

Dear AERC Membership,

Here is a quick breakdown of the AERC 2019 Midyear Meeting, held July 20 in St. Louis, Missouri. (The meeting agenda appears below.)

West Region Director Andrew Gerhard was named the new Education Committee chair. Andrew will be taking over from Southwest Region Director Marcia Hefker-Miles. I want to thank Marcia for her time and energy.

The Coso Junction and Laurel Mountain rides in the Pacific Southwest Region were approved to become three-day pioneer rides for the 2020 ride season.

The Safe Sport Motion was passed with a few amendments. More information on Safe Sport will be sent out via the AERC Website and Endurance News.

The Endurance Regional Points Standings Motion and the LD Regional Awards Motion were passed, with minor changes. Watch for information about these final approved motions in the September issue of Endurance News.

The Motion for the Policy for Reporting Inaccurate Mileage was withdrawn by the Sanctioning Committee.

The Motion to Exclude Gate and Time from Competition Time and the Motion Establishing 40 and 45 Mile Long Rides were tabled. A series of articles will be in upcoming Endurance News issues pertaining to these motions. Please look forward to reading them and discussing with your AERC Family.

The New Vision for International Riding Motion was sent to the AERC International Committee. The Education Committee, with the addition of Olin Balch, DVM, PhD, and Christoph Schork will be joining AERC-I to work on this motion.

The Insurance Motion passed. This motion upped our aggregate general liability coverage from \$2 million to \$3 million (note: not ride liability insurance).

Legal Committee member Barbara Baris discussed how the Americans with Disabilities Act (ADA) applies to AERC. The Legal Committee will be updating the AERC website with a policy in the upcoming months.

Rider starts continue to drop in AERC this year. Some of that can be attributed to many rides being cancelled due to weather. Directors will continue to work hard with regional groups, ride managers, and AERC members. Remember the AERC office is promoting a Ride One More campaign. Get out there and ride!

The AERC Board also did a breakout session to continue to develop and implement our Strategic Plan. It is progressing along nicely.

The BOD worked hard during this 13-1/2 hour meeting. I am very proud of all the productive discussion and how much the BOD accomplished. The BOD highly appreciated AERC Legal Committee Member Barbara Baris for attending.

The unapproved minutes of the meeting will be up on the AERC website before the next BOD meeting. The next BOD meeting will be September 9, 2019.

Sincerely,
Monica Chapman
AERC President

**DRAFT AGENDA
AERC BOD MIDYEAR MEETING
July 20, 2019 – St. Louis, Missouri**

Breakfast served at 7:00am, meeting begins at 8:00am (10-minute breaks taken as needed)

Approval of Agenda and board conference call minutes from your June meeting (behind the Agenda, Tab 1) & acceptance and discussion as needed of committee reports (committee reports behind Tab 3 alphabetically)

Excusals – Bob Marshall – family conflict; Gordie Cowan – medical issue; John H. Parke, Shawn Bowling, and Heather Reynolds – employment conflict; Jessica Cobbley and Andrew Gerhard – ride manager duties.

Approval of new Education Committee Chair Andrew Gerhard – Monica Chapman

Announcement – Monica Chapman

Membership Report – Kathleen (to be furnished before the meeting)

Finance report – Mollie Krumlaw-Smith

Business before the board:

Approval of new pioneer ride – Coso Junction, PS Region, a long-established 2-day ride will be a pioneer in 2020. Lisa Schneider has given her approval. 12/6/19 intro ride a 30/50 and 55 Pioneer; 12/7/19 intro ride a 30 and 50 Pioneer; and 12/8/19 an intro ride and a 30 and 50 Pioneer. Ann Nicholson is the RM and Dave Nicholson is the head control veterinarian.

Approval of new pioneer ride – Laurel Mountain, PS Region, a long-established 2-day ride will be a pioneer in 2020. Lisa Schneider has given her approval. 1/31/2020, an intro ride, a 30 and 55 Pioneer and a 50; 2/1/2020, an intro ride a 30 and 50 Pioneer; and 2/2/2020 an intro ride

and a 50 Pioneer, with Ann Nicholson serving as RM and Dave Nicholson is the head control veterinarian

Motions before the board (all motions are behind Tab 2 alphabetically)

Safe Sport – Safe Sport Task Force

Listing of point standings in the EN and website – Competitions Committee

Additional time – Competition Committee

Regional LD awards – Competitions Committee

Establishment of 40 & 45 mile-long rides – Competitions Committee

Policy for reporting inaccurate mileage – Sanctioning Committee

New vision re international riding – Olin Balch, Marcia Hefker-Miles & Christoph Schork

Insurance motion

ADA Policy – Barbara Baris

Rider Starts

Governance

Vet Committee drug testing plan

Strategic Plan break-out groups

12 noon to 1 p.m. – Lunch break

6:00 p.m. – Board member dinner is served

MOTIONS BEFORE THE BOARD:

AERC Board of Directors

MOTION PROPOSAL

(updated 2019)

Motion Name AERC Safe Sport Policy

Proposing Committee Safe Sport Task Force

Date of Motion (Date to be presented to BOD) 7/20/19

Classification of Motion Request (new, change, add, delete, by-law, rule, policy) New

Proposed Motion (use exact wording): To bring forth a policy for AERC to comply with the Safe Sport Act by setting a policy on who is trained, how to report a violation, and best practices in adult/minor interaction as it refers to Safe Sport.

Background, analysis and benefit (describe the problem this motion is solving): To bring AERC in compliance with the Protecting Young Victims From Sexual Abuse and Safe Sport Authorization Act of 2017. See Attachment.

Budget effect/impact (Attach spreadsheet if appropriate): The motion is proposing AERC pay for all AERC Officers and Directors (26), employees of AERC, and one ride manager from each ride

(approximately 200), to take the US Center for Safe Sport Training. The training cost \$20 per person. AERC members who are also USEF members can take the training for free through USEF. A maximum expected outflow would be \$4600 per year from the AERC General Fund. This would be a yearly expense due to required yearly required follow up training.

Benefit and/or Impact to Membership and/or the AERC Organization The training will keep AERC in compliance with the Federal Law.

Impact on AERC Office (Work load, budget) The AERC office will be responsible for developing a way to track which AERC members have taken the Safe Sport Training and have it recorded on the AERC website. The AERC Executive Director will also be the liaison between AERC and the US Center for Safe Sport.

Implementation plan (Schedule, resources, financial) Safe Sport Training for all AERC BOD Members and Office Staff is mandatory before the 2020 ride year begins. Also mandatory that one member of Ride Management staff take the training before their ride in the 2020 calendar year.

Supporting materials (List of any other documents and/or spreadsheets) see attached

Committee and Office Feedback (Include feedback from the office and the following committees, Competitions, Education, Finance, International, Junior/Young Rider, Membership, Research, Ride Managers, Rules & Bylaws, Technical, Trails, Veterinary, and Welfare of the Horse.)

Supporting approvals (proposing committee, participating committees): Safe Sport Task Force

AERC Board of Directors MOTION PROPOSAL

Motion Name: Endurance Regional Point Standings

Proposing Committee: Competition Committee

Date of Motion (Date to be presented to BOD): July 20, 2019

Classification of Motion Request (new, change, add, delete, by-law, rule, policy): Policy

Proposed Motion (use exact wording): Adopting the policy that EN and the AERC website list the regional point standings of the top horse/rider teams regardless of whether they have completed the minimum number of mile requirements. The title would be "Regional Point Standings." The blurb underneath would include that riders are only eligible for year-end awards after completing 200 (senior), and 150 (junior) miles. The EN that lists the final year-end award winners would be called "Regional Points Champions" for that issue.

The website could have a line added under the current title of "awards championships, and point standings for the 2019 season" that states riders are eligible for year-end awards after <so many> miles.

Background, analysis and benefit (describe the problem this motion is solving)
See attachment

Budget effect/impact (Attach spreadsheet if appropriate)

None

Benefit and/or Impact to Membership and/or the AERC Organization

See attachment

Impact on AERC Office (Work load, budget)

See attachment

Implementation plan (Schedule, resources, financial)

Immediately

Supporting materials (List of any other documents and/or spreadsheets)

See attachment

Committee and Office Feedback (Include feedback from the office and the following committees, Competitions, Education, Finance, International, Junior/Young Rider, Membership, Research, Ride Managers, Rules & Bylaws, Technical, Trails, Veterinary, and Welfare of the Horse.)

Supporting approvals (proposing committee, participating committees)

Competition Committee, National Office

**Background, Analysis and Benefit Supporting
Motion to List Point Standings of Top Rider/Horse Teams
Regardless of Qualifying for a Regional Award**

In 2016 the Board approved a motion which set a minimum of 200 miles of competition before a member would qualify for a regional award. This was done because at the time there were instances where junior riders would receive an award after only completing one 50-mile ride. The minimum number of miles to receive a regional award was set at 200 miles. Setting a minimum number of miles of 200 miles to receive a regional award has not been an issue.

Because of this 200-mile minimum eligibility requirement, the top rider/horse teams did not get listed in the point standings in the EN and website until much later in the season. What has happened as a result of this delay in listing the point standings is that members were not aware of who else was competing in their region which resulted in the diminished spirit of competition which had existed previously.

Before the minimum mile eligibility requirement was in place, if a member was fortunate enough to attend a ride early in the year and did well, after one ride they could see their name in the point standings. A new member could also see their name in the standings if they did well in the early rides which was a very welcoming occurrence for these new members. Riders could see who the competition was and often this early listing of point standings gave the incentive to do more rides than a rider would have when the standings were not listed until much later in the season.

This motion would not change the minimum qualification for a regional award but change the policy to list the point standings of all the top rider/horse teams regardless of whether they have qualified for an award. In EN the title would be "Regional Point Standings." The blurb underneath would include that riders are only eligible for year-end awards after completing 200 (senior), and 150 (junior) miles. The EN that lists the final year-end award winners would be called "Regional Points Champions" for that issue.

The website could have a line added under the current title of "awards championships, and point standings for the 2019 season" that states riders are eligible for year-end awards after <so many> miles.

This Committee feels listing the regional point standings early in the year will encourage and grow the competitive spirit that has been an essential component of this sport.

AERC Board of Directors
MOTION PROPOSAL
(updated 2019)

Motion Name: Motion to Exclude Gate & Hold Times from Competition Time

Proposing Committee: Competition

Date of Motion (Date to be presented to BOD)
July 20, 2019

Classification of Motion Request (new, change, add, delete, by-law, rule, policy): Rule Change

Proposed Motion (use exact wording)

Rule 5 currently reads: "The ride must provide a specific amount of time (total competition time) which will include all stops and holds, and within which competitors must complete the ride to qualify for placing or completion."

Motion to change the wording in Rule 5 and Appendix A referenced in Rule 5.2 to reflect that total competition time will exclude all stops and holds, and granting competitors an additional maximum time of 2 minutes for each sanctioned mile added to the competition time to complete the course.

Background, analysis and benefit (describe the problem this motion is solving): See attachment

Budget effect/impact (Attach spreadsheet if appropriate): To be determined to change computer program.

Benefit and/or Impact to Membership and/or the AERC Organization: See attachment

Impact on AERC Office (Work load, budget): To be determined – none anticipated

Implementation plan (Schedule, resources, financial): December 1, 2019 for the 2020 ride season

Supporting materials (List of any other documents and/or spreadsheets): See attachment

Committee and Office Feedback (Include feedback from the office and the following committees, Competitions, Education, Finance, International, Junior/Young Rider, Membership, Research, Ride Managers, Rules & Bylaws, Technical, Trails, Veterinary, and Welfare of the Horse.)

Supporting approvals (proposing committee, participating committees)

Background, analysis and benefit supporting Motion to Exclude Gate & Hold Times from Competition Time

Rule 5 currently reads: “The ride must provide a specific amount of time (total competition time) which will include all stops and holds, and within which competitors must complete the ride to qualify for placing or completion.”

Rule 5 should be changed to: “The ride must provide a specific amount of time (total competition time) which will exclude all gate and hold times and within which competitors must complete the ride to qualify for placing or completion.

Appendix A referred to Rule 5.2 should be adjusted to reflect the new language in Rule 5.

Our By-laws state: *An “Endurance Ride” is defined as an athletic event in which the same equine and rider cover a specified course of not less than 50 miles within a maximum time limit proportional to 12 hours per 50 miles and conforms to the Rules in effect at the time of the Ride.*

Since the by-laws do not include any time restrictions regarding stops and holds, and only states that the ride must conform to the Rules in effect at the time of the ride, no by-law change would be required to make this change.

We are proposing that the criteria for total competition time exclude official hold times.

Riders are now actually given less time to complete a ride than they were when the total of 12 hours of elapsed time for 50 miles was established. While it is good that we have put safeguards in place for the welfare for the horses (lower recovery criteria, gates into holds, longer hold times, stricter finishing criteria), but these safeguards have actually shortened the riding time that riders currently have to complete the course. It was not unusual when the rules for this organization were established that the recovery criteria was 72 with no inversions. There were 10-minute holds with no gate. Now the recovery criteria is frequently 56 or 60 with a gate into a hold. The hold times are frequently 20 minutes.

In a 50-mile ride, this is an example of the difference in time to finish the course:

Previously – 2 10-minute holds with no gate (with horses only needing a 72 criteria) and a one-hour lunch = 20 minutes of hold times, one-hour lunch. Total 1 hour 20 minutes subtracted from the 12 hours allowed time, leaving riding time 10 hours, 40 minutes, with the horse only required to be sound at the walk to get a completion.

Now – 2 20-minute holds with a gate (with horses needing to reach a 60 criteria) and a one-hour lunch. Allowing for 20 minutes recovery time to reach criteria (3 gates) = 60 minutes recovery time, 40 minutes of hold times, one-hour lunch. Total 2 hours 40 minutes, leaving riding time of 9 hours 20 minutes with the stricter finishing criteria that the horse is fit to continue. Because of the safeguards that are now in place which have carved time out of the allowed competition time, this has become a welfare issue. It is important to exclude the hold times from the 12 hours competition time.

While we understand that this sport is not for everyone and requires a certain “toughness”, there is still the expectation that if the rider brings a well-conditioned horse, the course can be completed in the required time with a sound and metabolically healthy horse.

This committee recognizes that adding additional time will impact ride management because the course will have to be open longer, but it is felt that increased rider participation will offset this inconvenience. For the longevity and survival of our organization, we need the time allowed to complete the course be reasonable for the entire field, not just the stars of our sport.

AERC Board of Directors
MOTION PROPOSAL
(updated 2019)

Motion Name
LD Regional Awards

Proposing Committee
Competition Committee

Date of Motion (Date to be presented to BOD)
July 20, 2019

Classification of Motion Request (new, change, add, delete, by-law, rule, policy)
Policy

Proposed Motion (use exact wording)
Adjusting the minimum requirement from 200 LD miles to 105 LD miles for a horse/rider team to be eligible for a regional LD award and to be listed in the standings in Endurance News and on the AERC website.

Background, analysis and benefit (describe the problem this motion is solving)
See attachment

Budget effect/impact (Attach spreadsheet if appropriate)
A possible 3 additional placings in each region for a total of 27 jackets + another 13 for possible ties = 40 jackets (approximate cost for last year's awards, including mailing \$40 each). $40 \times \$40 = \$1,600$ possible additional costs.

IT costs to be determined to change program to generate a list for the AERC website and for EN of eligible horse/rider teams that have completed 105 LD miles.

Benefit and/or Impact to Membership and/or the AERC Organization
See attachment

Impact on AERC Office (Work load, budget)
See attachment

Implementation plan (Schedule, resources, financial)
Immediately

Supporting materials (List of any other documents and/or spreadsheets)
See attachment

Committee and Office Feedback (Include feedback from the office and the following committees, Competitions, Education, Finance, International, Junior/Young Rider, Membership, Research, Ride Managers, Rules & Bylaws, Technical, Trails, Veterinary, and Welfare of the Horse.)

Supporting approvals (proposing committee, participating committees)
Competition Committee, National Office

**Background, Analysis and Benefit Supporting Motion
Adjusting Minimum Number of Miles to Qualify for Regional LD Awards
and Increasing Number of Awards Given**

It is true that AERC is an organization that promotes endurance rides of 50 miles or greater. It is also true that AERC has attracted a following of riders who enjoy the shorter rides of 25, 30 and 35 miles in the Limited Distance category. What makes AERC significant is not only the length of rides that riders participate in, but the number of rides that our members attend. The large number of LD riders that participate in rides have helped to keep AERC financially viable and has made it possible for ride managers to continue to hold rides that benefit all riders in all distances.

We recognize that endurance riders spend more time in the saddle than LD riders. We also recognize that just as much effort is made by LD riders as endurance riders to get to the ride. The trailer must be loaded, truck gassed up, food packed for rider and horses, the drive to the ride, set up camp, and attend the ride meeting. After the ride, each rider has to take care of the horse, and eventually pack up, drive home, and unload everything.

To reward the LD riders for their participation, the Board established regional LD awards similar to the endurance regional awards, but because no bonus points are awarded in LD, awards were to be given based on miles ridden. The dilemma the board had was to come to a decision on what would be the minimum mileage needed to be eligible to receive an award. Since the LD ride mileages are very similar with no bonus points, it was essential to establish a high enough minimum number of miles so that there would be enough separation between the miles ridden by the majority of members, singling out those members who really had made the effort to earn the award. The board settled on a 200-mile minimum for senior riders, giving a maximum of 7 awards (regardless of ties), and a 150-mile minimum for juniors, giving a maximum of 3 awards for juniors.

In the 2018 ride year, of the 14,684 riders starts, 48% of all rider starts were by LD riders. Of the 282 regional awards given, only 17% went to LD riders. It would appear that the 200 minimum mileage requirement (8 rides) for LD riders has resulted in too few of the LD riders reaching this plateau. The accompanying table demonstrates that only half of the endurance riders who received awards attended 8 rides, so requiring this of the LD riders appears to be an unrealistic and unfair expectation.

The Competition Committee is making a motion to revise the eligibility qualification for a LD regional award to a minimum of 105 miles (4 or 5 rides) and increasing the number of available awards for senior riders from 7 to 10 in each region. These changes will accomplish several things. Lowering the minimum mile requirement will mean that more riders will qualify earlier in the year and posting of these standings will encourage competition by other riders, which will increase participation. Increasing the number of awards to senior riders will help to equalize the distribution of awards and recognize the category of members who are so helpful in contributing to the financial stability of this organization and our ride managers. Assuming that the same number of regional awards went to endurance riders as last year, and awarding the maximum number of LD awards, the LD riders would still only be awarded 33% of the total regional awards.

**Interesting Facts regarding Regional Awards and
Inequity between endurance and LD awards**

Region	# of Regional Endurance Jackets 2018	No of Jackets to Endurance Riders doing at least 8 rides	No of Jackets to LD riders (requiring 8 rides)	Percentage of jackets to LD riders	Percentage of LD rider starts
Central	25	4	5	14	59
Midwest	26	13	10	28	45
Mountain	19	14	4	17	65
Northeast	34	13	4	11	48
Northwest	22	14	4	15	51
Pacific West	15	10	7	32	34
Southeast	36	14	3	8	47
Southwest	15	12	6	29	51
West	41	28	7	15	35
All Regions	233	119	49	17	48

Currently LD riders are only eligible for a regional award after they have completed 200 miles which equates to 8 rides. Endurance riders are also not eligible for a regional award until they have completed 200 miles which in most cases is 4 rides. Almost half of those endurance riders who received a regional award, did not attend 8 rides, which is the minimum number of rides that a LD had to complete to be eligible for a regional award. As this table shows, even though overall LD starts make up 48% of the rider starts, they received only 17% of the regional awards.

**AERC Board of Directors
MOTION PROPOSAL
(updated 2019)**

Motion Name: Establishing 40 and 45 Mile Long Rides

Proposing Committee: Competitions

Date of Motion (Date to be presented to BOD)
July 20, 2019

Classification of Motion Request (new, change, add, delete, by-law, rule, policy): Rule and By-Law Change

Proposed Motion (use exact wording): Establishing a Long Ride category for sanctioning 40 and 45 mile rides

Background, analysis and benefit (describe the problem this motion is solving): See attachment

Budget effect/impact (Attach spreadsheet if appropriate)
To be determined by National Office and Technical Committee
By-Law change (approximately \$3,500)

Benefit and/or Impact to Membership and/or the AERC Organization: See attachment

Impact on AERC Office (Work load, budget): To be determined

Implementation plan (Schedule, resources, financial): December 1, 2019 for the beginning of the 2020 season

Supporting materials (List of any other documents and/or spreadsheets)

Committee and Office Feedback (Include feedback from the office and the following committees, Competitions, Education, Finance, International, Junior/Young Rider, Membership, Research, Ride Managers, Rules & Bylaws, Technical, Trails, Veterinary, and Welfare of the Horse.)

Supporting approvals (proposing committee, participating committees)

Background, analysis and benefit supporting Motion to Create a 40 and 45-Mile Long Ride Category

Since the introduction of the GPS, it has become clear that many of our rides are shorter than sanctioned. Part of the problem is that many of our rides are in locations that do not have 50 miles of trail or the terrain is so challenging that a 50-mile ride could not be done in the time allotted. Without the new Long Ride category many of our current rides that are short (and miles cannot be added) can no longer be held.

This motion is being made by Competition Committee to create a new category of Long rides –sanctioned as 40 and 45 miles. The 40-mile Long Ride would be a minimum of 40 miles and include courses to 42.4 miles. The 45-mile ride would be courses of 42.5 to 47.4 miles. The Long Rides would have placings and would point-combine with the Endurance category so no new awards would need to be established, but with points prorated according to the mileage. This new category of rides would allow the sanctioning of 40 and 45-mile rides in areas where 50 miles are not practical, or 50 miles of trail are not available. This new category would increase and preserve trails that would otherwise not be used for rides. This category of rides would provide more options for Ride managers to put on rides that are attractive to the membership.

Long Rides would take the pressure off our sanctioning directors. Now sanctioning directors have the dilemma of either taking a hard line and refusing to sanction a ride because it is short. It will also make the Ride Managers job easier as they will be able to put on the ride for the distance they actually have available without having to try and artificially manufacture more trail. The actual difference in miles and points between a 45 and a 50-mile ride is really very minimal. AERC and the membership will benefit as this motion will reduce the controversy and allow potentially for more rides at different distances.

This new category of rides would be a gentler transition to the endurance category and Long Rides may be helpful in helping LD riders to transition to longer distances. For those LD riders doing 25 or 30-mile rides, attempting a 40-mile ride may not seem that far of a leap. This would not interfere with the LD category so the LD rules and awards would not change.

The establishment of these Long Rides would require a by-law change but the establishment of this new category would help to eliminate the short 50-mile rides. Section 4.01 of the by-laws state that “a ride shall consist of one of the following events” and then list Limited Distance Rides as being 25 to 35 miles

and Endurance Rides as being a minimum of 50 miles. The Long Ride category would list rides of 40 and 45-mile rides. The Board may want to consider allowing pioneer rides to have a 3-day minimum of 125 miles. This may possibly create more pioneer rides since some ride managers would consider doing more if they knew they did not have to find 50-mile courses.

The by-law change establishing Long Rides, would not require new set of rules to be written, but only a few rules referencing sections of the Endurance category. The minimum equine age for Long Rides would be 60 months (the same as 50 mile rides). The preamble to the LD rules would need to be changed to “. . . held in conjunction with an AERC Long or endurance ride.”

Attached with this is a preliminary red line of the AERC Rules showing the rules we believe will be impacted and some proposed wording. We would defer the final version of these changes to the Rules Committee.

Finally, we will be submitting in conjunction with this motion another separate motion changing Rule 5 to allow for the full 12 hours per 50 miles of ride time (removing hold time from the 12-hour completion time).

AERC Board of Directors
MOTION PROPOSAL
(updated 2019)

Motion Name- Policy for reporting for inaccurate ride mileage

Proposing Committee Sanctioning

Date of Motion (Date to be presented to BOD) 2019 midyear meeting

Classification of Motion Request (new, change, add, delete, by-law, rule, policy) Policy change

Proposed Motion (use exact wording) The following process is to be done after the concerned member engages the ride manager and/or the Regional Sanctioning director to come to a solution. If no solution is can not be reached the following steps are available. Members who have adequate information on a particular ride that incorrect mileage was sanctioned may send a report along with the *adequate measurement evidence to the AERC Office who will forward the information to the Sanctioning Committee for further investigation. (If the ride has already taken place, the ride results and sanctioned mileage will stand). The Sanctioning Committee would then confer with the ride manager who may give their own *adequate measurement evidence that the mileage is accurate. If the ride proves to be inaccurate then the Sanctioning committee would work with the RM to help with the correction of the mileage or will sanction the ride for the actual distance the following year. If in the opinion of the Sanctioning Committee the ride manager is unwilling or unable to sanction the ride with accurate mileage, then the Sanctioning Committee may deny sanctioning.

* Adequate measurement may include use of a GPS overlaid on map, calibrated wheeling, forest measurement, ect. May allow 5% +/- for human and technical error. Adequate measurement does not include the use of personal GPS tracks alone as they are not always accurate or the use of timing of the event alone as some courses may run faster/slower than actual measurement may seem to allow. Ride manager may not retaliate against the reporting person in any fashion including banning from their ride.

Background, analysis and benefit (describe the problem this motion is solving) A rider should not have the stress of riding a ride then possibly losing the miles because of inaccurate miles. A protest is time consuming and stressful to the ride manager as well as the rider that files and often doesn't achieve the desired results from either party. The Sanctioning Committee will work with our ride managers to keep the ride viable. The riders should be assured that the rides are accurate in measurement.

Budget effect/impact (Attach spreadsheet if appropriate)

Benefit and/or Impact to Membership and/or the AERC Organization Would give members an avenue to have correct mileage without filing a protest. Would protect riders from losing miles in a ride that was incorrectly measured.

Impact on AERC Office (Work load, budget) None

Implementation plan (Schedule, resources, financial) Immediately

**AERC Board of Directors
MOTION PROPOSAL**

Motion Name: New Vision of AERC International Riding

Proposing Board members: Olin Balch, Marcia Hefker-Miles, & Christoph Schork

Date of Motion: 2019 Mid-year meeting

Classification of Motion Request (new, change, add, delete, by-law, rule, policy) New

Proposed Motion (use exact wording)

AERC to promote AERC-traditional endurance riding worldwide by shipping riders, not horses, overseas

Background, analysis and benefit (describe the problem this motion is solving)

The following motion was passed 22-1 at the 2001 midyear meeting: Accept the following mission statement for an alliance with endurance organizations from other countries: The official endurance organization of the United States, Canada, Australia, New Zealand and other like-minded countries form an alliance with the following aims:

- 1) To promote and protect the safety and welfare of horse and rider.
- 2) That international riding is conducted on a level playing field.
- 3) That international endurance riding is open and available to every member.
- 4) To facilitate the acceptance of international riding in a manner which maintains the standards and traditions of endurance

The unanimously passed 2014 "AERC Notice to FEI" motion includes the following language: "The AERC's intention to consider joining the exploration with like-minded endurance groups in other countries of the formation of a new international organization to conduct the international endurance riding events if the FEI does not demonstrate measurable progress

At the January 2019 Board meeting, the affiliation with the USEF (and hence FEI international endurance) was terminated as of December 1, 2019.

Nevertheless, the AERC Vision statement stipulates that the AERC is “to be the preeminent authority and leader in developing and promoting the sport and pastime of endurance riding in the United States, Canada, and throughout the world.” To that end, a new vision of AERC international endurance riding is proposed that is consistent with the 2001 and 2014 motions.

The two guiding principles for this new vision of AERC international riding are:

1) Selecting endurance riding in distant lands that follow the AERC motto “To finish is to win” and encourage the development and promotion of the “sport and pastime of endurance riding” in a manner that is consistent with AERC traditions, and identifying AERC members that would welcome foreign riders to participate in AERC rides on local horses.

2) Minimizing the spread of worldwide equine infectious disease by shipping riders - not horses - overseas. The USDA states that the international movement of horses is the “single most important factor in global spread of equine infectious disease.” (<https://www.isvma.org/wp-content/uploads/2018/10/Module-8-International-Movement-of-Horses.pdf>) Shipping horses back and forth between continents profoundly increases the risk of the spread of global infectious equine disease and unnecessarily threatens the health of indigenous horses.

The AERC, through either an existing committee or a new committee, will take the lead in 1) systematically and formally engaging overseas national endurance organizations, 2) identifying and promoting opportunities for overseas endurance riders in AERC events, and 3) identifying and promoting opportunities for AERC riders to participate in endurance rides worldwide. The AERC will not be involved in determining the specifics or the appropriateness of any agreement between a rider and a horse owner lending a horse for an endurance ride either in US or overseas. Riders will be personally responsible for determining the suitability of the proposed horse and the ride itself. Likewise, the horse owner will be personally responsible for determining the rider’s skills, experience, and his/her suitability for the horse identified and ride proposed.

This resolution proposes that the AERC as an organization advocate and support a profoundly different version of international endurance riding that is more consistent with AERC mission and vision statements, much more horse welfare centric, motivating foreign riders to ride in AERC distances, and encouraging AERC members to endurance ride overseas. This new vision does not advocate a new international endurance organization, however. This new vision begins with the AERC, via a committee, serving as sort of a “clearing house.” This motion specifically does not allocate funds to subsidize individual AERC members to ride endurance overseas or individual foreign riders to ride AERC rides.

Budget effect/impact (Attach spreadsheet if appropriate)

Minimal, especially if the contact and organizational work is completed by volunteer committee members. Will require a new committee or the redirection of part of a current committee’s energy and time.

Benefit and/or Impact to Membership and/or the AERC Organization

AERC is promoting its historic ideals and acting as a world leader.

Impact on AERC Office (Work load, budget)

Minimal for office

Committees consulted and/or affected

All AERC committees have been asked for comment.

Implementation plan (Schedule, resources, financial)

As soon as approved.

Supporting materials (List of any other documents and/or spreadsheets)

**AERC Board of Directors
MOTION PROPOSAL**

Motion Name: Insurance limit increase re **General Liability coverage**

Proposing Committee: **From the Office**

Date of Motion (Date to be presented to BOD): 7/20/19 – Midyear Meeting, St. Louis MO

Classification of Motion Request (new, change, add, delete, by-law, rule, policy): New

Proposed Motion (use exact wording): Increase current limits – see below

Current limits	New Limits (option)
\$1,000,000 Each Occurrence	\$1,000,000 Each Occurrence
\$2,000,000 General Aggregate Limit	\$3,000,000 General Aggregate Limit
\$2,000,000 Products/Completed Ops	\$3,000,000 Products/Completed Ops
\$1,000,000 Personal & Advertising Injury	\$1,000,000 Personal & Advertising Injury
Other limits no change	

Background, analysis and benefit (describe the problem this motion is solving): Recommended by AERC’s insurance carrier and the Executive Committee to cover potential losses in the future.

Budget effect/impact (Attach spreadsheet if appropriate): Increase in premium is \$2,190.69

Benefit and/or Impact to Membership and/or the AERC Organization: Additional protection for AERC

Impact on AERC Office (Work load, budget): None

Committees consulted and/or affected: Executive Committee

Implementation plan (Schedule, resources, financial): The current policy renews on 12/1/19

Supporting materials (List of any other documents and/or spreadsheets)

Supporting approvals (proposing committee, participating committees)
