

**NATIONAL FEDERATIONS/STAKEHOLDERS
COMMENTS ON PROPOSALS FOR RULES CHANGES OF
DRIVING & PARA DRIVING RULES**

Please fill in the below table(s) as per the following instructions:

- Use one table for each Article that you would like to comment.
- Fill in all spaces by clearly including:
 - o The name of your Organisation;
 - o Article that you comment;
 - o Your comment and rationale; and
 - o Your proposed wording.

If you are making comments to more than one Article please copy and paste the below table as necessary and, as mentioned above, use one table for each Article that you would like to comment.

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Chapter XI, Chapter XII, Chapter XIII we are against of the introduction new scoring system in seconds
Comment and Rationale
<p>Converting the results into seconds and displaying the entire score in seconds will unequivocally lead to competitors seeding, thus leading to situations dangerous mainly for horses, but also for competitors and the public. A competitor who wants to make up for the losses will try to ended the marathon as soon as possible to regain the lost points. The proposed system is not easier for the spectators to understand and the level of complexity affects also understanding the result by the competitor.</p> <p>Prioritizing the marathon as the highest scoring competition (weight 40%) will not lead to better competitor - horse / horse partnership, but to more rapid and severe horse abuse and frequent injuries. Dressage is a demonstration of the quality of horse training and horse / horse-driver harmony. The marathon is a test of preparation for difficult conditions, but also a test of the horse / horse-driving partnership in these difficult conditions. The new scoring system is not easy for officials, competitors and even more so for the spectators It will be very difficult to explain how the individual scores are calculated and what they represent. Additionally, any failure of the electronic system will result in no chance to continue the participation in the competition.</p> <p>The transition to an electronic metering system discriminates small and less privileged organizers.</p> <p>Non-professionals don't want to race, they want to ride carriage driving as a style and elegance.</p>
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art.916 p.2.6
Comment and Rationale
Any discretionary fees not based on specific facts (doping, manure, entry fees, etc.) should be avoided. In a context of low prize amounts, no additional discretionary fees should be introduced.
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art.913 p.2
Comment and Rationale
<p>The obligation of 5x starts in CAI2 * as a qualification for CAI3 * discriminates countries with a smaller number of competition and countries far from large driving events.</p> <p>The number of 5 starts will significantly limit the possibility of upgrading and challenging competitors in higher classes. The number of 5 starts in the season that realistically lasts from May till September (5 months) means at least 1 start per month, excluding taking part in national competitions.</p>
Proposed Wording
<p>The number of qualifying competitions for 3* could be increased to 3.</p>

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art.925 p.1.4
Comment and Rationale
<p>There is no justification for this rule, because the competitor has not yet started before the starting line, after crossing the finish line he has already finished his run. It is difficult to determine the extent of a position change.</p>
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art.936
Comment and Rationale
Allowing a dressage carriage to be used in a marathon is a highly controversial, as the dressage carriage has a significantly shifted center of gravity, which makes it much more dangerous and can cause a threat to both a competitor and a groom, as well as the public after in case of accident.
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art. 937 p.4
Comment and Rationale
A carriage that is too light what will significantly increase the chance of tipping over, as well as reduce its stability. It is especially important for four-in-hand or pairs carriages, where the weight of carriage plus the crew do not greater than the weight of four-in-hand or pair. None of them exceed a quarter of the weight of the pulling horses.
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art. 950 and 953 p.6
Comment and Rationale
<p>An 80 x 40 riding arena is too small for four-horse carriage drivers. Carriage and horses are about 13-15 meters long, and with the length of the long side is 80 meters, competitor have only c.a 75 % from there.</p> <p>The Dressage scores could be presented with addition of a percentage to better illustrate the score achieved, but a scoring system should be kept up to date, possibly modified in terms to fault scores. Including a percentage may "obscure" the result rather than make it clear. Converting the results into seconds and displaying the entire score in seconds will unequivocally lead to the racing of competitors, thus leading to dangerous situations, especially for horses, but also for competitors and the public.</p>
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Art. 987.1
Comment and Rationale
<p>CAI3 * World Cup Qualifier and CAI3* are the highest level of the competition and for the sake of precision they should be judges by 5 judges, the evaluation of 3 judges will be less objective.</p>
Proposed Wording

Name of National Federation or Stakeholder
Polish Equestrian Federation
Article No.–Article Name
Canter in dressage test for pairs and four in hand
Comment and Rationale
<p>There is a risk of injury - if not all the horses are ideally at the same phase of movement - jumping and galloping with a synchronous sequence of the pace. There is a high risk that the drawbar will bounce upwards in canter and gallop resulting in injury of horses. The usual spring-loaded drawbars are a potential cause of injuries. It is also more likely that the car will tip over in a multi-carriage than in a single-carriage.</p> <p>In obstacle driving ... Due to the tight time limit, stretches at a gallop are often necessary - but mostly in a straight line - without any attempt to the correct sequence of the gallop. We currently have 2-3 drivers in two- and four-in-hand sports who are scratching the 30 mark. More than 70% of the drivers are amateurs ... many will be overwhelmed with these canter lessons.</p> <p>Attempts of canter during the dressage training preparing to compete are very risky. The drop of number of active drivers can be expected after the introduction of canter in dressage for two and four-in-hand drivers.</p> <p>At the moment, many Amateur level riders with 3* qualifications are opting out of competing in 3 * due to the difficulty of the dressage test. Amateurs don't want to race, they want to ride carriage driving as a style and elegance.</p>
Proposed Wording