

Racing Integrity Board

Greyhound Review Supplementary report

16 March 2023

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1. Background

Greyhound Review Final Report – December 2022

- 1.1. In September 2021, the then Minister for Racing asked the Racing Integrity Board (RIB) to work over the next 12 – 15 months conducting independent oversight of the greyhound racing industry in respect of issues raised in the Robertson report.
- 1.2. On 12 December 2022, the RIB submitted its final report covering the 15-month period.
- 1.3. That report stated it was beyond the scope of the RIB review to offer opinion or draw conclusions on the social licence of greyhound racing, or to comment on whether the greyhound industry should continue.

Minister's request of the Racing Integrity Board (RIB)

- 1.4. On 26 January 2023, the RIB received advice from the Minister for Racing that there are *'two options available to us – allowing the industry to continue under strict monitoring, or closure'*.
- 1.5. The Minister added that *'the report provides a significant number of recommendations for how the industry could be reformed if it is to continue, it is important that we have a balanced commentary on both options'*.
- 1.6. The Minister also noted that this request is not indicative of the government favouring closure, but rather ensuring the government is fully informed of the implications of each option.
- 1.7. The RIB has been asked to provide an outline for a proposed business strategy should the industry close.

RIB approach

- 1.8. The Minister's request for this work has not been conveyed beyond the RIB and its Board.
- 1.9. As requested, this work has been treated as confidential, relying on publicly available information about industry closures and what is already known by the RIB.
- 1.10. This report sets out the RIB's view on a possible closure strategy and areas for consideration. This is not exhaustive and further work would be required to develop a full closure strategy and detailed plan.
- 1.11. Analysis of potential legislative, economic and funding considerations is outside the scope of the RIB's remit and therefore not included in this report.

2. Industry metrics

- 2.1 This section provides a range of industry metrics, likely to be relevant to any decisions should the greyhound industry face closure. Many of these metrics change frequently and therefore may require refreshing.
- 2.2 Refer to Appendix 1 for further metrics supplied to the Department of Internal Affairs in October 2022.

Race meetings

- 2.3 The table below gives the number of race meetings run by each club in the 2021/22 season. Refer to Appendix 1 for race meetings each season from 2017/18.

Table 1: Race meetings run by each racing club.

Greyhound Racing Club	2021/22 season
Auckland	47
Christchurch	188
Otago (now closed)	2
Palmerston North	91
Waikato	52
Southland	33
Wanganui (closed for renovation)	11
TOTAL	424

People

- 2.4 There are 177 individual licenced persons, with some of these holding multiple licence types, with only 131 of these with greyhounds in their care.
- 2.5 There is a total of 327 licences across six licence types.

Table 2: Number of licencees by licence type as at 6 March 2023

Licence type	# licences	Other licence types held
Trainers (public trainer partnerships, public trainers, owner/trainer.	148	
Breeder	85	59 are also trainers
Litter master	69	55 are also breeders 12 are also trainers
Stud master	25	21 are also litter masters 3 have other licences

- 2.6 The 2018 Institute of Economic Research report 'Size and Scope of the New Zealand Racing Industry', reported that in addition to licenced persons, other people involved in the industry included:
- 226 racing club and industry staff
 - 230 people employed by licenced persons
 - 710 volunteers.
- 2.7 Subsequent changes in the industry, for example the end of greyhound racing at Forbury in Dunedin, is likely to have led to a reduction in these numbers.

Greyhound population

- 2.8 Of the total greyhound racing population, 30% are registered as pre-racing, 35% as racing and 35% are retired (rehoming, breeding or retired to trainer).

Table 3: Number of greyhounds by racing status at 31 January 2023

	Category	Number of greyhounds	Comments
1	Pre-racing	1,127	1,080 under 2 years 47 are 2-3 years old
2	Racing	1,351	1,133 have raced 197 race registered but not raced 21 raced but not in the past year
3	Retired for rehoming	608	in the adoption pipeline
4	Retired for breeding	161	139 are 6 years and under 22 are 6 – 7 years
5	Retired to licenced person	563	
	TOTAL	3,810	

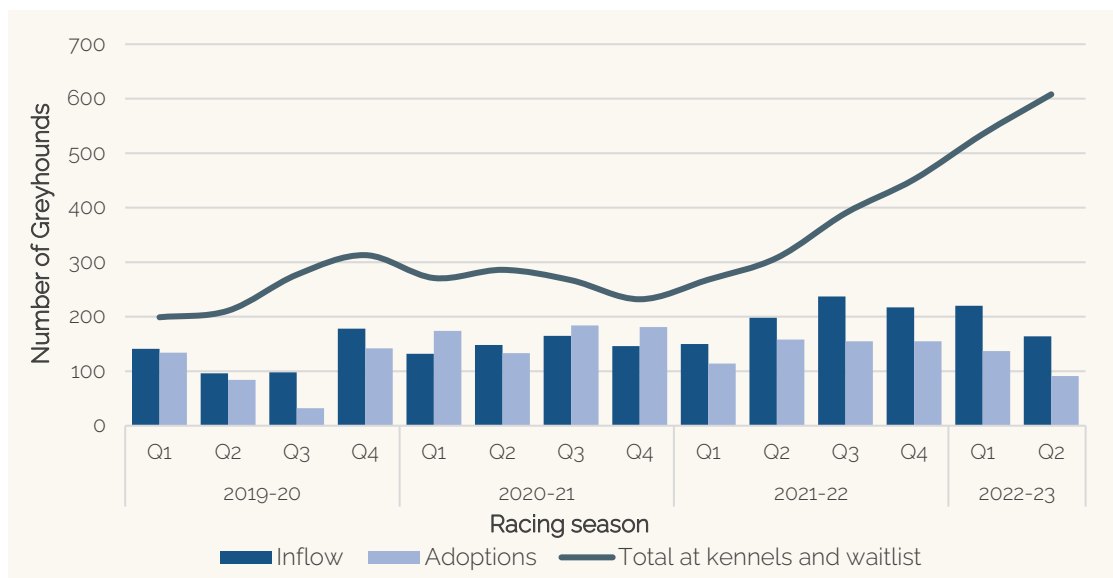
- 2.9 The table below shows the number of greyhounds whelped and retired in the same racing season.
- 2.10 The reduction of greyhounds whelped may in part reflect reduced confidence in the future of the industry.
- 2.11 The increase in retired greyhounds may reflect the increased use of the Great Mates rehoming programme and the reduction in euthanasia.

Table 4: Number of greyhounds by racing status at 31 January 2023

Racing season	2018/19	2019/20	2020/21	2021/22	2022/23 6 mths
Whelped	811	712	893	744	324
Retired to Great Mates	468	513	591	802	384

Adoption

- 2.12 The waitlist for entry into the Great Mates rehoming programme is growing, moving from 134 in July 2022 to 242 in January 2023, an 81% increase in six months.
- 2.13 The total greyhounds in the adoption pipeline (both awaiting entry into Great Mates and already in the programme) has grown from 452 in July 2022 to 608 in January 2023, a 34% increase in six months.
- 2.14 Adoption levels are dropping below GRNZ's Key Performance Indicator (KPI) of 150 per quarter. Refer graph 1.
- 2.15 An adoption marketing campaign, launched in late 2022 appears to have had minimal impact on adoption demand.
- 2.16 The graph below shows the steady climb in the greyhounds awaiting adoption, The number of adoptions is declining, while the inflow is increasing.



Graph 1: Greyhound adoption pipeline by quarter by season

- 2.17 Based on current adoption rates, it could take up to seven years to complete greyhound adoptions if the industry is closed.

3. Research summary

- 3.1. Given the confidential nature of this request, research about greyhound industry closures in other countries has been limited to publicly available information.
- 3.2. Research findings and a list of source material is in Appendix 1.
- 3.3. Many articles available reflect the views of industry advocates or critics and focus on the pros and cons of the industry rather than the approach to closure.

Key themes

- 3.4. Key themes from the research include:
 - Traceability will be key to ensuring the welfare of greyhounds is managed and monitored during the transition and greyhounds are accounted for through to adoption.
 - The transition period from the time of the decision to closure is generally one to two years.
 - Participants, including clubs and trainers, will make decisions about when to exit the industry that may not coincide with the planned closure.
 - Governance and planning are important. A detailed plan is needed covering all aspects of the closure and independent governance arrangements are essential to provide oversight and assurance.
 - Decreased betting revenue and broader commercial factors were contributing to decline of the industry in some countries, not just animal welfare issues.

4. Business strategy

Closure objectives

- 4.1 The overarching objectives in any closure process for greyhound racing are twofold:
- Minimise any negative impact on the welfare of greyhounds.
 - Support licenced persons and stakeholders through the closure process.

Change principles

- 4.2 Industry closures and change programmes in general, typically follow change principles such as:
- Define the rationale for change.
 - Clearly define governance roles and responsibilities.
 - Co-create a plan with key stakeholders, where possible and appropriate.
 - Identify risks and mitigation strategies early in the programme.
 - Empower leaders of stakeholder groups to lead their people through the change, as appropriate.
 - Frequently engage with people who will be impacted by the change with empathy.
 - Communicate what's known, what's not known and when you expect to know more.

Closure options

- 4.3 There appear to be two pathways to closure which are discussed in more detail in Tables 4 and 5 below:
1. Discontinue all racing in the short term, allowing less time for planning and rigorous assessment of the consequences and mitigations of that decision, but avoiding injuries to greyhounds as a result of racing.
 2. Set a future date for the discontinuation of racing which would allow time for planning and a managed wind down of the industry, but injuries to racing greyhounds would continue.
- 4.4 Given the probable need for legislative change, a closure announcement may need to begin with signaling an intent, prior to announcing the final date for racing after legislative change comes into effect.
- 4.5 Any transition would require interim processes during the period between signalling intent to close and when racing ceases, and beyond. This is primarily to manage the transition of greyhounds to non-racing environments in an optimal animal welfare setting and may include:
- Increased monitoring of animal welfare through independent audits, kennel inspections or any other oversight mechanism, yet to be determined.

- Using research and overseas experience, anticipate potential unacceptable practice and introduce controls to mitigate risks.
 - Monitoring all tracks to ensure they meet agreed standards.
 - Monitoring traceability of the whereabouts of greyhounds, including through to adoptions, especially private adoptions.
- 4.6 There would be considerable work after the final day of racing, including working with people who are impacted, greyhound adoptions, decommissioning and/or selling facilities, business/club closures and other matters relevant to winding up the industry.
- 4.7 As the end of greyhound racing does not equate to closure, consideration will need to be given to which activities must be completed before the industry can be considered 'closed'.

Short transition period

- 4.8 A short transition period is when racing ceases as soon as possible after a closure announcement.
- 4.9 A high-level assessment of the pros and cons for this option is covered in Table 4 below.

Table 5: Short transition period pros and cons

PROS	CONS
Clarity of direction.	Largest adoption backlog as less time to stimulate adoption demand.
Increased certainty for stakeholders as the end date is confirmed.	Some stakeholders may be unable to provide high levels of support for the closure over a shorter period e.g. inadequate resources.
Some stakeholders would be impacted for a shorter period.	Less time for people to adjust, may put more pressure on greyhounds and the wellbeing of people most impacted.
Potentially lower cost for programme closure resources.	Less time to plan.

Longer transition period

- 4.10 A longer transition period arises when the final date for racing is announced but takes effect at a future date.
- 4.11 To some degree the industry and TAB NZ would have a role in the closure agenda between the closure announcement and the final racing date. Declining greyhound and licenced person numbers in regions may result in racing becoming unsustainable due to insufficient greyhounds to fill race fields.
- 4.12 A potential key risk with this option is some parties may seek to keep racing at the expense of greyhound welfare. An oversight group, involving stakeholders such as GRNZ, RIB, the TAB and/or others, would be required to manage these operational risks.

- 4.13 This option would allow for a more orderly wind up of the industry and importantly, allow for a manageable transition for the greyhound population, reducing the backlog of greyhounds to be adopted beyond closure.
- 4.14 A high-level assessment of the pros and cons for this option is covered in Table 5 below.

Table 6: Longer transition period pros and cons

PROS	CONS
More time for adoption marketing activity and slower release of greyhounds for adoption.	Stakeholder impact will be over a longer period.
More time for industry stakeholders to prepare for the change and make adjustments.	Uncertainty will remain for longer.
Easier for some parties to provide support for the closure and to impacted people over a longer time.	In order to keep tracks operating and protect industry income, greyhound welfare may be compromised (e.g over-racing).
Allows time to determine best approach to industry support.	Club investment in track maintenance may decline, resulting in increased injuries.
Provides the opportunity to adjust approach with learnings from earlier track/racing closures and to limit risk to successful outcomes.	Greyhounds may travel and race excessively to protect income.

Closure approach

Governance

- 4.15 One of the first steps would be to appoint leadership for the closure, covering both programme governance and operations. This leadership should be independent of any current industry stakeholder group to provide reassurance to all stakeholders.
- 4.16 Key considerations include:
- Oversight of GRNZ as the closure programme proceeds
 - Oversight of the adoption pipeline
 - Ensure additional adoption opportunities are Identified
 - Ensure processes/practice is established to enable traceability of all greyhounds
 - Monitoring welfare activities and outcomes
 - Oversight of track closure decisions/timeframes in the longer transition option
 - Oversight of clubs' racing closure activities
 - Oversight of support activities for affected people.

Interim processes

- 4.17 Consideration should be given to introducing a range of interim processes, mainly to manage risk and to ensure a carefully managed and orderly wind up of racing, including:
- De-registration from the industry
 - Adoption marketing
 - Greyhound traceability
 - Track closure decision making
 - Monitoring track safety
 - Compensation and subsidies
 - Betting licence allocations.
- 4.18 If a longer transition period is chosen, a phased closedown could help manage risk. This may see a reduced racing programme focused on race tracks around which the greyhound population is concentrated.
- 4.19 A key area of risk is that licenced persons may choose to leave the industry with greyhounds remaining in their care. If a licenced person cancels their registration, they are no longer covered by the Greyhound Rules of Racing and Welfare Standards.
- 4.20 To mitigate this risk, there is potential for greater involvement from agencies with jurisdiction under the Animal Welfare Act and Dog Control Act.
- 4.21 A criticism in the Florida closure was the lack of tracking of greyhounds as they exited the industry. Consideration should be given to how the tracking of greyhounds, through to adoption, could be managed.

Racing Industry Act 2020

- 4.22 Although the Racing Industry Act 2020 does not establish a basis for Industry closure, the following provisions set out some processes for the transfer of assets and dissolution of racing clubs.
- Subpart 2, lists provisions related to the transfer of assets and surplus venues.
 - Subpart 3, lists provisions relating to the dissolution of racing clubs no longer racing.

5. Stakeholders

Overview of stakeholders

5.1 This list of stakeholders includes those who will be making decisions and/or directly impacted by the change as well as those who will be involved in implementing it. This list is not exhaustive.

- ***Government Ministers***
- ***Greyhound Racing New Zealand (GRNZ)***
Includes all GRNZ staff, all those involved in the adoption pipeline and licenced persons. GRNZ will also have suppliers impacted by any closure.
- ***Greyhound Racing Clubs***
The seven racing clubs include permanent and part-time staff, along with volunteers. The clubs will also have suppliers that would be impacted.
- ***Adoption partners***
Adoption partners manage the adoption process from readiness for adoption to placement in a new home.
- ***TAB NZ / RNZ***
Includes the racing calendar, wagering revenue, disbursement of funds and impacted TAB positions.
- ***Racing Integrity Board***
The RIB would have impacted positions, including stewards, swabbing officials and veterinarians. It may also have a heightened role in monitoring welfare activities during transition.
- ***Other industry suppliers***
Impacts will vary depending on the role they play in the industry.
- ***SPCA and Ministry for Primary Industries (MPI)***
Responsibility for monitoring animal welfare.
- ***Department of Internal Affairs (DIA)***
Government agency responsible to the Minister for Racing.
- ***National Animal Welfare Advisory Committee (NAWAC)***
Independent committee reporting to the Associate Minister for Animal Welfare.

Areas of impact

- 5.2 Those stakeholders who would be most significantly impacted by the change have been assessed against seven areas.

Table 7: Key areas of impact for significantly impacted stakeholders

Stakeholder	Areas of impact						
	Animal welfare	People	Racing	Facilities / tracks	Financial	Monitoring	Engage-ment
GRNZ	x	x	x	x	x	x	x
Racing Clubs	x	x	x	x	x		x
Adoption partners	x	x		x	x		x
TAB & RNZ		x	x		x	x	x
RIB	x	x	x		x	x	x

- 5.3 In the event of closure, all stakeholders in the table above would have:
- Impacted people and/or positions disestablished
 - Financial impacts including a decline in revenue/income and/or closure-related costs
 - A significant responsibility to engage with their stakeholders to ensure awareness of the change and what it means for them.
- 5.4 Managing animal welfare to ensure greyhounds' welfare is protected throughout the transition and beyond sits with GRNZ, RIB, MPI, SPCA and Territorial Local Authorities (TLAs). This would include working with licenced persons to confirm standards are complied with.
- 5.5 Work would be required to better understand potential impacts on the TAB and the wider racing industry from wagering and disbursements perspectives.
- 5.6 Some RIB stewarding, swabbing and veterinary positions would be impacted by a closure. During the transition, kennel audits or inspections, and welfare-related investigations may increase.

6. Scope and timeline

Scope

- 6.1 Nine potential areas of scope have been identified for closure activities.
- 6.2 This is an initial view only, which will require further development. These areas are:
- Governance and leadership
 - Legal/law changes
 - Animal welfare
 - People
 - Racing
 - Facilities / tracks
 - Finance
 - Monitoring
 - Engagement.
- 6.3 The activities outlined below do not represent a programme structure, rather these are activities for consideration to inform any future planning.

Governance and leadership

- 6.4 Governance activities would involve independent leadership of industry closure.
- 6.5 A closure plan would be required, along with setting up a programme team.
- 6.6 Defining roles and responsibilities would be critical to ensuring primary stakeholders are clear about what they are required to do, and the related governance.
- 6.7 Prompt setup of a range of interim processes would be required to protect the welfare of greyhounds and the wellbeing of industry stakeholders.
- 6.8 Existing industry standards, rules and policies would need to be reviewed in relation to a closure to determine if changes are required.
- 6.9 Define when the industry would be formally closed, with a handover to the agencies responsible for ongoing animal welfare.
- 6.10 A programme close report would be required.

Legal/law changes

- 6.11 Legislation may be required to bring about closure of the industry, including any implications for the Racing Industry, Animal Welfare and Dog Control Acts.

Animal welfare

- 6.12 A greyhound welfare strategy would be required to define objectives, processes, outcomes, risks and mitigations. Refer section 7 Risks.
- 6.13 Increased monitoring of animal welfare would be required during the transition. This could take the form of increased kennel audits or inspections, more active

monitoring of relevant data, and automated notifications such as failure to renew vaccinations or late/incomplete vet certificates.

- 6.14 Adoption would be a critical aspect of a closure, ensuring greyhounds are suitably rehomed and within a reasonable timeframe. A compensation strategy may be an option as an appropriate incentive for licenced persons if wait-times for rehoming facilities exceed an agreed threshold.
- 6.15 A range of initiatives would need to be considered to stimulate adoption demand and thought given to contingency plans in the event adoption does not cope with demand for rehoming.
- 6.16 Tracking greyhounds through to adoption will be an important part of ensuring greyhounds are protected and suitably rehomed.
- 6.17 The licensing regime would be handed over to TLAs.
- 6.18 Where animal welfare or other issues arise, investigations should continue, and prosecutions proceed as appropriate either under the racing rules, Dog Control Act, or the Animal Welfare Act.

People

- 6.19 The wellbeing of people within the industry would be a key focus. This could include offering practical transition assistance, including access to a programme or a support system such as EAP (Employee Assistance Programme), if a person's work or wellbeing is affected by the closure.
- 6.20 Each primary stakeholder would need to conduct an impact assessment to determine the scale and nature of people related impacts.
- 6.21 Transition plans would outline the actions required to best manage these impacts, explore redeployment/retraining opportunities as appropriate, develop staff retention plans if required and manage the exit process.
- 6.22 It would be necessary to continually review people risks and monitor progress against plans.

Racing

- 6.23 An impact assessment of the closure of greyhound racing, whether a short or longer transition period, would be required.
- 6.24 If there is closure, there could be fewer races as a result of licenced persons leaving the industry and decline in the number of greyhounds, which would have a flow on effect on all stakeholders.
- 6.25 Sustainability of the racing schedule would need continuous re-evaluation.

Facilities / tracks

- 6.26 A review of track and facility related leases and suppliers would inform the work required to terminate contracts.
- 6.27 Tracks would require a high standard of continued maintenance and monitoring up until the end of racing. Monitoring of injuries would also be required to ensure they are not occurring due to declining track maintenance standards.
- 6.28 A plan and timeline for decommissioning facilities and tracks would also be required.

Finance

- 6.29 Detailed work would be required to analyse the economic impact of closing the industry.
- 6.30 A project budget would need to be developed and consideration given to appropriate funding for key stakeholders.
- 6.31 The development and implementation of an industry compensation scheme and incentive plans may be required to ease or facilitate the transition.
- 6.32 Proposals for the orderly winding up of clubs and GRNZ would be essential.

Monitoring

- 6.33 Industry monitoring and reporting could increase over the transition period, with monitoring of some areas such as the adoptions programme, continuing beyond that.
- 6.34 Monitoring adherence to the Rules of Racing and Welfare Standards will be especially important.
- 6.35 Closely monitoring injuries and euthanasia would be essential.
- 6.36 Tracking of greyhounds through to adoption will help ensure the welfare of greyhounds.

Engagement

- 6.37 Early in the closure process, a stakeholder assessment would inform the development of a communications plan. This would be based on stakeholder needs and making sure the 'why' and 'what this means for them' is well explained.
- 6.38 Regular communication would be a key part of any closure programme, both from the governing body and each of the primary stakeholders.
- 6.39 Key messages would need to be developed and branding all closure communication to ensure consistency.

Timeline

- 6.40 In Florida, following legislative change, the industry was given two years from the closure announcement to the final race meeting.
- 6.41 In New South Wales, although the closure decision was reversed, plans were for a one-year transition period.
- 6.42 The following factors will be Important to informing any closure timeline:
 - If a proposal to close the industry can be made with or without legislative change,
 - Whether It Is preferable for the industry to be transitioned over a short or longer period of time.
- 6.43 The initial activities, whether prior to a formal closure announcement or at the start of a transition period, would include:
 - Designing a governance framework
 - Identifying an independent leader(s) for the industry closure project

- Developing a budget and determining a source/s of funding
- Developing a terms of reference for implementing a closure
- Defining roles and responsibilities
- Conducting an economic impact assessment
- Developing interim processes for the transition period
- Reviewing current rules, policies and standards to determine any implications for closure.

6.44 The transition period, after formal notification of closure, would include:

- Introducing standards, rules and/or policy changes required to support closure
- Implementing immediate changes to minimise the impact on greyhounds and people (such as to cease breeding and cease issuing new licences)
- Providing wellbeing and financial support to impacted stakeholders
- Monitoring a range of animal welfare indicators
- Designing and implementing a kennel audit and inspection programme for the closure period
- Implementing a greyhound adoption marketing campaign
- Actively engaging with the industry and other stakeholders.

6.45 In the later stages of the transition and following the final race meeting, focus would move to matters such as:

- Decommissioning facilities
- Concluding third party relationships
- Continuing marketing greyhound adoptions, and other placement initiatives for greyhounds, if needed
- Establishing responsibility and monitoring for remaining adoption and residual transition activities.

7. Risks

7.1 A range of key risks have been identified for consideration. This is not an exhaustive list.

Risk #	Governance and leadership
1	Poor planning, engagement, and communication impact the execution of the transition or closure of the industry.
2	Changes to the GRNZ Rules of Racing or Constitution during the closure period may create further uncertainty and compromise the transition and closure of the industry.
3	Licensed persons de-register during the transition period and are no longer required to comply with the GRNZ Rules of Racing and Welfare Standards.
4	Without controls in place, unacceptable practices observed in other countries, may emerge e.g. unregulated racing and/or increased euthanasia.
	Animal Welfare
5	Without effective oversight of welfare and adoption practices, the welfare of greyhounds may be compromised.
6	Reduced income for licensed persons during the transition period, and no income after industry closure, impacts their ability to care for greyhounds.
7	Capacity in GRNZ rehoming facilities is insufficient as licensed persons divest themselves of their greyhounds.
8	Demand for greyhound adoptions does not increase to meet the increase in supply.
9	Increased rates of injury or death if track standards are not maintained or greyhounds are raced when they should not be (e.g. over-raced).
	People
10	The impact of a closure, including uncertainty about future income and undertaking activities needed to support the transition, affects stakeholder wellbeing.
11	People find roles outside the industry, resulting in insufficient capacity and capability to continue delivering essential services.
	Financial
12	GRNZ does not have adequate income or reserves to continue funding its operations and welfare programmes.
13	The racing schedule is changed at short notice during the transition period, impacting other stakeholders' funding and resources.
14	There will be inadequate funding to cover all closure costs.

Appendix 1: Industry metrics

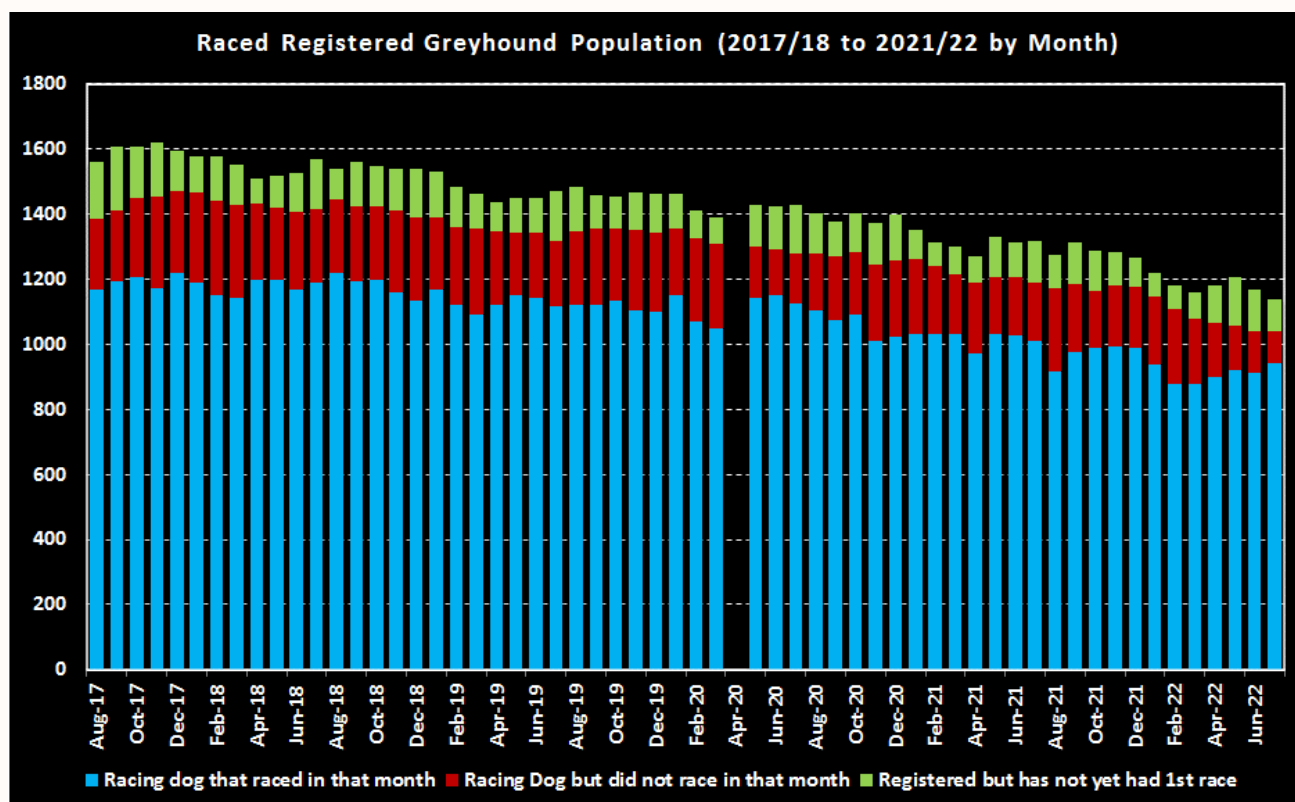
Supplied to Department of Internal Affairs - October 2022

How many registered greyhounds were in training (and/or racing)?

GRNZ has information on the number of greyhounds registered for racing. A number of these greyhounds will be under training awaiting their first start. Other greyhounds who have raced, may not have raced that month due to sickness/illness or injury.

Average for Season	2017/18	2018/19	2019/20	2020/21	2021/22
Registered but has not yet had 1st race	137	121	115	109	105
Racing dog that raced in that month	1,183	1,151	1,114	1,037	936
Racing dog but did not race in that month	249	228	214	200	182
TOTAL	1,569	1,501	1,443	1,346	1,223

The movements in the race registered greyhound population over the last five seasons is shown in the graph below.



How many greyhound pups were born live from registered breeding greyhounds?

The whelping report does not differentiate between live births and dogs that have died.

The number of registered pups (female and male pups) from litters over the past five years from the animal status report is outlined in the table below.

Season	Female	Male	Total
2017/18	441	402	843
2018/19	413	398	811
2019/20	372	340	712
2020/21	449	444	893
2021/22	378	365	743
Grand Total	2053	1949	4002

How many registered breeding greyhounds were there?

The RIB kennel audits conducted throughout the 2021/22 season identified 165 breeding bitches.

The number of breeding bitches with litters in the 2021/22 season was 116.

How many greyhound races were held?

The tables below outline the number of race meetings held by each racing club in the racing season, the number of greyhounds raced and the average number of greyhounds per race meeting. The usual race meeting includes 12 races, with 8 greyhounds starting per race.

In recent seasons, whilst 12 races may have been planned, either the number of greyhounds starting may be fewer than 8 and/or fewer races may have been held.

Number of Race Meetings	2017/18	2018/19	2019/20	2020/21	2021/22
Auckland GRC	56	57	51	50	47
Christchurch GRC	166	166	159	200	188
Otago GRC	27	26	18	20	2
Palmerston North GRC	51	52	45	52	91
Waikato GRC	48	47	43	53	52
Southland GRC	27	28	27	22	33
Wanganui GRC	104	105	94	96	11
Grand Total	479	481	437	493	424
Number of Greyhounds Racing	2017/18	2018/19	2019/20	2020/21	2021/22
Auckland GRC	5683	5794	4866	4534	4065
Christchurch GRC	13714	13509	13556	16688	17439
Otago GRC	2894	2908	2096	1877	179
Palmerston North GRC	5729	5532	4481	3974	7418
Waikato GRC	4525	4275	3707	3921	4399
Southland GRC	2815	3015	2183	1912	2915
Wanganui GRC	11022	11320	9530	8837	939
Grand Total	46382	46353	40419	41743	37354
Average Greyhounds per Meeting	2017/18	2018/19	2019/20	2020/21	2021/22
Auckland GRC	101	102	95	91	86
Christchurch GRC	83	81	85	83	93
Otago GRC	107	112	116	94	90
Palmerston North GRC	112	106	100	76	82
Waikato GRC	94	91	86	74	85
Southland GRC	104	108	81	87	88
Wanganui GRC	106	108	101	92	85
Grand Total	97	96	92	85	88

How many people trained greyhounds for racing?

The number of trainers that have trained greyhounds i.e. any greyhound that has been race registered, over the past five seasons is outlined in the table below.

Trainer Bands	2017/18	2018/19	2019/20	2020/21	2021/22
Under 5 Greyhounds	80	80	67	71	63
6-10 Greyhounds	31	34	30	25	24
11-20 Greyhounds	27	24	26	21	24
21-30 Greyhounds	10	8	10	12	6
31-50 Greyhounds	17	12	13	11	13
>50 Greyhounds	10	9	6	8	8
TOTAL	175	167	152	148	138

How many people were registered as owning racing greyhounds?

The number of ownership interests, including syndicates, for racing greyhounds are outlined in the table below.

Ownership Bands	2017/18	2018/19	2019/20	2020/21	2021/22
Under 5 Greyhounds	560	538	473	421	373
6-10 Greyhounds	48	38	32	41	36
11-20 Greyhounds	21	21	19	18	25
21-30 Greyhounds	4	5	8	5	8
31-50 Greyhounds	6	5	4	5	2
>50 Greyhounds	2	2	2	2	5
TOTAL	641	609	538	492	449

How many greyhounds were imported by the industry?

The number of greyhounds that have been imported from Australia over the past five seasons is outlined in the table below.

Row Labels	2017/18	2018/19	2019/20	2020/21	2021/22	Grand Total
Bitch	82	69	52	56	26	285
Dog	164	112	90	75	48	489
Grand Total	246	181	142	131	74	774

How many greyhounds were rehomed?

The number of greyhounds that were rehomed either through the Great Mates programme or privately rehomed (with the trainer and/or owner) over the past two seasons is outlined in the table below.

Adopted Status	2020/21	2021/22
Adopted via Great Mates	605	523
Privately rehomed via Great Mates (1)	66	59
Adoption handled through Great Mates	671	582
Privately rehomed (2)	27	41
TOTAL	698	623

Notes:

Includes privately rehomed and kept by trainer.

Other private rehomed, kept by trainer and/or owner (per animal status report)

How many greyhounds were exported by the industry?

The number of greyhounds that have been exported over the past five seasons is outlined in the table below.

	2017/18	2018/19	2019/20	2020/21	2021/22	Grand Total
Count of Dog ID	20	17	11	38	59	145

Appendix 2: Research findings

Research

Australia

New South Wales

- A2.1 In June 2016 the New South Wales Government accepted the advice of the Special Commission of Inquiry into the Greyhound Industry that it lacked the confidence in the ability for the industry to be reformed. Concerns included high levels of 'wastage' that could not be fully addressed through reform.
- A2.2 The decision to close the industry was announced on 16 June 2016 and the industry was to be closed on 1 July 2017.
- A2.3 A taskforce was established, led by the NSW Department of Justice. A detailed industry shutdown plan was to be developed in consultation with the greyhound industry and animal welfare organisations.
- A2.4 NSW had 6,809 registered greyhounds at the time of the decision. This figure does not fully reflect the total greyhound population as it does not include greyhounds under 12 months or any allowance for retired greyhounds. There were also 34 racing tracks at the time.
- A2.5 The decision to close the industry was reversed three months after the announcement. The NSW Premier, Mr. Baird, advised the change was in response to community feedback, that while people were horrified by the Commission's findings, they wanted to give the industry 'one last chance'.
- A2.6 The Greyhound Welfare and Integrity Commission was established in 2018 to promote and protect the welfare of greyhounds, safeguard the integrity of greyhound racing, and maintain public confidence in the greyhound racing industry.

Australia Capital Territory

- A2.7 The ACT Government agreed on 30 October 2016 to proceed with closing the greyhound industry on or before the end of June 2018.
- A2.8 The Government commissioned a Greyhound Racing Industry Transition Options Analysis Report. It was noted in the report "the local industry is small and comprises part of a broader regional network of greyhound racing activities. NSW owners and trainers represent a significant majority of participants in greyhound racing in the ACT."
- A2.9 At the time of the transition report, there were 309 greyhounds owned by ACT residents, 52 of which are based in the ACT. There was one racetrack.
- A2.10 Those affected by the closure of the industry were eligible to apply for support through the transition package, which came from money the ACT government previously gave to the industry each year. A few days before the application period was to close, it was reported there had been no applications for financial assistance.
- A2.11 Greyhound racing is now banned in the ACT, but people can train and own racing greyhounds and participate in events in other states, including New South Wales.

- A2.12 There appears to have been a reduction in the number of breeders and trainers in the ACT, but as they can race in other states there continues to be a greyhound presence in the ACT.

United States of America (USA)

Florida greyhound racing closure

- A2.13 In November 2018, nearly 70% of Florida voters (5.4m of 7.8m voters) approved a ban of greyhound racing, taking effect from 1 January 2021, when it was made illegal to bet on any races involving live greyhounds or other dogs.
- A2.14 Greyhound racing was phased out over two years. Most owners retired or adopted out their estimated 1200 racing greyhounds, with a smaller number sent to the handful of other states that still had the sport.
- A2.15 The regulatory body overseeing the industry did not keep a record of the greyhounds, so the exact journey of hundreds of former racing greyhounds is not known.
- A2.16 There were 13 racetracks operating at the time of the decision. Many of the tracks appear to have closed in 2020 with racing continuing until the last possible day at one racetrack.
- A2.17 It was reported adoption groups that supported the closure were blacklisted from receiving greyhounds, with the National Greyhound Association only endorsing groups that were pro-racing or neutral on the matter.
- A2.18 There were about 100 industry-endorsed adoption organisations ready to take greyhounds and even racing opponents doubted there would be dogs left in limbo. It was reported that there are more willing adopters than dogs coming off the tracks.

Other states

- A2.19 In the late 1980s, there were more than 60 dog tracks in operation in the USA. There are currently two tracks operating in the USA, both in West Virginia. In November 2022, the company that owns these tracks advised they will support legislation to run its casinos without greyhound racing.
- A2.20 Live greyhound racing is legal in seven other states, although not currently practiced.
- A2.21 Support for the greyhound industry across the USA has been dwindling. At the sport's peak in 1991, Americans wagered \$3.5 billion at tracks across 19 states. By 2018, the amount was below \$500m and has continued to fall while expenditure on other types of gambling increased.

United Kingdom

- A2.22 There are 20 active Greyhound Board of Great Britain (GBGB) registered tracks in the United Kingdom and two unregulated tracks.
- A2.23 In December 2022 there were calls for closure of Scotland's last greyhound racing track. The chair of the Scottish Animal Welfare Commission is due to deliver a report in 2023 about the future of the sport.

Other

- A2.24 Greyhound racing ended in Macau in July 2018 after the government directed the racing club to find a new location to race or close. A greyhound adoption organisation arranged for 517 greyhounds to receive veterinary medical care and to be adopted in Europe, North America, Australia, and Macau.
- A2.25 There are currently 21 countries in which non-commercial greyhound racing takes place, including European countries. There was no information available about the welfare of greyhounds in these countries.
- A2.26 Limited information about the closure of other animal industries, for example fox hunting in the United Kingdom or mink farming in Scandinavia, is publicly available.

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Document	Description and link
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	https://www.theguardian.com/world/2018/jul/20/macau-authorities-to-care-for-600-greyhounds-after-notorious-track-closes
15	Southern Gazette, 8 June 2020, Sarah Brookes. Greyhounds rescued from infamous Macau track celebrate year of freedom
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Appendix 3: Acronyms

Acronym	Definition
DIA	Department of Internal Affairs
GRNZ	Greyhound Racing New Zealand
KPI(s)	Key Performance Indicator(s)
MPI	Ministry for Primary Industries
NAWAC	National Animal Welfare Advisory Committee
NZRB	New Zealand Racing Board
RIB	Racing Integrity Board
SPCA	Society for the Prevention of Cruelty to Animals
TAB	TAB New Zealand
VADE	Voluntary, Assisted, Directed, Enforced
VCNZ	Veterinary Council of New Zealand