

**PROPOSALS FOR 2020 RULES CHANGES  
DRIVING RULES by the HUNGARIAN EQUESTRIAN FEDERATION**

**Article No. –Article Name**

**CHAPTER III CLASSIFICATION**

**Article 902 Competitions**

1. At the conclusion of each Competition, the Athletes will be classified according to the penalties received in that Competition.
2. In each Competition, the winner is the Athlete with the least number of penalties.
3. Scores will be calculated to two decimal places.

**Article 903 Events**

1. The Final Classification for individuals is determined by adding together the penalties received in each Competition. The Athlete with the lowest number of penalties is the winner of the Event.
2. Athletes who are Eliminated or Disqualified or who Retire or Withdraw in any one of the Competitions cannot be included in the Final Classification. They will only be listed on the result sheet as: Eliminated (E), Disqualified (D), Retired (R), or Withdrawn (W).

**Explanation for Proposed Change**

As we would use second based result making process, these articles need to be modified. See details later in this material.

**Proposed Wording**

**CHAPTER III CLASSIFICATION**

**Article 902 Competitions**

1. At the conclusion of each Competition, the Athletes will be classified according to the ~~penalties~~ **seconds** received in that Competition.
2. In each Competition, the winner is the Athlete with the least number of ~~penalties~~ **seconds**.
3. ~~Scores~~ **Seconds** will be calculated to two decimal places.

**Article 903 Events**

1. The Final Classification for individuals is determined by adding together the ~~penalties~~ **seconds** received in each Competition. The Athlete with the lowest ~~number of penalties~~ **seconds** is the winner of the Event.
2. Athletes who are Eliminated or Disqualified or who Retire or Withdraw in any one of the Competitions cannot be included in the Final Classification. They will only be listed on the result sheet as: Eliminated (E), Disqualified (D), Retired (R), or Withdrawn (W).

### Article No.–Article Name

#### Article 935. 2. First Horse Inspection

This must take place at all Events before the start of the first Competition. It must be performed under the direction of the President of the Ground Jury, together with at least one other Member of the Ground Jury, the Veterinary Delegate and/or the President of the Veterinary Commission.

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

### Explanation for Proposed Change

The importance and implementation of the First Horse Inspection should be revalued, because this inspection can be done during the Examination on Arrival. The purpose of the First Horse Inspection can be achieved while identifying the horses, checking the vaccinations, blood tests and also examining fitness of horses when they arrive to the venue.

The First Horse Inspection is a plus, unnecessary, time consuming part of the competition. With the cancellation of it, we would have a shorter event (one day) and the OCs could reduce the expenditures because Officials, including veterinarians with high per diem, would spend one day less at the venue.

### Proposed Wording

#### Article 935. 2. First Horse Inspection

This must take place at all Events ~~before the start of the first Competition during the Examination on Arrival.~~ It must be performed under the direction ~~of the President of the Ground Jury, together with~~ at least one ~~judge other Member of the Ground Jury,~~ the Veterinary Delegate and/or the President of the Veterinary Commission.  
See Veterinary Regulations and Guidelines for OCs and Officials for details.

*Remark: If First Horse Inspection can not be integrated into Examination on Arrival, we have a suggestion about the place and footing of the First Horse Inspection :*

*It must be important to have the same footing for this inspection as the dressage/cones arena has, so if the arena is covered by artificial sand, HI should be done on sand, if it is grass, have grass covered place for the HI. Sometimes it is terrible to have old, cracked concrete or asphalt footing for this inspection which unduly bother the horses, because they hardly ever trot or compete on it.*

**Article No. –Article Name**

Article 937.4 Marathon Carriages must comply with the following:

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

**Explanation for Proposed Change**

As per rules, the minimum weight of a Horse Four-in-Hand marathon carriage 600 kg. This weight must be reduced, because mainly the 2 wheeler horses pull the carriage in the obstacles, the 2 leader horses are not able to help pulling the carriage in the very technical marathon hazards. Comparing with the Horse Pairs – min. weight 350 kg of the carriage – the wheelers must carry much more weight, the carriage and the plus one groom.

**Proposed Wording**

Article 937.4 Marathon Carriages must comply with the following:

| Class                         | Wheels | Min Weight                  | Grooms   | Min. Width |
|-------------------------------|--------|-----------------------------|----------|------------|
| <del>Horse Four-in-Hand</del> | 4      | <del>600 kg</del><br>450 kg | 2 behind | 125 cm     |
| Pony Four-in-Hand             |        | 300 kg                      |          |            |
| Horse Pair                    | 4      | 350 kg                      | 1 behind | 125 cm     |
| Pony Pair                     |        | 225 kg                      |          |            |
| Horse Single                  | 4      | 150 kg                      | 1 behind | 125 cm     |
| Pony Single                   |        | 90 kg                       |          |            |

**Article No. –Article Name**

Article 948 Starting Order

1. Starting order for CAIs

1.1. Starting order for the first Competition for CAIs

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

1.1.2. Starting Order for the second and third Competitions for CAIs

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

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

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

The Athletes will go in reverse order of the results in Dressage and Marathon, so that the Athlete with the most penalty points from Driven Dressage and Marathon will go first and the Athlete with the fewest penalties goes last. In the event of equal Driven Dressage and Marathon penalties, the result of the Marathon decides.

The starting order will be:

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

In the event of Athletes having equal scores, the procedure set out in Article 948.2.3 will apply.

All Cone-Driving outside a combined Competition starts with a draw.

#### Explanation for Proposed Change

The main purpose of these proposals is to change penalty system to second based evaluation of the athletes at driving events. If it is accepted by the DC all penalty / penalty points word must be changed into seconds in the rules logically.

#### Proposed Wording

### 2. Starting order for CAIs

#### 1.1. Starting order for the first Competition for CAIs

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

#### 2.1.2. Starting Order for the second and third Competitions for CAIs

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

- a, Retired Athletes, followed by
- b, Eliminated Athletes, followed by
- c, The Athletes competing twice with their turnout in the highest placing, followed by

d, The remaining Athletes, commencing with the highest number of ~~penalties seconds~~, so that Athlete with the least number of ~~penalties seconds~~ achieved without Retirement or Elimination will start last.

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

The Athletes will go in reverse order of the results in Dressage and ~~Marathon Cross Country Driving~~ (explanation later), so that the Athlete with the most ~~penalty points seconds~~ from Driven Dressage and ~~Marathon Cross Country Driving~~ will go first and the Athlete with the fewest ~~penalties seconds~~ goes last. In the event of equal Driven Dressage and ~~Marathon Cross Country Driving penalties seconds~~, the result of the Marathon decides.

The starting order will be:

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

In the event of Athletes having equal scores, the procedure set out in Article 948.2.3 will apply.

All Cone-Driving outside a combined Competition starts with a draw.

#### Article No. –Article Name

Article 951 Driven Dressage Tests

1.Approved Tests: Details of approved FEI Driven Dressage Tests are shown on the FEI Website. The Schedules for all Events must state clearly which of these Tests is to be used.

#### Explanation for Proposed Change

Much shorter driven dressage tests are needed – the length must be maximum 6 minutes

#### Proposed Wording

#### Article No. –Article Name

##### Article 958 Classification

###### 1. Total Marks

1.1 The individual marks awarded by each Judge for each movement and for General Impression will be added together and divided by the number of Judges to obtain the average score.

1.2 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.

1.3 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.

1.4 Scores will be calculated to two decimal places.

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

#### Explanation for Proposed Change

At the moment, we have the results in penalty points. The scoring program calculates the results not only in penalty points, but in PERCENTAGE, too. We suggest a new calculation because the driven dressage tests are long and boring – spectators do not understand the tests, the judgement is very subjective, 90% of the athletes do not have the chance to be better at marathon or cones after dressage, it is impossible to reduce the gap or to finish with higher placings at the overall ranking. All these come from the penalty based calculation of the dressage competition.

Dressage is overrated – the final result of an event is decided in a competition what spectators can not understand, so they do not watch it and because of this reason, media does not broadcast it. It would be much easier to understand the percentage based calculation for the athletes and spectators, too. We would not rate the athletes with penalties because they have not made any mistakes, only they have achieved results. Nowadays, any type of achievement is evaluated in percentage, so why not to use this calculation system in driving?

#### Proposed Wording

*Remark: Use the same judging method as now with 3 or 5 judges – calculating the points and percentages as we usually do. After having the results in %, we calculate the seconds (see the calculation of Gothenburg below), in this way we could get realistic, second based rating and scoring system, not only in dressage, but in marathon and cones - mentioned later.*

##### Article 958 Classification

###### 1. Total Marks

1.1 The individual marks awarded by each Judge for each movement and for General Impression will be added together and divided by the number of Judges to obtain the average score.

1.2 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.

1.3 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 **and the achieved percentage will be used forward**.

1.4 Scores, **percentages and seconds** will be calculated to two decimal places.

1.5. The 1st placed athlete will have 0 second and from the 2nd placed athlete, we would calculate: all athletes have the differential between the % of the 1<sup>st</sup> placed athlete and his own % and converted into seconds. 1 % difference means 1 second for the athletes.

1.5 1.6 The Athlete with **the lowest score in penalties zero second** will be the winner of Driven Dressage.

*Example:*

| FEI Driving European Championship for Four-in-Hands,<br>Gothenburg, 25-27 August, 2017 |                    |                            |                         |   |
|--|--------------------|----------------------------|-------------------------|---|
| placing  | athlete            | result in<br>penalty point | result in<br>percentage | differential to 1st place<br>in seconds |
| 1.   | Theo Timmerman     | 41,82                      | 74,18 %                 | 0 sec                                   |
| 2.   | IJsbrand Chardon   | 44,01                      | 72,81 %                 | 1,37 sec                                |
| 3.   | Edouard Simonet    | 45,42                      | 71,92 %                 | 2,26 sec                                |
| 4.   | Mareike Harm       | 46,13                      | 71,48 %                 | 2,7 sec                                 |
| 5.   | Christoph Sandmann | 47,19                      | 70,81 %                 | 3,37 sec                                |
| 6.   | Koos de Ronde      | 48,12                      | 70,29 %                 | 3,89 sec                                |
| 7.   | Georg von Stein    | 48,37                      | 70,07 %                 | 4,11 sec                                |
| 7.   | Benjamin Aillaud   | 48,37                      | 70,07 %                 | 4,11 sec                                |
| 9.   | Glenn Geerts       | 50,44                      | 68,77 %                 | 5,41 sec                                |
| 10.  | Fredrik Persson    | 51,32                      | 68,22 %                 | 5,96 sec                                |

#### Article No. –Article Name

Chapter XII Marathon

#### Explanation for Proposed Change

Calling this competition Marathon is old fashioned, time has gone and previous marathon has been changed. These days, athletes drive not real, traditional marathon like 25-35 years ago, we have much shorter sections. So, we need to rename the competition and call cross country driving.

### Proposed Wording

Chapter XII - Cross Country Driving

### Article No. –Article Name

Article 961.3 Design and Construction of Obstacle

### Explanation for Proposed Change

There are many obstacles, the routes in obstacles that are not enjoyable or spectacular for athletes and for the spectators, too – the obstacles have become forests of narrow poles. These obstacles are boring, not interesting, moreover, not horse friendly ones and do not serve the main purposes of Cross Country Driving.

### Proposed Wording

Article 961.3 Design and Construction of Obstacle

**3.1 At least 50% of the obstacles on Section B must include, must be constructed with natural elements like hill, forest, bridge, lake, stream etc.**

### Article No. –Article Name

Article 961.5.4

The number of dislodgeable/detachable elements must not exceed 24 in total. Athletes will incur two penalties for each element dislodged.

### Explanation for Proposed Change

At some events these dislodgeable elements do not serve realistic functions, do not protect horses or athletes.

### Proposed Wording

#### Article 961.5.4

The number of dislodgeable/detachable elements must not exceed ~~24 in total~~ **1 per obstacle**. Athletes will incur ~~two penalties 10 seconds~~ for each element dislodged.

#### *Remark:*

*One of the obstacle judges needs to have a flag, so when the element in the obstacle is dislodged, he must sign this mistake with the flag, so instant info can be sent to the other judges and spectators that a mistake happened in the obstacle.*

#### Article No. –Article Name

##### Article 968. Classification

##### 1. Conversion of time to penalties

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

1.2 For Athletes who are Eliminated or Retire, see Article 911.

1.3 The Athlete with the lowest number of penalties will be the winner of the Competition.

1.4 In the event of an equality of penalties, the Athletes will be placed on equal rank.

#### Explanation for Proposed Change

Scoring is not in penalties, but second based as mentioned at Driven Dressage.

#### Proposed Wording

##### Article 968. Classification

##### 1. ~~Conversion of time to penalties~~ Calculation of seconds (Scoring method):

1.1. The total time taken by the Athlete in the obstacles will be recorded to hundredths second, ~~and penalties will be calculated to two decimal places.~~ Any time over the Time Allowed in each of the Sections, ~~will be multiplied by 0.25 and~~ any time under the Minimum Time in Sections A and B ~~will be multiplied by 0.25.~~ ~~will be added.~~ ~~The penalties~~ **Seconds** for under Minimum Time plus ~~penalties seconds~~ for over time allowed and the total obstacle times shall be added to any other ~~driving penalties seconds~~ received ~~for mistakes on sections or in obstacles~~ to determine the final score ~~in seconds~~ for each Athlete in ~~Marathon~~ **Cross Country Driving**.

1.2 For Athletes who are Eliminated or Retire, see Article 911.

1.3 The Athlete with the lowest ~~number of penalties~~ **seconds** will be the winner of the Competition.

1.4 In the event of an equality of ~~penalties~~ **seconds**, the Athletes will be placed on equal rank.

**1.5 Results after Cross Country Driving (A+B): adding the seconds from Driven Dressage and Cross Country Driving together. The reverse order of A+B result determines the starting order for Cones.**

**Remark:**

**Some examples of the mistakes and errors in seconds not including the whole chart.**

Article 969 Summary of Penalties in ~~Marathon~~ **Cross Country Driving** and in Combined Marathon

Athletes are liable to the following ~~penalties~~ **seconds** in ~~Marathon~~ **Cross Country Driving**:

| Definition  | Penalties                  | Seconds                          |
|---|----------------------------|----------------------------------|
| Dislodging a dislodgeable Element   | 2 penalties per occurrence | <b>10 seconds per occurrence</b> |
| Groom(s) dismounting in an obstacle, each occasion.                                     | 5 penalties                | <b>10 seconds</b>                |
| Athlete dismounting in an obstacle.   | 20 penalties               | <b>10 seconds</b>                |
| Two feet on an Element of obstacle.   | 5 penalties                | <b>10 seconds</b>                |
| Groom climbing over Horse back or down the pole in an obstacle                          | 20 penalties               | <b>10 seconds</b>                |
| Groom(s) not on the carriage when crossing start of an obstacle                         | 5 penalties                | <b>10 seconds</b>                |
| Grooms not remounting on the carriage immediately outside of an obstacle (per incident) | 5 penalties                | <b>10 seconds</b>                |
| Failing to stop for leg over trace.   | 30 penalties               | <b>20 seconds</b>                |
| For correcting each error of Course in an obstacle.                                     | 20 penalties               | <b>20 seconds</b>                |

#### Article No. –Article Name

##### Article 971 Competitions

1. The Fault Competition shall be used in Driving Events.

1.1 The Fault Competition is conducted on the basis of penalties for obstacles knocked down and for exceeding the Time Allowed. The score from this round will always be used solely to decide the Final Classification in all Events.

1.2 There may be a Drive-off between all Athletes with zero penalties, or equality of penalties, to determine the winner of Cones.

## 2. The Time Competition

2.1 The Time Competition is conducted on the basis of the time in seconds taken by Athletes to complete the Course, with any penalties for faults converted to penalty seconds. Time Competitions are only to be used to determine the placings in Cones.

## 3. Competition in two Phases

The result of the first section may solely be used for the final results of the Combined Driving Event.

## 4. Competition with a Winning Round

4.1 This Competition is run over one round according to penalties and time which will count for the final classification in the Driving Event, and a Winning Round to determine the placings in Cones.

### Explanation for Proposed Change

At a CAI event there can be 4 different types of competitions, but examining the last 5 years, mainly Fault Competition is organized (except for Aachen or Löhden once a year). The rest of the competition formats (with winning round or in 2 phase) are unnecessary and redundant. We suggest to have only one type counting for the final results of CAI event, based on seconds like Time Competition.

### Proposed Wording

Article 971 Competition

~~1. The Fault Competition shall be used in Driving Events.~~

~~1.1 The Fault Competition is conducted on the basis of penalties for obstacles knocked down and for exceeding the Time Allowed. The score from this round will always be used solely to decide the Final Classification in all Events.~~

~~1.2 There may be a Drive-off between all Athletes with zero penalties, or equality of penalties, to determine the winner of Cones.~~

#### 1.1 The Time Competition

1.2 The Time Competition is conducted on the basis of the time in seconds taken by Athletes to complete the Course, with any ~~penalties seconds~~ for faults ~~converted to penalty seconds~~. Time Competition ~~are only to be used to~~ will determine the placings in Cones and also counting for the final results.

~~2. Competition in two Phases~~

~~The result of the first section may solely be used for the final results of the Combined Driving Event.~~

### ~~3.—Competition with a Winning Round~~

~~4.1 This Competition is run over one round according to penalties and time which will count for the final classification in the Driving Event, and a Winning Round to determine the placings in Cones.~~

#### **Article No. –Article Name**

Article 973 Obstacles

#### **Explanation for Proposed Change**

More spectacular elements should be constructed and built in the course for the enjoyment of spectators such as bridge, watersplash, low height stage etc.

#### **Proposed Wording**

#### **Article No. –Article Name**

Article 981 Summary of Penalties in Cones

#### **Explanation for Proposed Change**

#### **Proposed Wording**

- 1 ball means 10 seconds
- Every penalty now would be counting in seconds to the time. It does not matter what kind of error (except those causing Elimination now – these would stay Elimination) – mistakes are 10 seconds per incident.
- Exceeding the time allowed – all seconds above time allowed will count into the result, as Time Competition
- Reining back on the course must be allowed e.g. building a box-type obstacle where the athlete has to drive-in and rein back. With adequate training according to the Training Scale a horse gains submission. One of the exercises to measure the submission of the horse is the rein back.  
It would be very spectacular as it used to be in the past. If we do not have fans, spectators, we will not have any media. If we do not have any media, we will not have any sponsors! If there are not any sponsors, our sport is unviable!

**Article No. –Article Name**

Classification in Cones

**Explanation for Proposed Change**
**Proposed Wording**

All seconds adding together:  
seconds for balls (10 sec per piece) + seconds for possible mistakes and errors + time taken  
by the athlete to complete the course

The Athlete with the lowest seconds will be the winner of the Competition.