para driving athletes are consulted.

USA
We look forward to seeing the full rule change proposals to see how this will be implemented and request there is an opportunity for NF consultation.

IPC gave feedback on the FEI Para Equestrian Classification Rules that if Adaptive Driving would not be IPC Code Compliant, there should not be mentions of it in the FEI Para Equestrian Classification Rules.

6 November 2026: FEI Feedback on proposals/comments received

Due to the above, all information pertaining to Adaptive Driving Classification has been included in the Addendum for Adaptive Driving. Classification will be carried out as per the FEI Para Equestrian Classification rules, but some allowances are stipulated in the Adaptive Driving Addendum where the rules are not necessary for Adaptive Driving. The Addendum now includes all information on Adaptive Driving Profiles and Grades and Adaptive Equipment, which were previously published in the FEI Manual for Classifiers.

The tests used in Classification assessments, the profiles, Grades and calculations of scores all remain unchanged from the previous Classification system.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

Please refer to Annex 8 – Addendum on Adaptive Driving

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Annex 7: Cone and markers Specifications

Proposal from (Name of NF or MOU SH)

FEI Board (June 2026)
ICDA

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

FEI Driving Rules Emergency Board Resolution

* The Board approved an emergency board resolution regarding the implementation of Cone Lifters (Annex 7 of the FEI Driving Rules). The FEI Driving Rules introduced mandatory cone lifters to improve fairness and consistency in cones competitions after observations showed that cones, particularly on sand surfaces, could move without dislodging the ball, allowing some obstacles to be touched without penalty. The cone lifters were designed to ensure the ball falls when a cone is hit, prevent cone movement and create more consistent scoring. Their implementation was scheduled from 1 July 2026 for CAI2* and CAI3* events (excluding World Cup Qualifiers) and from 1 January 2027 for most remaining competitions. However, production has been delayed after it became necessary to identify a more suitable manufacturing material, as the one specified in the Rules proved unsuitable. Although an alternative material has now been found, it differs from that approved in the Rules and has not yet undergone sufficient testing across different competition conditions. The Board supported the proposal to postpone mandatory implementation. Therefore, the requirement for manufacturers to use the material currently specified in Annex 7 will be removed. All other specifications contained in Annex 7 shall remain unchanged. The FEI Driving Department will ensure that the approved type of cone lifter is distributed to the Organising Committees participating in the testing programme, in order to ensure consistent and appropriate testing conditions. * Given that this is an Emergency Board Resolution as per Article 20.3 of the FEI Statutes, National Federations have until 2 July 2026 to signify their disapproval by sending an email to Francisco P. Lima, Director Governance. This Emergency Board Resolution is effective immediately, unless a majority of the National Federations eligible to vote signifies its disapproval by 2 July 2026, else the measure shall be rescinded.

7 September 2026: Comments on 1st Draft Received by NFs

An Emergency Board Resolution was passed at the FEI Board Meeting of 30 June and 1 July 2026 relating to the implementation of Cones Lifters (Annex 7 of the FEI Driving rules). The FEI Driving Rules introduced mandatory cone lifters to improve fairness and consistency in cones competitions after observations showed that cones, particularly on sand surfaces, could move without dislodging the ball, allowing some obstacles to be touched without penalty.

Production of the cones lifters was delayed after it became necessary to to identify a more suitable manufacturing material as the one specified in the Rules proved unsuitable.

The alternative material is undergoing testing in selected CAI2* and CAI3* competitions. ICDA has received extensive feedback, not only from athletes but also from course designers and technical delegates. This can be summarised as follows:

1. The material is not robust in warm weather, softens and changes shape during the course of the cones competition so the height of the cones above the ground is not consistent.
2. It is very difficult to ensure consistency of placing of cones as surfaces (even sand surfaces) are not flat and do vary from one part of the cones arena to another
3. The lack of stability of the cone means that balls are more likely to fall in windy conditions, thus unfairly penalising athletes.
4. The type of cones used has an impact on the angle at which the cones sit on the ground
5. It is difficult for cones stewards to replace fallen cones in a consistent and timely manner.

These comments show that the testing is not delivering on the key objectives of fairness and consistency as set out in the Emergency Board Resolution. ICDA therefore recommends that the testing programme is terminated, the cones lifters are abandoned and that decisions on the cones competition are dealt with as part of the Scoring Working Group's analysis of scoring for driving competitions.

ICDA also recommends that measurement of carriage widths is conducted using blocks (as proposed by ICDA in the 2025-2026 Full Rules Revision) as this is also a more stable way accurately to perform this task.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the comments and recommendations submitted by ICDA.

The testing programme conducted during the 2026 season produced generally positive results and demonstrated that cone lifters can effectively improve the stability of cones and reduce their displacement when struck by a carriage, thereby addressing the initial concerns regarding fairness and consistency in Cones competitions.

However, the testing also highlighted certain limitations of the current material, particularly regarding the durability of the material, its performance under different competition conditions, and the frequency and cost of replacement.

Following this testing phase, it was concluded that, while there is general support for the principle of cone lifters, the current material does not yet provide a sufficiently durable and cost-effective solution for implementation across FEI Driving Events.

The FEI therefore proposes to remove the cone lifter requirements from Annex 7 of the FEI Driving Rules until a suitable alternative has been identified, developed and adequately tested.

In parallel, the FEI intends to involve an external engineer to explore alternative materials, with the objective of developing a solution that is effective, durable, safe and affordable for the Driving community.

The FEI wishes to emphasise that the cone lifter project is not being abandoned. The testing conducted in 2026 has provided valuable information and confirmed the potential benefits of the system, while identifying the improvements required before its implementation can be reconsidered.

Regarding the measurement of carriage widths, the FEI acknowledges ICDA's recommendation concerning the use of measuring blocks. The relevant provisions will need to be reviewed separately to ensure fairness and consistency, particularly in relation to modified carriage tyres.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

Art 973

1. Cones

1.1. The specifications for the Cones forming an Obstacle must be exactly as shown in Annex 7.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 lifter~~

~~6. Dimensions:~~	~~50 x 50 x 40 mm (refer to diagram)~~
~~7. Material:~~	~~PE LD60 40mm~~
~~8. [1]Weight:~~	~~5.5 grams~~
~~9. Placement:~~	~~Once in place the lift devices need to be place as close the front as possible, as per diagram~~

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

Rules Book
Driving & Para Driving Rules
Article No.–Article Name
Table of Contents
Proposal from (Name of NF or MOU SH)
ICDA – International Carriage Drivers Association
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
Criteria : incomplete 928 is not in Table of Contents
1 March 2026: Proposed Wording by NFs/MOU SHs
ARTICLE 925 ENTRIES WORLD DRIVING SINGLES CHAMPIONSHIP FOR PARA DRIVING 20 ARTICLE 926 EXPENSES AND PRIVILEGES 20 **CHAPTER V ATHLETES AND GROOMS 21** ARTICLE 927 ADDITIONAL INDIVIDUAL ENTRIES FOR CHAMPIONSHIPS AND CAIOS 21 **CHAPTER VI HORSES 24** ARTICLE 929 AGE OF HORSES 24 ARTICLE 930 HEIGHT 24 ARTICLE 931 NUMBER OF HORSES 24
20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs
N/A : 928 is in the current table of contents.
7 September 2026: Comments on 1st Draft Received by NFs
N/A
6 November 2026: FEI Feedback on proposals/comments received
N/A
6 November 2026: Final Draft for vote at the FEI General Assembly 2026
N/A

Rules Book

Driving & Para Driving Rules

Article No.–Article Name

Art. 958.1.3 Classification

Proposal from (Name of NF or MOU SH)

ICDA – International Carriage Drivers Association

Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy

A Driving Scoring System Working Group has been set up by the FEI. Whilst this is a welcome step, it is not what was proposed and discussed at the General Assembly in Hong Kong. A number of Federations, together with ICDA, proposed changes to Dressage Scoring and it was this that was proposed by the Driving Department in the Rules discussion. In response to the presentation by the FEI Driving Department, both EEF and ICDA argued for early implementation of the conclusions of the Working Group. Now that the Working Group is looking at marathon and cones phases as well as dressage the outcome of the working group will inevitably be delayed beyond the 2026 Rules Revision

ICDA therefore proposes to resubmit its recommendation to move dressage to a percentage basis, thus giving the flexibility to incorporate the working group's early findings on dressage scoring in this Rules Revision.

1 March 2026: Proposed Wording by NFs/MOU SHs

2026: 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 to obtain the adjusted average score to be used in the results. From 2027 all scores will be converted to percentages, based on a maximum score of 100%. The average score will be used in the results to obtain the base for calculation of the overall results.

20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs

The FEI acknowledges ICDA's proposal and agrees that the presentation and weighting of Dressage scores should be reviewed carefully.

However, the Scoring System Working Group has only recently been established and is currently assessing the wider impact of any changes across all phases, including Dressage, Marathon and Cones. The FEI considers that it would be premature to amend the scoring system before this work is completed and properly tested against relevant data.

Therefore, no rule change is proposed at this stage. The FEI will continue to follow the agreed Working Group process and consider its findings before any future amendment is proposed.

As a separate practical point, the FEI may encourage Organising Committees to display Dressage scores as percentages for public understanding, without changing the official scoring calculation.

7 September 2026: Comments on 1st Draft Received by NFs

EEF

As already expressed on several occasions including multiple rules revision process, it is important to introduce the different scoring systems within the rules to allow this to be used on CAI, while keeping the current one for FEI Championships in the coming year.

Not doing this simply delay something which should have already been done in the past.

NED
We welcome the fact that the review is being carried out, but we request clarity on the timeline and a proposal for rule amendments so a new scoring system can be implemented no later than the next rules revision cycle.

In addition, we would like to invite the Working Group to consider the following:

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	
Aachen 2026					
Results	**Dressage**	**Marathon**	**Cones**	**Total**	**Remarks**
1 to 10	13,78	9,17	8,85	30,66	Dressage extremely decisive.
11 to 20	7,93	6,41	4,72	19,37	
21 to 30	6,86	9,19	7,69	21,06	
> 30	11,92	45,71	45,97	167,2	
München 2026					
Results	**Dressage**	**Marathon**	**Cones**	**Total**	**Remarks**
1 to 10	10,79	3,02	3	16,81	Dressage extremely decisive. The
11 to 20	6,2	2,99	3	12,19	Marathon consisted of only 7
21 to 30	2,79	3,45	2,97	21,06	obstacles over 1,480 metres
> 30	28,11	33,72	43,52	167,2	(equivalent to 6 obstacles).
Conclusion:					
Dressage is too decisive					
Marathon is 2nd					
Cones has little to no influence on the end result					

ICDA
The Scoring System Working Group has been established in January 2026 already following the decision of the General Assembly in Hong Kong. The progress is geared to the 2030 full rules revision and that is way too far in the future and is not in spirit of the discussion at the FEI General Assembly in Hong Kong.

Whilst the work of the Scoring Group continues the timeframes are very far in the future. Athlete feedback confirms a wish to see a scoring system which weights the three phases equally. ICDA research shows that dressage contributes considerably more than the other two phases and has for some time proposed the use of percentages for scoring. ICDA is proposing that this is tested in competition in 2027 to assess whether such a change can deliver the outcome a majority of athletes are looking for.

ICDA believes that simply testing the system through shadow scoring is not sufficient. If the new scoring system is to be properly evaluated, the percentage score should be used for the official results during the trial period. Only then can its real impact on athletes, rankings and the overall balance between the three phases be properly assessed.

ICDA recommends to start testing of the dressage phase using percentages in 2027 for CAI2* and CAI3*, and if successful in 2028 for all events.

Balance
Furthermore, with the change in the Championship format for Singles from eight to seven obstacles — as recently implemented at the 2026 FEI World Driving Championship for Singles in Munich, where only seven obstacles were included, five of which had driving times of less than 50 seconds — the need to maintain a proper balance between the three phases has become even more important.
A marathon consisting of only seven obstacles, or even six obstacles in CAI2* and CAI3*, inevitably reduces the relative weight and influence of the marathon phase. This further shifts the overall balance between Dressage, Marathon and Cones and makes it essential to ensure that the three phases remain sufficiently balanced within the competition format.
Therefore testing with percentages in 2027 is of great importance.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the additional feedback received from EEF, NED and ICDA regarding the timeline for the review of the Driving Scoring System and the proposal to introduce percentage-based scoring for Dressage.

The FEI confirms that the Scoring System Working Group is actively reviewing the balance between the three phases, with further testing planned throughout 2027.

The FEI and the Driving Technical Committee consider that the objective of any change to the scoring system must first be clearly established, and that its impact on all three phases must be carefully assessed.

The FEI acknowledges ICDA's suggestion to conduct testing under competition conditions and recognises that recalculating existing results alone may not fully reflect how Athletes would adapt their performance under a different scoring system. The Working Group will continue to assess the most appropriate testing methodology.

The FEI also clarifies that displaying Dressage scores as percentages is already possible for information purposes and does not require an amendment to the Rules, provided that the official scoring calculation remains unchanged.

Consequently, the FEI considers it premature to introduce amendments to the scoring system during the current Rules Revision. The findings of the Working Group and the results of further testing will inform any future proposals.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

No change proposed to Article 958.1.3 of the FEI Driving Rules.

The review of the Driving Scoring System remains ongoing, with further testing planned in 2027 before any amendments are considered.

Article No.–Article Name
Art. 958.1.4 Classification
Proposal from (Name of NF or MOU SH)
ICDA – International Carriage Drivers Association
Explanation for Proposed Change: specify the Criteria from the Periodical Rules Revision Policy
A Driving Scoring System Working Group has been set up by the FEI. Whilst this is a welcome step, it is not what was proposed and discussed at the General Assembly in Hong Kong. A number of Federations, together with ICDA, proposed changes to Dressage Scoring and it was this that was proposed by the Driving Department in the Rules discussion. In response to the presentation by the FEI Driving Department, both EEF and ICDA argued for early implementation of the conclusions of the Working Group. Now that the Working Group is looking at marathon and cones phases as well as dressage the outcome of the working group will inevitably be delayed beyond the 2026 Rules Revision. ICDA therefore proposes to resubmit its recommendation to move dressage to a percentage basis, thus giving the flexibility to incorporate the working group's early findings on dressage scoring in this Rules Revision.
1 March 2026: Proposed Wording by NFs/MOU SHs
Penalties are only awarded by the President of the Ground Jury at C. Any penalties will be deducted from the adjusted average score and the final total will be deducted from 160 to obtain the penalties for the Test. From 2027 the final total percentage as described in Art. 958.1.3 will be deducted from ~~160~~ 100 to obtain the penalties for the Dressage Test.
20 July 2026: 1st Draft submitted by FEI to NFs and MOU SHs
The FEI acknowledges ICDA's proposal and agrees that the presentation and weighting of Dressage scores should be reviewed carefully. However, the Scoring System Working Group has only recently been established and is currently assessing the wider impact of any changes across all phases, including Dressage, Marathon and Cones. The FEI considers that it would be premature to amend the scoring system before this work is completed and properly tested against relevant data. Therefore, no rule change is proposed at this stage. The FEI will continue to follow the agreed Working Group process and consider its findings before any future amendment is proposed. As a separate practical point, the FEI may encourage Organising Committees to display Dressage scores as percentages for public understanding, without changing the official scoring calculation.
7 September 2026: Comments on 1st Draft Received by NFs
EEF As already expressed on several occasions including multiple rules revision process, it is important to introduce the different scoring systems within the rules to allow this to be used on CAI, while keeping the current one for FEI Championships in the coming year. Not doing this simply delay something which should have already been done in the past. **NED** see above our comments on Art. 958.1.3 Classification **ICDA**

The Scoring System Working Group has been established in January 2026 already following the decision of the General Assembly in Hong Kong. The progress is geared to the 2030 full rules revision and that is way too far in the future and is not in spirit of the discussion at the FEI General Assembly in Hong Kong.

Whilst the work of the Scoring Group continues the timeframes are very far in the future. Athlete feedback confirms a wish to see a scoring system which weights the three phases equally. ICDA research shows that dressage contributes considerably more than the other two phases and has for some time proposed the use of percentages for scoring. ICDA is proposing that this is tested in competition in 2027 to assess whether such a change can deliver the outcome a majority of athletes are looking for.

ICDA believes that simply testing the system through shadow scoring is not sufficient. If the new scoring system is to be properly evaluated, the percentage score should be used for the official results during the trial period. Only then can its real impact on athletes, rankings and the overall balance between the three phases be properly assessed.

ICDA recommends to start testing of the dressage phase using percentages in 2027 for CAI2* and CAI3*, and if successful in 2028 for all events.

Balance
Furthermore, with the change in the Championship format for Singles from eight to seven obstacles — as recently implemented at the 2026 FEI World Driving Championship for Singles in Munich, where only seven obstacles were included, five of which had driving times of less than 50 seconds — the need to maintain a proper balance between the three phases has become even more important.
A marathon consisting of only seven obstacles, or even six obstacles in CAI2* and CAI3*, inevitably reduces the relative weight and influence of the marathon phase. This further shifts the overall balance between Dressage, Marathon and Cones and makes it essential to ensure that the three phases remain sufficiently balanced within the competition format.
Therefore testing with percentages in 2027 is of great importance.

6 November 2026: FEI Feedback on proposals/comments received

The FEI acknowledges the additional comments received from EEF, NED and ICDA regarding the proposed introduction of percentage-based Dressage scoring and the timeline for implementation.

As outlined in the FEI feedback to Article 958.1.3, the Scoring System Working Group is continuing its review of the balance between Dressage, Marathon and Cones, with further testing planned throughout 2027.

The FEI and the Driving Technical Committee consider that introducing a new calculation method before the overall impact on the three phases has been sufficiently assessed would be premature.

The FEI therefore maintains its position that no amendment should be introduced during the current Rules Revision. Any future changes to the calculation of Dressage penalties will be considered in conjunction with the findings of the Scoring System Working Group.

6 November 2026: Final Draft for vote at the FEI General Assembly 2026

No change proposed to Article 958.1.4 of the FEI Driving Rules.

Please refer to the FEI feedback under Article 958.1.3 regarding the ongoing review of the Driving Scoring System.