



**Competitors'**  
**INTERNATIONAL**  
**HANDBOOK**

*Issued by British Carriagedriving  
as guidance only for  
first time or inexperienced international competitors*

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# **1. INTRODUCTION**

## **1.1. PURPOSE**

This handbook is written to help first time or inexperienced international competitors. Hopefully it will assist in planning to compete at an International Event in Europe and will draw attention to things that will be different to the procedures at UK National Events.

## **1.2. DETAIL**

Intentionally the handbook has been kept to a reasonably short length. It does not attempt to go into detail and it will be necessary to look up some sections in more detail. References to useful website addresses have been given where possible.

## **1.3. SEQUENCE**

The document has been set in what is hopefully a helpful sequence of Initial Planning for People, Horses and Lorries; Cross border Documentation requirements, the Journey, Arriving, the Competition and general matters.

## **1.4. REFERENCE DOCUMENT**

You may find it helpful to use the handbook as a check list to ensure that nothing has been overlooked.

# **2. PLANNING: COMPETITORS**

## **2.1 ELIGIBILITY TO COMPETE**

Before entering your first international event at 2\* level or above, you must be eligible to enter the advanced class for your class. A driver may only enter an international event driving a turnout which they are eligible to drive at a National even

To compete at FEI International events (CAI 2\* or CAI 3\*) you must be on the international competitor list in the appropriate FEI \* category. The definitions of the FEI competitor star levels can be found in Article 914 of the FEI driving rules.

<http://inside.fei.org/fei/regulations/driving>

If you aspire to being selected for a Championship team you will first need to have attained CAI 3\* driver status. Once achieved this is retained for life. Plan your progression to allow sufficient time for selection.

## **2.2. BC MEMBERSHIP AND FEI DRIVER REGISTRATION (ANNUAL)**

You are now required to be an **International** Member of BC in order to compete in FEI events. Cost £250 (*which includes FEI driver registration fee*). FEI Driver Registration is mandatory and must be renewed annually.

If you have not competed at International level before, BC Full Membership allows you to “have a go” at international events without upgrading membership until the following season. You still require driver and horse registrations.

### **2.3. INTERNATIONAL CALENDAR**

Look at the British Carriagedriving website ( [www.britishcarriagedriving.co.uk](http://www.britishcarriagedriving.co.uk) ) to find the link to the FEI calendar of international events and identify those you may wish to enter. The events are also listed on Hoefnet which can be easier to navigate.

<https://www.hoefnet.nl/en>

### **2.4. EVENT SCHEDULE**

Download the event schedule from the FEI calendar. Do read it very carefully making a note of the important matters, particularly the closing dates for entries.

*Note:* Schedules are often updated in the run up to an event so keep checking back.

### **2.5. ENTRIES**

All entries for FEI International events must be done using the FEI on-line entry system. This is done for all competitors by British Carriagedriving. You will need to complete the on-line **International entry form** on the BC website (Index / International Competing / International Event Entry Form).

Check the schedule for close of entries. This is generally about three weeks before the event

You should include on your entry form any horses/ponies you may want to ultimately take.

The deadline for declaring which horse or pony you wish to compete from your entered list is one hour prior to the horse inspection. Declarations need to be made whether you are competing single or multiple.

At the time of entering you will also probably be asked to provide details of your stabling requirements and whether you require stables with or without bedding. Straw is usually free, shavings are an additional charge.

Some events allow portable stabling but this is more the exception than the norm in Europe.

Check the schedule and include the information on the online entry form.

### **2.6. ENTRY FEES**

Check the schedule for the entry fee requirement. Some events require payment by bank transfer with your entry, others will invoice you after close of entries. Payment requirements will be stated in the event schedule. It is the responsibility of the competitor to settle entry fees. Remember international payments can take up to three days to clear so make arrangements in good time.

### **2.7. INSURANCE**

International membership of British Carriagedriving provides Liability Insurance cover for the member and also for any groom or backstepper competing with them. You should take evidence of this membership with you.

BC Membership does not provide Personal Accident Insurance cover so you should make your own arrangements for yourself and accompanying grooms or casual helpers whilst competing abroad.

You should obtain a UK Global Health Insurance Card (free of charge from [www.gov.uk](http://www.gov.uk)). This provides access to limited medical cover. It is strongly recommended that you take out travel insurance to cover medical treatment.

If you have veterinary insurance make sure it is extended to cover foreign travel. Be careful of anti-doping rules if treatment is required before the event.

## **2.8 PASSPORTS AND TRAVEL REQUIREMENTS**

Check the validity of the passports for everyone in your team. The passport must not be more than 10 years old and must have at least six months before it expires. If you are not travelling on a UK or EU passport check for any visa requirements.

Check for any health requirements (e.g. COVID) for any country you are travelling through. They are not consistent across the EU.

## **2.9. FEI DATABASE**

Once registered, both drivers and horses/ponies are listed on the FEI database and you can check this via the FEI website. [ [Person Search \(fei.org\)](http://Person Search (fei.org)) [Horse Search \(fei.org\)](http://Horse Search (fei.org)) ]. These links can be found on the British Carriagedriving website in the International section.

## **2.10. RULE BOOK**

Make sure you download the FEI RuleApp and FEI TackApp. You can also access the FEI Rule Book via the British Carriagedriving website where you can see both the Rules and the General Regulations.

*Note:* There is an increasing divergence between BC Rules and FEI rules so do make sure you are familiar with the FEI rules.

## **2.11. OTHER**

Before you leave, check the amount of space the event organiser will allocate to your party and contact them if you think there will be an issue the vehicles, trailers, caravans and their sizes.

It is helpful to the organisers if you tell them your date and approximate time of arrival.

Take a couple of good sized Union Jack flags for display on your lorry and on the carriage in any ceremony.

# **3. PLANNING: HORSES/PONIES**

## **3.1. OBTAIN AN FEI PASSPORT FOR HORSES/PONIES (LASTS 4 YEARS)**

To compete at FEI events, horses must be microchipped and have either an FEI Passport or a national passport that has been approved by the FEI together with an FEI Recognition Card.

FEI passports last for 4 years and should be applied for or renewed through BC. The application can be made online through the Members portal in the shop. When you first receive your horse passport you will need to sign it.

Remember that the passport application/renewal procedure can take several weeks, so apply in plenty of time. An additional fee is charged for express applications.

Equine passports and FEI Recognition cards serve as a record of:

- Formal identification
- Horse ownership
- Vaccinations
- Infectious disease testing
- FEI events attended
- Equine Anti-Doping and Controlled Medication testing

The horse's identification, vaccination record and FEI Passport or Recognition Card validity will be checked at every FEI event. Incorrect or missing information may lead to a fine, disqualification or the horse may not be allowed into the event site so it is worth checking all the details have been correctly completed. In particular, check that the diagrammatic drawing and description are correct, that the vaccination history is correct and up to date, that the microchip bar code is recorded, and that section 9 (not for human consumption) is signed. The passport must also be signed by the owner. It is also worth getting your vet to check the horses' microchip is readable before departure.

The fees, new or renewal, are £220 (Horse) £96 (Pony) (payable to BC). There is a facility for processing FEI passports quickly but the BEF charge an additional fee of £60 (payable to British Carriagedriving).

### **3.2 . FEI HORSE/PONY REGISTRATION (ANNUAL)**

All animals that compete in an FEI competition must be registered annually with the FEI (This is in addition to a valid FEI Passport). All horses/ponies being registered for the first time are required to be microchipped. An application form can be completed in the shop on the Members portal on the British Carriagedriving website.

The fee is £30 per horse/pony, payable to BC.

Both the above FEI registrations also apply to para-equestrian competitors.

### **3.3 VACCINATIONS**

To compete in an FEI event it is necessary for the passport to show that the horse/pony has been vaccinated in accordance with FEI rules. This includes a primary course, a first booster within 7 months of the primary course and an annual booster within 6 months and 21 days of the event. The most recent vaccination must be given at least 7 days before the event.

If at any point a vaccination is not given within the required timeline a new primary course is required. It is recommended that your vet checks the vaccination record.

### **3.4. FEI PONY MEASURING**

From 1 January 2020 all ponies need a FEI Measuring Certificate to be eligible to compete at FEI Championship Events, subject to the transitional arrangements below.

All registered ponies measured in at FEI events and FEI Appeal Measurements by 2 FEI Measuring Veterinarians during 2017-2018-2019 will receive an FEI Lifetime Measuring Certificate. (“Grandfather Rights”).

Ponies may compete at CAI1\*, CAI2\* and CAI3\* events without an Interim or Lifetime measuring certificate but if suspected of being over height the TD of an event can request that the pony is officially measured within the calendar year.

Measurement needs to be done at any official FEI measuring clinic in any country. In the UK these are organised by British Showjumping but are infrequent. The current cost is £120.

### **3.5. FEI HORSE APP**

Download the FEI HorseApp well in advance and add your horses to “My Horses” You will need to record the temperature of each horse twice a day for the three days before arrival at an event and throughout the event. The FEI HorseApp also requires you to complete the self-certification health form within 24 hours of your arrival.

## **4. PLANNING: LORRY**

### **4.1. LORRY AND DRIVER APPROVALS**

**This is a very grey area and you may wish to take additional external advice.**

The determinant used to be whether the journey was in connection with an ‘economic activity’. An economic activity is: “Any transport of animals undertaken as part of a business or commercial activity, which aims at achieving financial gain, whether direct or indirect, for any person or company involved with transport” It includes ‘professional horse riders/drivers/jockeys, including those sponsored to compete’.

If you fall within the definition of economic activity you need **EU truck (certificate of approval for long journeys), company (Type 2 animal transport authorisation for long journeys) and driver (certificate of competence) certificates.**

If you did not, then these approvals were not required. Most drivers in the UK are not competing with an aim of financial gain and therefore did not require EU approvals. (Note: it will be important that there is no advertising on your lorry if you are claiming to be “private”)

However, due to a July **2023 update in EU regulations** the “private” exemption may no longer be the case.

Many EU countries (including France and The Netherlands) will now not issue return health papers if you do not have the driver and lorry approvals, meaning you could end up having issues coming home. The rule was not being strictly enforced in the second half of 2023 but this cannot be guaranteed going forward and we know some shippers will not now book your ferries without the approvals.

EU truck/ transporter certification can be organised in Ireland, or through European Horse Services in Belgium.

<https://ehs.be/userfiles/file/pages/HorseMovementsEUandUKasfrom1Jan2021-12-11-52.pdf>



EU driver certificates can be obtained via an online zoom course with Gills Group. It currently costs Euros190 and lasts ten years.

<https://gillsdrivingschool.ie/training-courses/certificate-in-equine-transport/>

**As it is a grey area we strongly recommend you take your own advice.**

#### **4.2. LORRY**

Make sure your lorry is checked over before your trip and the tyres of lorry and trailer correctly inflated. If you don't carry spare tyres, ensure you know the specification of all your tyres in case of a puncture. Your headlights will need adjusting for driving on the right at night.

You will need a warning triangle, a first aid kit and 2 breathalyser kits, and hi-viz jackets for all people in the vehicle. Fix a UK plate to the rear of the lorry. Have your lorry registration document and MOT certificate with you. And keep a copy of those documents at home.

Check whether any additional warning signs need to be displayed on your lorry for the countries you are driving through e.g. speed restrictions and "Angles Morts" in France.

Do be aware of the driver's hours regulations. There is a good explanatory booklet "A Guide for Horsebox and Trailer Owners" produced by VOSA which is part of the Dept. of Transport ([www.businesslink.gov.uk/transport](http://www.businesslink.gov.uk/transport)).

Be aware of speed limits in the countries you are planning to drive through. You can be liable to on the spot fines which can prove very costly.

#### **4.3. TRAILERS**

Check if you need to have a separate trailer registration. It is required for all commercial trailers over 750kg and any trailer over 3500kg.

Although non-commercial trailers under 3.5t don't need to be registered, it is advisable to do so at a cost of £29 plus the cost of a number plate. Should you break down, this will enable recovery by a commercial transporter. Trailers can be registered at: <https://www.gov.uk/register-trailer-to-take-abroad> .

#### **4.4. LORRY INSURANCE**

Consult your lorry insurance company about any additional cover required for your proposed trip. If you are towing a trailer make sure it is included in the insurance.

#### **4.5. BREAKDOWN COVER**

Take out breakdown cover insurance to cover repairs and repatriation. Horsebox Owners ([www.ohto.co.uk](http://www.ohto.co.uk)) or NFU ([www.nfumutual.co.uk](http://www.nfumutual.co.uk)). Or use the lorry manufacturer's own international recovery service. This is a 'pay as you go' arrangement, i.e. DAF Aid or Iveco Non-Stop, which can be accessed via an App. Check the manufacturer's website for details. Note: Some require pre-registration.

#### **4.6. LORRY "FERRY READY"**

It is a legal requirement that horse boxes must be able to be properly secured to the ship. This means that all horse boxes travelling by ferry must have the correct number of lashing points able to take the ship's equipment. Vehicles less than 9m long and weighing

between 3.5 and 20 tonnes will normally require a minimum of 2 on each side, increasing to 4 each side for vehicles over 30 tonnes. Small trailers should be able to be lashed over their wheels using webbing straps. **Towing eyes are not recognised lashing points.**

If you have a vehicle which is unable to be secured to the ship, there is a good chance your vehicle will be refused for shipment. This applies all year round, but is especially true in bad or anticipated bad weather.

## **5. DOCUMENTATION FOR TRAVELLING HORSES TO EUROPE**

### **5.1. OVERVIEW**

A very useful guide to the requirements for travelling horses to Europe has been prepared by British Equestrian. It can be found at the following link

[Travelling to Europe - British Equestrian](#)

You will need to get horses tested for equine infectious anaemia within 90 days of travel (the Coggins test), apply for an export health certificate (EHC) and meet pre-export isolation and residency requirements. Detailed information can be found on the Government website at the following link

[Export horses and ponies: special rules - GOV.UK \(www.gov.uk\)](#)

Note: there are additional health requirements if you are travelling with a stallion. Refer to the link above.

The documentation can be complicated and it is strongly recommended that you use an experienced shipping agent even if you plan to travel your own horses.

For a reasonable fee a shipping agent can guide you through all the requirements of booking ferries, obtaining the correct horse/pony paperwork, the route, the requirement for vignettes and overnight stabling They include:

- Shelley Ashman [www.shelleyashmanshipping.co.uk](http://www.shelleyashmanshipping.co.uk)
- Parkers [www.johnparkerinternational.com](http://www.johnparkerinternational.com)
- Pedens [www.pedens-bloodstock.com](http://www.pedens-bloodstock.com)

### **5.2. EXPORT HEALTH CERTIFICATES (EHC)**

Make sure your vet is qualified to do the export health certificate. The documents have to be prepared in English plus the language of the Border Control point you are entering. The documents should be prepared in advance in draft and be submitted to the relevant EU border control for approval and to book the required inspection appointment. A shipping agent can oversee this process and is strongly recommended.

The final EHC needs to be signed by your vet within 48 hours of travel and must accompany the horses at all times. The time taken for this inspection should be built in to your travel plans.

If using a home vet do not leave home until the papers have been approved by the relevant EU Border Control. If any amendments are required to the paperwork it needs to be corrected by the individual vet who originally signed the paperwork.

### **5.3. EU BORDER RULES**

You need to complete a customs declaration form before you arrive at the EU border. Horses have a different form to ponies. (EXH06 for horses) (EXH07 for ponies).

You need to notify the Border Control Point (BCP) in advance through the TRACES system that you are coming. It is advisable to have a confirmed inspection appointment before you depart (and this is a requirement if you are going through Dover).

### **5.4. CUSTOMS AND TAXES**

You will need a Goods Movement Reference (GMR) to travel through the port. This links the vehicle to the customs and export documentation.

The simplest (and potentially most cost effective) way to deal with customs duties and taxes is to get an ATA Carnet. A carnet costs a fee, partly based on the value of items listed, and lasts for a year. You can put the horse and the kit on the one carnet and it can cover multiple lorries provided you all travel through customs together. You can use it multiple times for up to a year.

You cannot add items to a carnet but you do not have to travel with every item that is on your carnet. You specify what you are travelling with when you go through customs.

### **5.5. RETURN HEALTH PAPERS**

You will need return health papers to bring your horses/ponies home. The event organisers should be able to help you with this. You should notify them with your entry that this is required. There may be a fee for the service. It is also advisable to follow up with the event office as soon as you arrive at the event.

To get return health papers you will need

1. An IPAAFF number. You can register with DEFRA to be able to use the system or you can ask a shipping agent to deal with this for you (for a fee)
2. A Common Health Entry Document (CHED)

## **6. THE JOURNEY**

### **6.1. ROUTE**

Plan your route carefully and work out the distance to establish if you need overnight stops with stabling. Some racecourses may offer overnight stabling and good lorry parking areas.

For those travelling from the north via Dover, Parkers have a stabling facility near Dover. ([www.johnparkerinternational.com](http://www.johnparkerinternational.com)). If you are using a shipping agent they can advise of stabling along your route.

It can take a long time to clear customs (even on a smooth run) so you might want to consider stabling in the destination port area if your onward travel is more than a few hours.

## **6.2 . VETERINARY ADVICE**

Long journeys across Europe can be very stressful on your horses/ponies. Do get advice from your vet on the best welfare practice on a long journey, particularly on feeding and watering.

## **6.3. TOLLS AND VIGNETTES**

Each country has different means of charging for the use of roads. In France it will be tolls. In many others it will be vignettes or GO boxes. It is preferable to purchase a vignettes on line prior to departure (particularly if you are travelling at night), although they can be purchased at major filling stations, just before the border. Tolls usually take credit cards, but make sure you carry more than one.

To travel through Belgium you will need an on board box before you enter the country. Since leaving the EU is more difficult to get one posted in advance, but there are a number of pick up points in neighbouring countries. A useful one is on the E15 just before the Belgium border. You will need to know the number of axles, gross tow weight and the emission rating of your lorry. You will need to scan in a copy of your lorry documentation and plating certificate. The box requires a refundable deposit of Euro 135. You can set up an account or pay as you go.

A search on Google may help identify websites that will give more details.

## **6.4. FERRY**

The Dover route is serviced by P&O and Irish Ferries, Portsmouth by Brittany Ferries, Hull by P&O and Harwich by Stena Line.

If you are using a shipping agent they can make the ferry bookings on your behalf

It may be possible to obtain a better price by making your own booking but be cautious about any confirmed booking before your documentation is approved. Check with the British Carriagedriving website where you will find details of the special arrangement with P&O for BC members to book on favourable terms. If you use these arrangements you need to make your own booking

([www.poferriesfreight.com](http://www.poferriesfreight.com) - [www.brittany-ferries.co.uk](http://www.brittany-ferries.co.uk) - [www.stenaline.co.uk](http://www.stenaline.co.uk).)

When travelling by ferry it is your responsibility to ensure that your vehicle is suitable and your load is stowed and secured appropriately for sea transport.

## **6.5. HIGH VISIBILITY JACKETS**

You must carry High Viz jackets for you and all passengers. They must always be worn when out of the lorry cab at the port, or if you have a breakdown.

## **6.6 TRAVEL THROUGH DEPARTURE PORT**

Before heading to the Port, you need to get your carnet stamped for departure. At Dover this is done through MOTIS Freight Clearance Centre. This is open 24 hours a day. As you approach the port follow the signs for Customs. Get a ticket when you enter the carpark (touchscreen at barrier) and take it with your carnet to the office This office can be busy so allow plenty of time before your scheduled departure. Tell the office you are carrying livestock and this will expedite clearance times. You will need to complete Section F of the carnet before you hand it in (can be done in the office under guidance)

and you will be given a voucher when you hand over your documents and you will be given an estimate of the time it will take for stamping. Check your carnet has been stamped before leaving the customs office.

After customs check in at the ferry as usual, but have your carnet to hand.

### **6.7. ON BOARD**

You will be given one ticket per person to enable you to use the commercial drivers' restaurant which will be less crowded than the tourist one and serves good food at reasonable prices.

There may be information screens in the drivers lounge notifying what colour lane to follow to clear customs in Calais. It is usually the Orange lane.

### **6.8. ENTERING THE EU**

On arrival you need to go the BCP for goods clearance and vet inspection. In Calais this is known as SIVEP and you follow the Orange line unless otherwise instructed.

**Do not leave the port without going through the BCP inspection.**

### **6.9. DRIVING LICENCE**

Do not forget to check that every driver in your party has a valid driving licence and is carrying it with them. If the lorry driver wears glasses you are required to have a spare pair.

## **7. ARRIVAL AT THE EVENT**

### **7.1. STABLE MANAGER**

On arriving, and before you unload any horses/ponies, report to the stable manager who will allocate your stables as requested. One or two events may allow you to use side stabling on your lorries (usually for a charge) but almost exclusively events on the continent expect you to use the stabling provided which gives the organisers better security control.

Your horses/ponies will be checked on arrival against their passports and the passports will be retained. You will need to take their temperatures in front of the vet on arrival and before they are allowed into a stable, so have a thermometer to hand. The vets will also check that you have recorded twice daily temperatures for the three days prior to arrival and completed the horse health certificate within 24 hours of arrival (both via the FEI App). Temperatures need to be taken twice a day throughout the competition and entered in the FEI App.

You will be able to obtain additional bedding and feed from the stable manager for which you will have to pay either to the stable manager or at the end of the event.

### **7.2. WHATSAPP GROUP**

Many events now use a WhatsApp group to disseminate information so make sure you and members of your team join as early as possible.

### **7.3. WASH DOWN AREA**

There is usually a designated wash down area near the stables.

### **7.4. ELECTRICITY**

Another difference from UK events is that you will usually be provided with an electric hook up point. Do bring adapters and plenty of cable.

### **7.5. MOVING AROUND THE SITE**

Check the schedule to see what is allowed. Some events will allow quads and scooters but many stipulate only bikes. It is a good idea to put bikes in the lorry anyway.

### **7.6. ACCREDITATION**

When your horse/ponies are stabled and lorry parked, go to the event office and collect paperwork and horse bridle/carriage numbers (although usually you will be required to provide your own numbers). Your carriages must display a number at all times. Bridle numbers must be on the animals at all times when they are out of the stables. It can be useful to put the number on white tape wrapped on the side of the headcollar so you don't have to keep moving the number from the harness.

Check if any special accreditation passes/badges are required for your party for access to the event and/or the stables.

### **7.7. RETURN HEALTH PAPERS**

Contact the show office as soon as possible if you require return health papers. They will need additional information from you including a CHED reference number which can be obtained from submitting an IPAFFS return. If you have used an agent they will have provided this in their paperwork.

## **8. THE COMPETITION**

### **8.1. THE VETERINARY INSPECTION**

Unlike UK National Events you will have a formal vetting, usually on the day before Dressage. Check the time carefully and go and look at the site of the Trot Up. No boots, bandages or painting of hooves are allowed. Identification is part of the process.

Have your horses/ponies well groomed and plaited with the owner and grooms smartly dressed. Whoever trots your horse up (it does not have to be the driver) should wear a hat. It is your first chance to impress the judges!

Watch earlier competitors trot up their horses/ponies. You will see they turn right at the end of the lane on the outside of the horse/pony. Observe the walk/trot signs and note that your horse/pony must be on a loose lead. Present the horses/ponies in bridles (open is preferred, but driving bridles are permitted) with the correct animal number on the left (near) side of the bridle; politely greet the judges.

You will be told immediately if your horse/pony has passed. You may be asked to go to the holding box, where a vet will make a close inspection in order to advise the jury. You will, after a short time, be asked to re-present your horse/pony. Do not panic but listen to

the steward's and vet's instructions. In exceptional circumstances you may be asked (or can request) to re-present the horse for a vet inspection the next day. They will want your animal to compete if it is possible.

### **8.2. TIMES**

The time of your dressage and other phases should be in your paperwork. Check regularly at the office and the notice board for any alterations. Never pass the office without checking and keep an eye on any WhatsApp group.

### **8.3. DECLARATIONS**

Make sure you are aware of the procedure for declaring horses/ponies for each phase of the competition. This may apply to singles as well as multiples

### **8.4. PRACTICE FACILITIES**

Check where the practice arenas are sited and what times you are allowed to use them. There may also be separate areas for riding and lunging. There may not always be an exercise route.

### **8.5. DRESSAGE**

There will be either 3 or 5 judges and be prepared for the arena to be on sand or another artificial surface. Be prepared for your horses/ponies to have to cope with much more arena noise and distractions than you may be used to in the UK.

There may be one or more timed warm up arenas that you progress through before entering the main arena.

### **8.6. THE MARATHON**

If there is a Section A you will usually be allowed to inspect the route by cycle. Increasingly events are running a controlled warmup. You will be responsible for entering and leaving it on time to avoid penalties. Check all timings carefully as sometimes the transfer is incorporated into the section A times.

The Marathon may be run in the reverse order of placings after Dressage, so you will not know your exact start time until the end of Dressage. You will usually be issued with times for Start A, plus the times, distances and speeds. You will be expected to work out your own individual section start and finish times. The HDTApp is useful for this. [Hdt Marathon Times v33 \(ihdt.co.uk\)](http://ihdt.co.uk).

Before the start of Section A you should present yourself for an in harness vet inspection. The track width of your carriage may also be checked at this point. Failure to present for this vet inspection will result in elimination so make sure you leave sufficient time before the start of A.

Often Section B will be run around a circular route negotiated a number of times, with tracks off to the relevant obstacles. Familiarise yourself with the order of compulsory turning flags and obstacles to ensure you go through them in the correct sequence.

At the end of Section B you will enter a cool down period and be required to present your turnout for a vet inspection no earlier than 10 mins and no later than 15 mins after finishing Section B. You will be required to monitor this timing yourself so set your stopwatch. The stewards will also check your turnout for compliance with the rules at this point.

During the cooldown the backstepper is allowed off the carriage and is encouraged to remove boots from the horses to aid cooldown.

### **8.7. CONES**

The plan of the course will be available at least an hour and a half before the competition commences. This plan, together with the speed and time allowed, will be posted outside the arena.

Do not expect to be allowed to walk the cones until an hour and a half before the competition starts. This can be difficult if you have an early start time.

Carefully check the time you are likely to be required in the arena.

Your horse/s will have a vet check in harness during the warm-up consisting of a trotted figure of eight. You must present your turnout yourself. Bandages and boots are permitted, but must be removed if requested. Just present yourself to the judge and vet and do as they require.

## **9. GENERAL MATTERS**

### **9.1. SOCIAL**

It is likely that there will be both formal and informal social events. Try and attend these as often helpful information is announced there.

Many events run a Nations night where you are asked to provide food and drink representing your country to share with other competitors. So plan ahead with other UK competitors.

### **9.2. PRIZE GIVINGS**

These ceremonies often involve all the competitors. It is important to check with the show office if your attendance is required and whether this is on foot or in carriages.

### **9.3. SETTLING ACCOUNTS**

Go to show office and pay for bedding and feed and any other items and don't forget to collect your horse/pony passports before you leave.

Do not forget to return your carriage and/or horse numbers if required.

### **9.4. EXTRA DAY ON SITE**

If you need to stay for an extra night because of ferry times do ask permission from the show office in advance.

### **9.5. LORRY SITE**

Please make an effort to leave your site clean. Otherwise it will reflect badly on other British competitors at subsequent events.



## **9.6. YELLOW CARDS**

If you commit a minor offence or upset one of the officials you may receive a Yellow Card. Do not argue the issue with officials. It is merely a warning but it will be recorded on the FEI website and if subsequently you commit a similar offence within two years then there will be disciplinary proceedings. In most cases they are issued for over-use of the whip.

## **9.7. ANTI DOPING (CLEAN SPORT)**

Lots of information for you and your vet is available on the FEI website - <http://inside.fei.org/fei/cleansport/>. Take particular care with feed supplements and discuss your feeding and treatment regime with your vet to ensure you do not innocently fall foul of the Clean Sport Rules.

If you do very well, and certainly if you win, you must expect your horses/ponies to be drug tested. This can be after any of the phases.

## **9.8. CHEF D'EQUIPE**

If you are a member of the British Team at a World Championship a lot of the preparation work and the collection of paperwork at the event will be carried out for you by your Chef d'Equipe, leaving you to concentrate on the competition only.

## **10. COMING HOME**

Don't forget to collect passports and Health certificates before you leave

Your carnet will need to be stamped by customs before you depart Europe and on arrival in the UK.

In Calais this is done after you have gone through check in, past the GB customs and border force and French douanes. It can be confusing so ask as you go through.

On arrival in Dover you leave the Ferry area and return to Motis to have the carnet stamped.

Currently horses/ponies do not have a vet check on arrival in the UK but can be checked by DEFRA at their home destination (which is specified in the return health papers). The rules have now changed and from October 2024 you will have to have a veterinary inspection at the Border Control Point entering the UK.

**THE VERY BEST OF LUCK AND ENJOY THE EXPERIENCE AND NEW FRIENDS!**