



GRNZ

Animal Welfare

Progress Report

30 April 2023

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Executive Summary

This report details ongoing progress to improve animal welfare standards within the greyhound racing industry in New Zealand.

Greyhound Racing New Zealand (GRNZ) provided a comprehensive report to the Minister for Racing on 12 December 2022, lodged at the same time as the independent Ministerial Review undertaken by the Racing Integrity Board (RIB).

This report addresses progress and developments since our December report, up to and including 30 April 2023.

RIB Ministerial Report

At the time of initially preparing this report, GRNZ had not yet viewed or received a briefing on the December RIB report. However, at the time of compilation, GRNZ had received a copy of that report, along with the supplementary March RIB report which the Minister for Racing had commissioned.

We note that the RIB report outlines the considerable progress which the industry had made in the preceding 15 months up to 30 November 2022, including an increased focus on animal welfare.

The RIB assessed progress against 15 focus areas, and we are pleased that this independent body assessed our progress in 10 of the 15 areas as meeting appropriate standards.

Notably, the RIB report was submitted nearly six months ago, and we are disappointed that some areas were labelled as “slow progress”, since their planned implementation date was always deliberately scheduled for the first half of 2023.

Since December, GRNZ has continued to work closely with the RIB and has made significant additional progress in the other five areas:

- The new GRNZ Rules of Racing came into effect on 1 February 2023, following extensive consultation with industry stakeholders.
- The new GRNZ Greyhound Welfare Standards came into effect on 1 May 2023, following extensive consultation with industry stakeholders.
- GRNZ’s Racing Safety Strategic Plan and Injury Reduction Strategy have resulted in a downward trend in serious injuries. We believe some of the RIB’s graphs and statistics relied on with regards to injury trends are misleading and do not provide an accurate representation of injury trends. This will be addressed in length in our formal response to the report.
- Phase II of GRNZ’s Track Diagnostic Programme has now been implemented, which has had a positive impact in the area of track standards.
- An experienced racing administrator is currently conducting an independent review to enhance GRNZ’s registration and traceability systems.
- A compulsory education programme for all LPs who care for greyhounds will commence in June, as a condition of maintaining their licences from 1 August 2023.

Our industry’s primary focus remains animal and participant welfare, and we will continue to strive for continuous improvement to ensure greyhound racing maintains its social licence to operate going forward.

The primary purpose of this report is to provide an update on industry progress up to and including 30 April 2023. GRNZ will separately review the RIB report and provide a comprehensive response to the Minister for Racing, noting the additional work that has been completed in the first half of 2023.

GRNZ Rules of Racing

On 1 February 2023, the new GRNZ Rules of Racing came into effect, following an extensive consultation period with key stakeholders, including the RIB, Licensed Persons, the Animal Health and Welfare Committee and the Serious Injury Review Committee.

Importantly, these new Rules of Racing are applicable to *all* greyhounds in the industry, including both racing greyhounds and those retired within the industry. The effect of this is that pet greyhounds living on registered properties are also subject to the requirements of the GRNZ Greyhound Welfare Standards and the GRNZ Rules of Racing, meaning, among other things, that they must have up-to-date vaccinations and live in housing which meets the requirements of the GRNZ Greyhound Welfare Standards. It also means that pet greyhounds are now inspected during RIB kennel audits for both welfare and traceability purposes.

The new Rules of Racing are largely in line with the revamped Greyhounds Australasia Rules. However, in some places, our Rules go further, especially with regards to animal welfare.

For example:

- The Rule requiring all greyhounds to be ear branded has been removed from the new Rules of Racing.
- Rule 101A(1) requires a greyhound to be scratched where its weight varies by more than 4 percent from the weight recorded in its last event or satisfactory trial.
- Rule LR39A places limitations on frequency of racing; namely, a greyhound will only be permitted to start in:
 - (a) no more than a combined total of two races, satisfactory trials or event starts in any 7-day period; and
 - (b) no more than a combined total of seven races, satisfactory trials or event starts in any 28-day period.

REMOVAL OF RULE 102(1A)

In February 2023, as notified to the Minister for Racing at the time, the GRNZ Board unanimously agreed to an Emergency Amendment to the GRNZ Rules of Racing pursuant to Rule 11A of the GRNZ Constitution. They unanimously resolved to suspend the application of Rule 102(1A) of the GRNZ Rules of Racing, effective 14 February 2023.

Rule 102(1A) stated:

102 Satisfactory weight trial

(1) If a trainer wishes a variation from the weight recorded in an Event or satisfactory trial in which a greyhound last performed, the trainer may have the greyhound run a satisfactory

weight trial in the presence of a Steward or an authorised person prior to nominating the greyhound for any subsequent Event.

(1A) If it is more than 28 days since a greyhound competed in an Event, the trainer must cause the greyhound to run a satisfactory weight trial in the presence of a Steward or an authorised person prior to nominating the greyhound for any subsequent Event. Example: If a greyhound races on the 1st of January, it will be required to complete a satisfactory weight trial if it has not competed in an Event or completed a satisfactory weight trial on or before the 29th of January.

(2) A Steward or authorised person must weigh the greyhound prior to the weight trial referred to in subrule (1) and (1A) of this rule and record the relevant weight and whether or not a satisfactory weight trial has been performed in the identification record of the greyhound.

The effect of the rule suspension was that greyhounds were no longer required to undergo a satisfactory weight trial after a break in racing of 28 days.

GRNZ felt that it was appropriate to use the emergency provisions in the Constitution to suspend the application of the Rule, which was permitted due to the national state of emergency at that time.

Our main basis for suspending the application of the rule was animal welfare. The injury rate in satisfactory weight trials, or in the first race following such a trial, had been unacceptably high since introducing this rule on 1 February 2023. In order for the injury rate following satisfactory weight trials to come down to the previous resuming rate, the next 118 satisfactory weight trial dogs subsequently returning to racing would have needed to go injury-free.

Following the suspension of Rule 102(1A), GRNZ underwent a consultation process to assess whether to permanently remove Rule 102(1A), which included reference to the Serious Injury Review Committee for their feedback. The RIB was consulted in this process and while they expressed opposition to this change, other advice received on animal welfare grounds suggested that a better approach would be to implement best practice Return to Racing Guidelines, instead of maintaining a rigid and inflexible rule which was already compromising animal welfare. GRNZ is currently working on an overall Return to Racing Guidelines, which will provide comprehensive guidance to trainers with best practice in returning dogs to racing following a break.

At the same time, GRNZ also underwent a consultation process with regards to Rule 25(6), which would allow greyhounds to compete in events five days after being administered a vaccine, instead of seven days after. This would bring the rule into line with the corresponding Greyhounds Australasia Rule, which has also recently been amended.

At the April GRNZ Board meeting, the GRNZ Board considered all feedback and resolved to permanently remove Rule 102(1A) and to amend Rule 25(6) as above. This was then approved in writing by TAB NZ, per the requirements of our Constitution.

GRNZ is working closely with the RIB on Tranche 2 of the Rules of Racing, whereby we are prioritising any rules which may need further amending. Any proposed rule amendments will follow the process outlined in the Constitution and also the Racing Industry Act 2020.

GRNZ Greyhound Welfare Standards

In our December 2022 progress report, we anticipated that the new GRNZ Greyhound Welfare Standards would come into effect in early 2023. However, their implementation was delayed until 1 May 2023.

This delay was intentional, to provide all stakeholders with the opportunity to provide meaningful feedback and to allow GRNZ sufficient time to fully evaluate all submissions. We wanted to ensure that we carefully considered feedback from all key stakeholders, such as the Animal Health and Welfare Committee, the RIB, the GRNZ Board, the Racing Committee, LPs and the SPCA. Consequently, there were several iterations of the new Greyhound Welfare Standards before the final version was approved.

It is important to note that these Standards go beyond MPI requirements; we consider that doing the bare minimum is not enough in our industry.

Key focus areas include:

1. Greyhound Health and Care
2. Greyhound Housing and Training Facilities
3. Exercise, Socialisation and Enrichment
4. Greyhound Breeding Standards
5. End of Career Management, Rehoming and Euthanasia
6. Transporting Greyhounds within New Zealand

From 1 May 2023, the RIB kennel audits are being measured against the new GRNZ Greyhound Welfare Standards.

In the next quarter, all trainers will be sent the new GRNZ Greyhound Welfare Standards as part of a larger kennel handbook to aid with education and assisting trainers to understand their obligations under rules and policies.

Stakeholder Engagement

GRNZ continues to engage with all key stakeholders regularly, including during the Greyhound Welfare Standards and Rules of Racing consultation processes as outlined above. We have regular meetings with the RIB, and keep industry participants informed via fortnightly e-newsletters and advisories, and phone calls to those with limited internet access.

To further enhance our communication levels, we plan on employing a Marketing and Communications Officer in the next quarter, and this person will also assist with the marketing of rehoming greyhounds.

GRNZ held a series of regional roadshows in January 2023, which took place at four racetracks around New Zealand. The primary purpose of these roadshows was to educate participants on upcoming rule changes and the draft welfare standards, but also served as a vehicle for providing general industry updates in person.

They were well-attended, and we plan to hold similar regional roadshows six-monthly going forward.

Tracks

GRNZ continues to make significant progress in the area of track safety, under the expert guidance of our National Racing Safety & Infrastructure Manager. Key measures undertaken since December are detailed below:

1. RACING SAFETY STRATEGIC PLAN

The Racing Safety Strategic Plan has been presented to the GRNZ Board in December 2022 and February 2023 for consideration and approval. The plan consisted of 16 items relating to racing safety, track maintenance and infrastructure and staff training.

- 1) Investigation into second straight track - South Island
- 2) Remediation of existing track surfaces - Hatrick and Manukau
- 3) Completion of Wanganui Straight Track
- 4) Investigate reconstruction of Manukau track incorporating recommendations
- 5) Establish a 3/5 year track infrastructure replacement programme
- 6) Develop individual track benchmark ranges to support Phase II diagnostics
- 7) Introduction of Phase II of the diagnostic programme
- 8) Carry out a complete detailed audit of all track infrastructure and surfaces
- 9) Provision of regular monthly performance reports for all clubs
- 10) Develop and introduce Track Minimum Standards and Guidelines
- 11) Establishment of the Industry Racing Safety Advisory Panel
- 12) Establishment of Track Staff Mentoring Programme - improved education
- 13) Improved track education for RIB and LPs
- 14) Standardisation of track machinery and implements
- 15) Establish a Research and Development Programme to identify new and improved methodologies
- 16) Review track staff structure

2. MANUKAU (AUCKLAND) UPDATE

Racing was suspended at the Manukau track following the race meeting held on 6 November 2022. A detailed inspection was carried out on the track and associated infrastructure, and a report containing recommendations was presented to GRNZ and the Auckland Greyhound Racing Club.

The full extent of the remedial work recommendations were successfully completed through mid-November/early-December 2022. Following a period of consolidation and trialling, racing resumed in late December.

With continual ongoing support and feedback to the club and track staff, serious injury frequency is declining at this time.

3. ADDINGTON (CHRISTCHURCH) UPDATE

The performance of the Addington track came under scrutiny for a short period in March due to track surface concerns which resulted in an injury spike.

A detailed investigation into a number of considerations that may have an impact on track performance was carried out in March 2023. There were a number of housekeeping matters that needed to be addressed, as well as an overdue track renovation, including reinstating the surface to design crossfall grades and levels.

This work was scheduled to be completed immediately following Easter, with only one single race meeting being impacted. An ongoing track management programme has been developed, which will see regular quarterly maintenance opportunities factored into the racing calendar, allowing track staff adequate time to ensure the consistency and integrity of the track.

Ongoing attention is being given to Addington to ensure ongoing overall consistency of the track, given the heavy racing and trialling programme.

Pleasingly, April's injury statistics at Addington showed considerable improvement, and are also lower than those of April 2022.

4. HATRICK (WANGANUI) UPDATE

The reconstruction phase of the Hatrick circular track ended on 23 February 2023, with the track being handed over to GRNZ staff to continue to consolidate and manage the track, incorporating trial sessions before the scheduled return to racing in mid-April.

GRNZ has total oversight of the current track curator, and is close to appointing an additional track curator to take over day-to-day management operations of the circular sand track and ultimately, the grassed straight track.

Hatrick successfully held its first night back of racing on 14 April 2023. This race meeting comprised seven races, all Preferred Box Draw sprints. There were no falls, no stand downs, and no injuries which arose out of this race meeting.

Race meetings are scheduled to take place at Hatrick weekly on a Friday night.

5. WANGANUI STRAIGHT TRACK

Construction of the Wanganui straight track is progressing. Grassing of the track proper was carried out in late December and the coverage is progressing well. Associated infrastructure and individual construction considerations are continuing through the winter months. The availability of contractors in February and March was compromised due to Cyclone Gabrielle priorities in the region.

It is projected that the track will be ready to support trials in September, with racing to commence three to four weeks later. As racing is expected to commence in the new season, it means that GRNZ will be unable to meet its KPI this season around races on a straight track. The positive performance of the circular track since its resumption from an injury perspective has lessened the urgency for introducing the straight track, with GRNZ taking time to ensure this is not rushed, and done appropriately to the highest standards.

6. CAMBRIDGE LURE INFRASTRUCTURE UPDATE

The lure infrastructure failed during a race meeting at Cambridge in early February 2023. The infrastructure was aged and obsolete when compared to most recent state-of-the-art alternatives.

GRNZ organised a leading contractor from Australia to inspect all NZ tracks and provide a status report on all current systems. Following this investigation, the GRNZ Board approved that New Zealand adopt the SafeChase lure technology for immediate manufacture for Cambridge, with the potential view to standardise all lure systems across New Zealand over the next five-year period.

Remedial work on the actual lure rail commenced in early April, with an expected completion date in early-mid-June. Installation of the new lure is proposed for early-mid-June, with an initial training and familiarisation period scheduled prior to the resumption of racing.

7. PHASE II DIAGNOSTIC PROGRAMME

GRNZ had commenced the introduction of a limited track diagnostic programme in early October 2022; however, there was limited monitoring or analysis of the provided data. This has now been addressed and rectified, as outlined below.

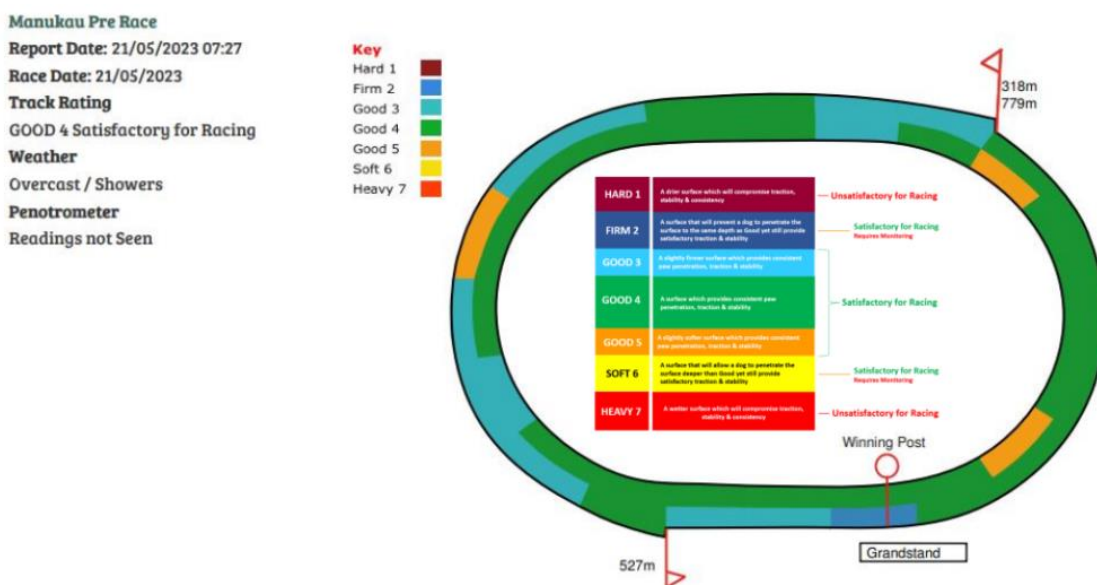
Phase II of the diagnostic programme was built around the introduction of a racing measurement tool known as the Going Stick. The Going Stick for use on greyhound tracks had been developed within Greyhound Racing Victoria in Australia and provides the most up-to-date and reliable performance data available.

The Going Stick objectively measures the combined penetration (firmness) and shear strength of racing surfaces and profiles. These are the two most significant forces exerted by a greyhound's paw when it meets the racing surface. These two factors represent a guide on the firmness and degree of traction experienced by a greyhound during trials and racing.

Phase II of this programme also provides track staff, GRNZ staff and potentially the RIB with real-time data relevant to water content, firmness and shear, via bluetooth and GPS technology. This data provides the best platform for identifying track inconsistencies or anomalies prior to dogs being compromised on track.

The rollout of Phase II commenced in April, with Going Sticks being utilised at all tracks except Invercargill which will be addressed in June with the delivery of the last Going Stick. Measurements are done every 10m in two places around the track to provide an assessment and then mapped accordingly. This is now being provided to Stewards and TAB NZ pre-race meetings. Further readings are taken over the course of the meeting to monitor any changes in conditions.

Below is an example of the reading which was provided prior to a recent race meeting at Manukau:



8. TRACK CURATOR AND STAFF TRAINING AND EDUCATION

Support, guidance and mentoring of all track staff is critical to the ongoing success of the Racing Safety and Track Maintenance Programme. As with other jurisdictions, New Zealand provides a range of experience, skills and capabilities in the area of track management.

Gone are the days of unskilled persons assuming a track management role, given the scrutiny on greyhound racing, international exposure and the desire to reduce track-related risks to improve overall greyhound welfare outcomes.

It is proposed to establish a Track Staff Mentoring Programme, which will see two-way travel between NZ and Australia, working with senior Australian curators as well as providing the opportunity for the Australian professionals to spend time on the local tracks to provide guidance.

26 April 2023 saw the first of what will become quarterly track staff workshops. These workshops will provide opportunities for all invited track curators and/or staff to contribute and provide input into matters that will directly affect their day-to-day work. There are currently three young track curators employed at various tracks that can drive improved standards and expectations throughout NZ into the future, and providing them with as much support as possible is a high priority.

9. RIB TRAINING AND EDUCATION

There was an initial meeting on this topic held between senior management from the RIB and GRNZ in December 2022.

Much of this discussion hinged around problematic tracks such as Manukau at the time, the remedial works, an overview of Phase II of the diagnostic programme and the proposed future communication processes that would provide support for both organisations.

It is proposed to carry out a series of three regional workshops for RIB stewards in May 2023. These workshops will provide an insight into track conditions, testing methods, communication and Phase II of the diagnostic programme, with emphasis on the data provided by the Going Stick.

10. NATIONAL INFRASTRUCTURE STANDARDISATION AND REPLACEMENT PROGRAMME

Lure infrastructure, in particular, across tracks nationally raises ongoing concerns around reliability, maintenance requirements and ultimately greyhound welfare.

The current situation at Cambridge is due to this issue, and it is important that a 3/5 year plan is established and built into the budgets, so as to ensure each track is fitted with the latest state-of-the-art lure infrastructure, irrespective of whether it is an electrical upgrade, rail restoration or a total replacement such as at Cambridge. Other track-related infrastructure that will fall within this programme will include synthetic grass mats, starting boxes, timing infrastructure and irrigation systems.

Development of an overall Infrastructure Plan will be a priority early in the 2023/24 season (August), once there is further clarity around the code's future funding levels.

Injuries

KPI INJURIES

2022/23		KPI INJURY COUNT & RATE	2021/22	
Count	per 1000	Season to 30 April	per 1000	Count
110	4.1	Major I 22-42 days	4.6	128
56	2.1	Major II more than 42 days	2.0	56
6	0.2	Euthanised by track vet or sudden death	0.2	5
172	6.44	KPI Injury Totals	6.82	189

GRNZ's injury KPI for this season is to reduce the rate of Major I and above injuries (those incurring stand downs of 22 days or more or euthanasia) by 10% on the Benchmark rate of 7.02 per 1000 starts.

On 30 April 2023, the rate was 6.4, down 8.3% on Benchmark. It is worth mentioning that on 15 December 2022, this rate stood at 6.89, but with resurfacing work carried out at Manukau, Addington and Wanganui since then, the rate for the past 4.5 months is 5.98, 14.7% below Benchmark.

MINOR INJURIES

2022/23		MINOR INJURY COUNT & RATE	2021/22	
Count	per 1000	Season to 30 April	per 1000	Count
32	1.2	Superficial 1-3 days	0.0	1
297	11.1	Minor 4-10 days	8.8	245
155	5.8	Medium 11-21 days	5.5	153
484	18.1	Minor Injury Totals	14.4	399
1396		Examinations Cleared of Injury		1084
2052	76.8	Total Post Race Examinations	60.4	1672

This season has seen the RIB increase their rate of post-race veterinary examinations by 27%, from just over 60 examinations per 1000 starters to just under 77 per 1000.

This additional screening has paid dividends with 83 more Minor injuries being detected than in the same period last year. Included in this are 32 superficial injuries (less than four days stand down) - compared with just one at the same time last season.

Detection of these injuries leads to appropriate treatment and rest, thus preventing them from potentially developing into something more serious.

INJURY REDUCTION STRATEGY

GRNZ has implemented an Injury Reduction Strategy, which comprises three focus areas:

1. Reducing racing incidents;
2. Assessing and reducing injury risk-factors; and
3. Improving track design and maintenance.

We are dedicated to reducing injuries, especially those of a serious nature, with some of our integral activities outlined in the above Track section.

Further, the Serious Injury Review Committee, which convenes at least bi-monthly, reviews all serious track injuries and provides recommendations on future preventative and mitigating measures.

We have recently commenced fortnightly races at Addington for bitches over the age of 3.5 years. Restricting these races to bitches means that these smaller greyhounds are racing against dogs of a similar size, and restricting the age to over 3.5 years old is a soft introduction to 'Masters' races in New Zealand. This is a concept that we will explore further once we have a straight track in operation.

However, the early signs are good, with the first such race being won by a bitch who had won only once before in 111 races. The lift in confidence she gained from this win saw her win twice more in her next four starts, taking her career from one win in 111 starts to four wins in 116 starts.

PREFERRED BOX DRAW RACING

Preferred Box Draw (PBD) Racing continues to expand. The concept was first introduced as a pilot in April last year for low-grade (C1) sprinters, and was an Australasian first at the time. We note that following a recent Injury Summit meeting in Australia, some Australian jurisdictions are now trialling PBD Racing.

We have been closely monitoring the results of PBD Racing, particularly with regards to injuries, collisions and fall rates.

Evidence shows that PBD Racing significantly reduces lateral collisions between greyhounds in a race. As could be expected, this has produced a significant reduction in the incidence of dogs falling (2.3 per 1000 in PBD races versus 4.0 in random box draw races) and consequently a reduction in the rate of fracture injuries (1.3 per 1000 in PBD races versus 2.8 in random box draw races).

PBD / RANDOM – RACE INJURY COMPARISON TO SUN 30 APR
01 Aug 22 to 30 Apr 23

INJURIES PER 1000 STARTS										
	Starters	1-10 days	11-21 days	22-42 days	43-90 days	Euth/Died	Total	Fracture	>21 days	Falls
PBD	7848	12.2	5.9	5.0	1.5	0.1	24.7	1.3	6.6	2.4
Random	11262	12.1	6.4	4.3	2.8	0.4	26.0	2.9	7.5	4.1

In recent months, we have expanded PBD racing to all sprint races (except Group and Feature events) at both Manukau and Wanganui, as well as all C2 sprint races nationwide. At Addington, trainers also now have the option of nominating their maiden greyhounds for either a PBD maiden sprint or a regular maiden sprint.

We will continue to closely monitor the outcomes of PBD racing, with a view to expanding the concept further in the future.

Euthanasia and Deaths

22/23 Mortality Data Q1, Q2 & Q3

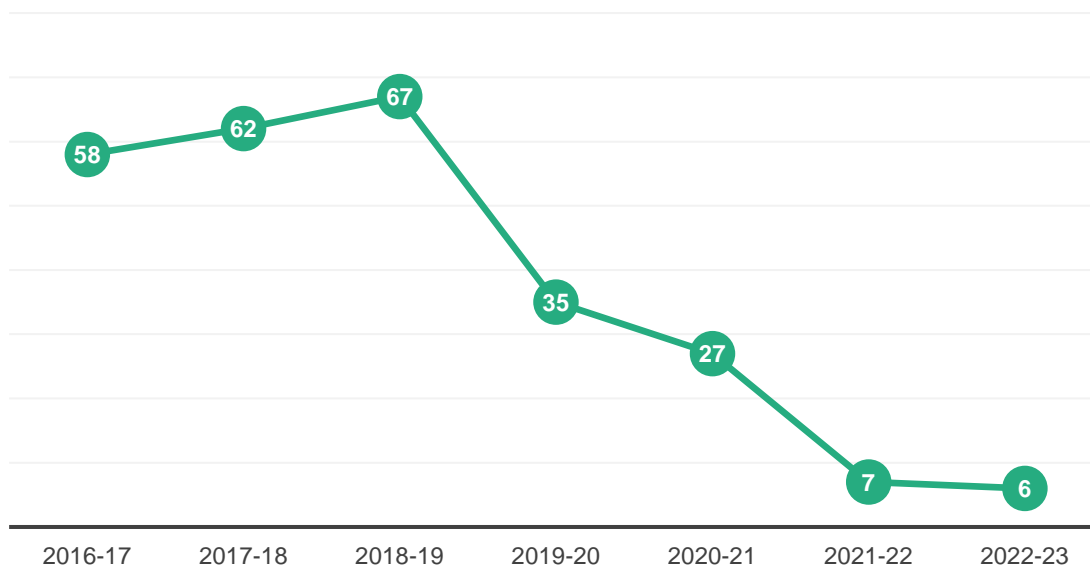
Count	%	Mortality Type & Cause
Euthanasia		
6	11.8%	Due an Injury in a Race
3	5.9%	Behavioural Euthanasia – Aggression
20	39.2%	Medical Euthanasia – Illness
22	43.1%	Medical Euthanasia – Accident/Injury
0	0.0%	Non-Medical (Trainer/Owner choice)
51	100.0%	Total
Death		
7	15.2%	Accident/Injury
39	84.8%	Age or Illness
46	100.0%	Total
97		Total Mortality

21/22 Mortality Data Q1, Q2 & Q3

Count	%	Mortality Type & Cause
Euthanasia		
5	4.3%	Due an Injury in a Race
10	8.5%	Behavioural Euthanasia – Aggression
47	40.2%	Medical Euthanasia – Illness
55	47.0%	Medical Euthanasia – Accident/Injury
0	0.0%	Non-Medical (Trainer/Owner choice)
117	100.0%	Total
Death		
5	7.0%	Accident/Injury
66	93.0%	Age or Illness
71	100.0%	Total
188		Total Mortality

There have been six euthanasias due to injury in a race in the 2022/23 racing season up to and including 30 April 2023, and one further euthanasia following an official trial. There have been three behavioural euthanasias (aggression), 20 medical euthanasias (illness), 22 medical euthanasias (accident/injury) and 0 non-medical/behavioural euthanasias.

GRNZ: Raceday Euthanasia due to Race Injury



As mentioned in previous Ministerial updates, the consistently low raceday euthanasia rate in recent years is attributable to the GRNZ Great Mates Rehoming Programme and the Rehabilitation to Rehoming Scheme, where GRNZ pays for the rehabilitation of greyhounds who are seriously injured at the racetrack before they are rehomed. Where euthanasia is the most humane option, greyhounds who incur serious raceday injuries are still euthanised, so as to minimise any undue suffering.

It should be noted that the mortality statistics include greyhounds who were retired as pets and kept within the industry. Out of the total mortality to 30 April 2023 of 97 greyhounds, 12 were industry pets aged over the age of nine years.

The GRNZ Euthanasia Policy came into effect in November 2022. It prescribes in what circumstances euthanasia is and isn't appropriate, and solidifies that euthanasia of healthy greyhounds (for no reason other than them being uncompetitive at the racetrack) is unacceptable and constitutes a breach of the Policy, which is enforceable under the GRNZ Rules of Racing.

So far, there have been three euthanasias which have not strictly complied with the conditions of the Euthanasia Policy, namely around seeking prior GRNZ approval. Closer investigation has shown that these euthanasias were justified, notwithstanding the fact they have technically fallen outside of the Euthanasia Policy.

Prohibited Substances

At the direction of the RIB, greyhounds are routinely tested for prohibited substances.

Up until 30 April 2023, one positive result (for arsenic) this season resulted in a trainer being charged and fined. In its decision, the RIB Adjudicative Committee said that, “it is the belief of the RIB that the most likely source of the threshold breach is from the Copper Chromium Arsenate (CCA) treated timber located in the kennel in which [the greyhound] was housed.” Accordingly, this can be regarded as a non-deliberate administration.

An RIB investigation is currently ongoing into a separate positive for a prohibited substance which occurred during the season.

Rehoming

So far this season, up to and including 30 April 2023, 310 greyhounds have been rehomed through the GRNZ Great Mates Rehoming Programme. An additional 43 greyhounds have been privately rehomed.

For the same period last season, 377 greyhounds had been rehomed through Great Mates, and 46 through private adoptions.

The current rehoming environment is challenging, reflecting similar issues being faced with the adoption of other dog breeds. Financial pressures and the opening of the borders with people travelling more, has seen adoption rates reduce on pre-Covid levels. This has placed pressure on the GRNZ Great Mates Rehoming Programme, with waiting lists expanding.

GRNZ understands this challenging environment and is working closely with our associated adoption agencies (Greyhounds As Pets (GAP), Nightrave Greyhounds, May Hounds and KiwiKiwi Hounds) to improve adoption rates across the country. A workshop in January was held for the first time with GRNZ and these agencies, aiming at seeking greater coordination of efforts and alignment of marketing strategies. Improved and more effective working relationships with these adoption agencies is seen as critical to future success in this area. A recent GAP Open Day, where 17 greyhounds were adopted (with many more later adopted as a direct result of the day), highlights what can be achieved through a more focused and coordinated approach.

In January, GRNZ engaged an independent consultant to undertake a review of all of GRNZ's rehoming and post-racing activities. Included within this was a review of GRNZ's Rehabilitation to Rehoming Programme (RTR), Great Mates and adoption activities.

The subsequent report was considered at our GRNZ Board meeting on 22 March 2023. This noted that GRNZ is generating reasonable outcomes currently, but these can be improved through implementation of a more cohesive and professional structure. Key recommendations were:

- Employment of additional resources to manage activities in this area
- Consolidation of contracts across partners, contractors and agencies
- An Auckland-based kenneling engagement site
- Increased investment and development of adoption foster programmes
- Further enhancement of Board reporting systems
- Utilisation of a programme for tracking RTR animal, vet and provider delivery
- Greater analysis of RTR information and data
- A racing exemption for waitlisted greyhounds

Management are currently reviewing the recommendations in this report and developing a timetable and programme for the actioning of these. This will then be given priority in the next quarter.

Governance

Strong governance continues to be exercised over GRNZ and the wider industry's animal welfare practices. Animal welfare continues to be a focal point at each GRNZ monthly Board meeting, with a recent focus on approving the updated Rules of Racing and Greyhound Welfare Standards.

The Animal Health and Welfare Committee (AHWC) meets formally six-weekly, with additional significant out-of-cycle issues dealt with remotely. A key development over the last quarter is the appointment of independent veterinary consultant Dr Allen Bryce as Chair of the AHWC, replacing Dr Jim Edwards. Dr Bryce has worked extensively in a regulatory veterinary capacity internationally and is a Councillor and Director of the Australian and NZ College of Veterinary Scientists. He has immediately added value in this new role to GRNZ's welfare activities.

The Serious Injury Review Committee (SIRC) continues to meet at least bi-monthly, reviewing all serious raceday and official trial injuries. The purpose of the SIRC is to monitor injury statistics, identify injury risk factors and make recommendations on corrective actions to the AHWC and the GRNZ Board. The SIRC comprises individuals with veterinary, integrity, statistical and racing experience to ensure a proactive approach is taken to better understand any underlying causes of serious injuries. This Committee plays a key part in GRNZ's Injury Reduction Strategy.

Ongoing Systems Development and Enhancement - Traceability

Priority over the last quarter has been afforded to system changes required to support the recent rule changes and new welfare standards. Key areas here have been the new weight variation and racing frequency rules, update of all registered addresses, administration of vaccination and microchipping requirements and support for the RIB kennel audits. Increased automatic alerts have been established to update LPs on pending administration deadlines and requirements.

Work has also commenced on GRNZ's data cleansing project, aimed at addressing older legacy issues with GRNZ systems and further ensuring the accuracy of GRNZ's database. This will be given further priority in the second quarter of 2023.

GRNZ has also engaged experienced racing administrator, Bill Colgan (former Acting CEO NZ Racing Board), to undertake an independent review of GRNZ's registration systems. Mr Colgan was the author of the 2013 WHK Report, which was the precursor to the 2017 Hansen Report, and consequently he has a good understanding of the issues involved and the need for robust, accurate and transparent systems. His review will be undertaken in May 2023 and will provide further assurance on GRNZ's recording and traceability of the greyhound population.

Our new Rules of Racing have allowed GRNZ to expand the tracking of greyhounds, as greyhounds retired and rehomed within the industry are now subject to the Rules and Welfare Standards, and therefore must be accounted for during RIB kennel audits.

Additionally, GRNZ is actively investigating options to electronically track greyhounds at all stages of their life cycles, and will be in a position to provide a detailed update on this in our next quarterly report.

Vaccinations

Vaccinations have been mandatory for the racing population since March 2022.

Vaccinations are also now mandatory for puppies and pets retired within the industry, with this requirement being inscribed in the new Rules of Racing which came into effect on 1 February 2023.

Below is the report on vaccination figures, as at 18 May 2023. GRNZ's Racing and Population Analyst regularly follows up on outstanding vaccinations, while GRNZ's Registrar and Racing Department ensure that greyhounds cannot be named or be nominated to race without current vaccinations.

REGISTRATION STATUS

Registration Type	Current		Due/expired		No Vacs History		Total
Pre-racing Whelped Between 1 Jan 21 – 23 Mar 23 in NZ & No De-reg Date	917	(84.9%)	104	(9.6%)	59	(5.5%)	1080
Racing Whelped since 1 Jan 10, in NZ, Has Racing Reg Date	1193	(96.1%)	48	(3.9%)	0	(0.0%)	1241

Education

GRNZ will introduce a Continuous Professional Development (CPD) Programme as a condition of relicensing for public trainers, owner trainers, littermasters and breeders for the 2023/24 season, with a view to rolling this out to all licence holders in the future. This mandatory education programme will be a first for any racing code in New Zealand. The first iteration of this training will focus on animal welfare and further educating and increasing LPs' awareness of the GRNZ Rules of Racing, the Greyhound Welfare Standards and key policies, such as the Euthanasia Policy.

GRNZ's CPD Programme will comprise online modules that individuals will be required to undertake prior to 1 August. It will be based on a similar model to that applied by TAB NZ with its Anti-Money Laundering training. GRNZ has purchased a licence for the software to undertake this training and is currently developing the material that will be covered. This will be reviewed by the Animal Health and Welfare Committee prior to its adoption, along with a focus group of trainers to ensure it is fit for purpose.

In addition to this, GRNZ has developed specific training modules for staff, contractors and adoption agencies involved in our Great Mates Rehoming Programme. This consists of nine modules, covering important topics such as socialisation, enrichment and body language, among others. This course will be delivered across two days, incorporating practical demonstrations, theory learning and online assessment. The training sessions are scheduled to take place in Cambridge, Christchurch, and Levin in April/May.

Dates

GRNZ has made submissions to TAB NZ on dates for the 2023/24 season. Dates for greyhound racing will be consistent with the current season, with generally two meetings per week in the Upper North, two per week in the Central Districts, four per week in Canterbury and one per fortnight in Southland.

Dates in each region are assessed on the available pool of greyhounds as part of GRNZ's population management programmes. The reduction from three per week to two meetings in the Central Districts is based on the decline in the dog population in the region with the 18-month closure of Wanganui. However, should the dog population increase again in that region, TAB NZ has confirmed that they are happy to allocate us a third weekly date in the Central Districts.

Appendix: Key Performance Indicators (KPIs)

In October 2022, GRNZ approved a series of animal welfare-focused KPIs, following consultation with the RIB. Each month, the GRNZ Board reviews performance relative to these indicators, determining and reassessing any priorities as a result. Following is an update report up to and including 30 April 2023.

With the benefit of hindsight, some items are of questionable value when assessing the industry's performance. For example, while expanding the industry's kennel capacity for rehoming is of interest, a more meaningful measure may be the quantity of greyhounds rehomed.

Additionally, the injury reduction KPI does not take into consideration that they are measured against a season where greyhounds were still racing at Forbury Park - and Forbury Park had the lowest injury rate in New Zealand.

While the current KPIs will be retained for full transparency and reporting purposes for the current 2022/23 season, the appropriateness of some items will be reviewed for future periods.

GRNZ KPIS - ANIMAL WELFARE

Category	Description	2022/23 YTD to 30 April 2023	2022/23 Target	2023/24 Target	2024/25 Target
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Background: GRNZ has implemented a Policy to ensure any euthanasia of registered greyhounds is carried out in line with GRNZ's Euthanasia Policy.

1 Euthanasia	No (zero) euthanasias outside of GRNZ's Euthanasia Policy	3	0	0	0
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Commentary on status of welfare KPI 1: Two euthanasias for aggressive dogs, and one 12.8yo pet. Reasons were legitimate (emergency / elderly LP) in both aggression cases, however were outside the policy in GRNZ approval not obtained prior to euthanasia. Investigated and LP's reminded of obligations.

Background: Reducing raceday injuries will be an ongoing focus for GRNZ through providing a world class racing environment. This will be enhanced through a number of new initiatives including track management, increased preferred box draw races, possible introduction of GPS technology to monitor racing incidents, and introduction of straight track racing.

2 Injuries	Reduce the number of injuries in races incurring stand downs of 22+ days. Measured as rate per 1,000 starters against a 2020/21 Benchmark of 7.02.	6.44 per 1,000 starters = 8.3% reduction	10% reduction	15% reduction	20% reduction
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Commentary on status of welfare KPI 2: A poor start to the season began to turn around from mid December, with the rate since Mon 12 Dec falling to 5.87 (-16.4%). Further expansion of PBD and track enhancements will assist this KPI. At Apr30 the rates of Falls, Fractures and Fatalities in PBD sprints were down 40%, 56% and 70% respectively on Random Draw sprints. NOTE: Forbury Park raced during the KPI Benchmark Season - ignoring Forbury the 2020/21 Benchmark jumps to 7.25 which at Apr30 we are bettering by 11.2%. Stats per track are: Manukau 9.7, Cambridge 7.3, Palmerston North 5.7, Wanganui 0.0, Addington 6.5, Ascot Park 2.5.

3 Injuries	Number of sprint races on straight tracks	0	96	390	702
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Commentary on status of welfare KPI 3: With the expected opening of the Wanganui straight track being deferred to September due to construction delays, the 2022/23 target will not be met. Conservative approach being adopted to get this project right before introduction.

4 Injuries	Percent of total races conducted as Preferred Box Draws	29.0%	25%	35%	40%
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Commentary on status of welfare KPI 4: 1046 PBD races out of 2561 in total.

Background: GRNZ is to increase education of its trainers in relation to their obligations and best practice with animal welfare. Education will focus on increasing trainers' awareness and professionalism, with training being mandatory as a condition of licensing.

5 Education	Registered persons participate in GRNZ continuous professional development and animal welfare training as a condition of their licence renewal	N/A	100%	100%	100%
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Commentary on status of welfare KPI 5: Not currently applicable as this is currently in progress to be completed by end of May and introduced for relicensing in June/July. Development of the training programme is in line with the set timetable, with a presentation on this to be made to the May GRNZ Board meeting.

Category	Description	2022/23 YTD to 30 April 2023	2022/23 Target	2023/24 Target	2024/25 Target
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Background: An increased focus will be placed in GRNZ systems on knowing the status and location of registered greyhounds (up to adoption).

6 Traceability	GRNZ knows where all registered greyhounds are domiciled	Racing Dogs 96% Non-Racing 87%	Racing dogs 100% Non racing 85%	Racing dogs 100% Non racing 95%	Racing dogs 100% Non racing 100%
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Commentary on status of welfare KPI 6: Results to date based on 43 RIB kennel audits. These provide an indicative measure of performance, noting that they reflect details at the time of the kennel visit and not overall industry compliance at a single point in time.

Background: Ensuring dogs have a life after racing will be an ongoing focus with GRNZ rehoming schemes along with having effective working relationships with adoption agencies.

7 Rehoming	All retired greyhounds have access to enter the Great Mates rehoming programme in a timely fashion	82% within 90 days	85% within 90 days	90% within 60 days	95% within 60 days
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Commentary on status of welfare KPI 7: Calculated based on greyhounds adopted 1 Aug-30 April and their waiting time to get into Great Mates. This is a national average and individual centres will have varying lengths of waiting list time. Ongoing challenges around rehoming.

8 Rehoming	Increase GRNZ supported rehoming kennel capacity to a total of	190	150	175	200
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Commentary on status of welfare KPI 8: 2022/23 target met with the current capacity of GRNZ kennels.