






**DRIVERS WITH DISABILITIES
ADDITIONAL GUIDANCE ON COMPENSATING AIDS AND OTHER REASONABLE ADJUSTMENTS**

PROTOCOL - DRIVER	INFORMATION
<p>Compensating aids and other reasonable adjustments may only be used by a driver if noted on their Driver Approval Certificate issued under the BC Protocol for Drivers with Disabilities.</p> <p>Drivers compete with compensating aids at their own risk</p>	<p>To receive a Driver Approval Certificate the driver will have confirmed the following statement in writing</p> <p style="text-align: center;"><i>I understand and accept the inherent risks associated with horse driving trials and I confirm that, in my opinion, the Compensating aids and Other Reasonable Adjustments are suitable for me, taking into account those risks, the nature of my disability and the characteristics of my turnout, including size, shape and experience.</i></p>
PROTOCOL- GROOM	
<p>Grooming for a driver with disabilities involves additional responsibilities. All Grooms must</p> <ul style="list-style-type: none"> - Be 18 years or over - Have knowledge and experience of driving - Be physically fit to perform the role - Confirm acceptance of the risks involved by signing the following statement <p><i>I, [name of groom], understand and accept the inherent risks associated with horse driving trials and I confirm that I have agreed to backstep for a driver with disabilities. I further confirm that the driver's compensating aids/reasonable adjustments have been explained to me by the driver and I will test the quick release mechanisms of the driver's harness prior to the start of any competition.</i></p>	<p>It is the driver's responsibility to ensure that their groom has the appropriate knowledge, understanding and experience.</p> <p>It is also the driver's responsibility to ensure that their groom has confirmed the acceptance of risk statement in writing. Signing the statement is an acknowledgement that compensating aids have been explained to them, it does not infer any liability on the groom for any incident that might occur.</p> <p>Grooms are only required to sign the statement once and the BC Committee for Drivers with Disabilities will maintain a central register.</p>
COMPENSATING AID/ REASONABLE ADJUSTMENT	PHOTO / INFORMATION
<p>Lap belt held by groom (approval not required)</p> <p>Purpose: To provide stability to the driver, particularly when driver has limited lower body core strength.</p> <p>The belt buckles onto one side of the carriage with adjustment. The main body of the belt goes around the driver over or just above the hips. The other end of the strap is held by the groom.</p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p style="color: green; font-weight: bold;">✔</p> </div> <div style="text-align: center;">  <p style="color: red; font-weight: bold;">✘</p> </div> </div> <p>Under BC rules the end of the lap belt held by the groom must not be wrapped in any way.</p> <p>This is different to the FEI where one wrap of the belt to the carriage is allowed</p>

<p>Lap belt with quick release</p> <p>Purpose: As above, but gives greater freedom to the groom to carry out other assistance e.g. passing driving aid to driver</p> <p>Operates in the same way as a handheld lap belt except the end usually held by the groom is attached to the carriage by a quick release.</p>	 <p>The quick release must be capable of automatic release in the event the groom leaves the carriage (see below – Groom’s attachment for quick release mechanisms)</p>
<p>Harness with quick release mechanism</p> <p>Purpose: To provide stability to the driver, particularly when the driver has limitations in controlling upper body balance or movement.</p> <p>To be approved the harness must be capable of freeing the driver from the carriage through one release mechanism that is operated by the groom or automatically if the groom leaves the carriage.</p> <p>The driver may also have a release mechanism that they can operate</p> <p>Depending on the severity of the driver’s disability the Driver Approval Certificate will state if it must be worn in all phases of competition or at the choice of the driver e.g. marathon and cones but not dressage.</p>	  <p>The quick release must be capable of automatic release in the event the groom leaves the carriage (see below – Groom’s attachment for quick release mechanisms). Care must be taken to ensure the release arm of the clip is on top and facing out from the carriage.</p> <p>Automatic release is essential because the driver must be able to fall free from the carriage. Even if the driver has access to their own quick release, in the event of an incident they will be focused first on controlling the horse (so will be preoccupied with rein control) and secondly may not have the physical ability to operate any quick release at speed.</p>

Groom's attachment for quick release mechanisms

Purpose: To ensure that where the driver is attached to the carriage in any way that, in the event of an incident, the driver can fall free from the carriage

The mechanism is usually a chord attached to the quick release and to the wrist of the groom, but could be a waist attachment.

Velcro has proved to have an insufficient breaking point to be used on its own. All mechanisms are required to have one/two small cable ties [2.5mm] to be inserted at a point between the quick release and the groom's attachment.



Cable attachment at carriage end



And attached to wrist of groom



To operate properly the attachment must have sufficient strength to first operate the carriage quick releases but, having done that, to also have sufficient breakability to release the groom from the carriage in the event of an incident.



Quick release activated before groom released

At least **SIX** spare cable ties must be carried on the carriage so the operation of the quick release mechanism can be demonstrated to an official when requested.

<p>Finger Loop held by groom</p> <p>Purpose: Where a driver has weakness or coordination issues in the hands there is an increased risk of that driver dropping the reins. The groom holding a finger loop ensures that if the reins are dropped they can be safely handed back to the driver.</p>	<p>The rein loop is positioned at the end of the reins and must not be wrapped to the carriage or the groom in any way.</p>
<p>Rein bar connector</p> <p>Purpose: When a driver has a disability which affects their ability to use both hands equally it can be useful to be able to control both reins from one side</p>	
<p>Adapted gloves/driving aid attachment on wrist</p> <p>Purpose: When a driver has a disability which affects the strength of the hand it can be difficult for the driver to control the driving aid or hold its weight for any length of time. Adapted gloves or other attachments can be helpful.</p>	 <p>The driving aid must not be directly strapped to the driver but can be placed in an adapted holder on the driver's glove or arm.</p>
<p>Dual reins</p> <p>Purpose: When a driver has a disability which affects their ability to control the reins at all times, the use of a second set of reins held by a groom sitting next to the driver may be permitted for safety.</p> <p>One set of reins must be attached to the horse's bit. The other set may be attached to the bit or to an under-halter or adapted noseband</p>	 <p>Dual reins with adapted noseband</p> <p>The secondary reins held by the groom may only be used if the need arises to provide assistance in the interests of safety.</p>
<p>Driving aid held/used by groom</p> <p>Purpose: When a driver has a disability which affects the strength or coordination of the arm or hand it can be difficult for the driver to control the driving aid. Permission may be given to the groom to hold or use the driving aid</p>	<p>To ensure the groom is able to use both hands for stability in an obstacle the groom may not use the driving aid between the start and finish of any obstacle on the marathon. The groom may hand the driving aid to the driver before entering the obstacle if required. This requirement does not apply in FEI competitions.</p>

<p>Raised foot plate/ strap on feet or legs</p> <p>Purpose: Drivers who have disabilities affecting their lower limbs may need to use a raised foot plate or have their limbs strapped together in some way.</p> <p>The strapping of legs may be to ensure protective cushioning stays in place or to control positioning of the legs from unwanted movement to help with stability on the carriage.</p>	 <p>The driver's feet or legs may not be strapped to the carriage or footplate in any way as the driver must be able to fall free from the carriage.</p>
<p>Wheel chair users</p> <p>Purpose: Drivers with disabilities may choose to drive in a wheelchair.</p> <p>The wheel chair must be secured in an appropriately designed carriage.</p>	 <p>The driver must be able to fall free from the wheelchair and carriage in the event of an incident.</p> <p>Electric wheel chairs are not permitted on the carriage.</p>
<p>Mobility vehicles to walk course</p> <p>The use of any type of motorized vehicle to walk the course must be approved and noted on the Driver Approval Certificate.</p> <p>The vehicle must be clearly identified with a BC pass.</p> <p>The driver must hold an appropriate driving license and insurance.</p>	<p>Drivers must be respectful of and give priority to other competitors.</p> <p>Vehicles must be driven at walking pace – maximum 5kph.</p>