



GRNZ
Animal Welfare
Quarterly Progress Report

31 October 2023

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Executive Summary

Greyhound Racing New Zealand (GRNZ) provides an update to the Minister for Racing quarterly, which details the greyhound racing industry's ongoing progress in the animal welfare space. All previous reports are publicly available on the GRNZ website, under Stakeholder News.

This report details key activities between 1 August 2023 and 31 October 2023. We have also included an update on our Animal Welfare Key Performance Indicators (KPIs) as an Appendix.

Key highlights for the quarter have included:

- A reduction in KPI injuries by 19.2% on the benchmark rate;
- The expansion of Preferred Box Draw races to nearly all sprint races;
- The extension of the diagnostic-based track management programme; and
- A new organisational structure in the rehoming area.

GRNZ continues to work closely with the Racing Integrity Board (RIB) on a comprehensive workplan to facilitate the best possible animal welfare outcomes for our industry and our greyhounds.

We have often stated that animal welfare is our utmost priority, and this is clearly demonstrated through our ongoing activities outlined in this report.

GRNZ firmly believes that there is no justification to close greyhound racing in New Zealand. Based on the evidence, we consider that our sport clearly deserves to maintain its social licence, subject to ongoing monitoring from an independent party.

Injuries

KPI Injuries

2022/23		KPI INJURY COUNT & RATE		2023/24	
Count	per 1000 starters	Season to 31 October		Count	per 1000 starters
36	3.9	Major I 22-42 days		33	3.6
20	2.2	Major II more than 42 days		18	2.0
3	0.3	Euthanised due to an injury in a race		1	0.1
59	6.46	KPI Injury Totals		52	5.67

Last season, GRNZ's injury KPI was to reduce the rate of Major I and above injuries (those incurring stand downs of 22 days or more or euthanasia) by 10%, as measured against the 2020/21 benchmark rate of 7.02 per 1000 starters.

In our previous quarterly report, we noted that we had missed achieving our target by one injury; however, it was subsequently found that one injury had been incorrectly classified during the season, and this meant that GRNZ did achieve its 2022/23 target.

GRNZ's KPI for the 2023/24 season is to achieve a 15% reduction on the benchmark rate, which equates to 5.97 per 1000 starters.

As at 31 October 2023, the rate of KPI injuries was down 12.1% on last season and down 19.2% on the benchmark of 7.02 per 1000 starters. However, this comes with the caveat that November 2023 unfortunately saw a small spike in KPI injuries, which is not atypical for this time of year, according to annual trends.

GRNZ will continue to strive for continuous improvement in this area going forward, with the implementation of our track programme already resulting in demonstrative improvements over the past year.

Minor Injuries

2022/23		MINOR INJURY COUNT & RATE		2023/24	
Count	per 1000 starters	Season to 31 October		Count	per 1000 starters
99	10.8	Minor 1-10 days		119	13.0
54	5.9	Medium 11-21 days		42	4.6
153	16.7	Minor Injury Totals		161	17.6
371	40.6	Examinations Cleared of Injury		502	54.8
583	63.8	Total Post-Race Examinations		715	78.0

The increase in the rate of post-race veterinary examinations, which commenced in December 2022, continued through the first quarter of 2023/24, with a 22.3% increase in total post-race veterinary examinations. This increase resulted in a 19.8% increase in the minor (1-10 day) injury category findings, where more examinations led to the discovery and reporting of more minor skin wounds and injuries. The rate of medium (11-21 day) injuries fell by 22.5%.

GRNZ proactively continues to be supportive of the RIB's approach to examine more greyhounds post-race, as it leads to appropriate treatment and rest, thus potentially preventing the injuries from developing into something more serious.

Preferred Box Draw Racing

As mentioned in our previous quarterly report, Preferred Box Draw (PBD) Racing has now expanded to all sprint races nationwide from 1 August 2023, excepting recognised (feature) races.

Of the 1,251 races run in the first quarter of the 2023/24 racing season, 807 were PBD races. The KPI injury rate in PBD races was 4.6 per 1000 starters compared to 7.3 per 1000 starters in other races.

GRNZ will continue to closely monitor the outcomes of PBD racing, with a view to further expansion in the future to middle distance races. Notably, a number of Australian jurisdictions, encouraged by the injury reduction realised in New Zealand, are now trialling PBD racing.

PBD/Random Sprint (up to 456m) Race Injury Comparison 1 August 2023 to 31 October 2023

INJURIES PER 1000 STARTERS										
	Starters	1-10 days	11-21 days	22-42 days	43-90 days	Euth/ Died	Total	Fracture	>21 days	Falls
PBD	6029	13.6	4.0	2.8	1.8	0	22.2	1.8	4.6	2.8
Random	327	12.2	9.2	9.2	3.1	0	33.6	3.1	12.2	3.1

Non-Raceday Injuries

Raceday Stewards' reports contain the non-raceday injuries which are captured through scratchings, which GRNZ already reports on.

However, GRNZ is also keen to capture serious injuries which occur outside of raceday and are not alerted through scratchings. Therefore, GRNZ is currently exploring the possibility of introducing a rule which will require trainers to notify GRNZ of injuries incurred outside of raceday that will likely preclude a greyhound racing for a period of 60 days or more.

If such a rule is introduced, greyhound racing will be the first racing code in New Zealand to introduce the mandatory reporting of non-raceday injuries.

GRNZ is currently in the consultation stage with the GRNZ Racing Committee, and will provide a further update on this in our next quarterly report.

Euthanasia and Deaths

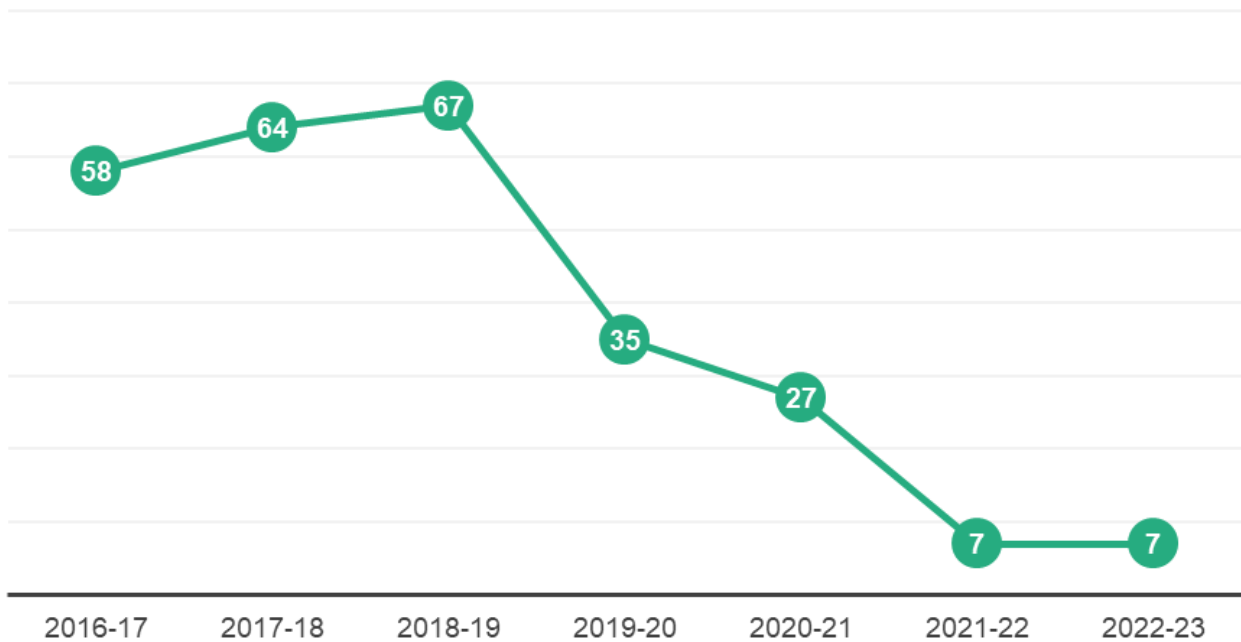
2022/23 and 2023/24 Statistics between 1 August and 31 October

2022/23		Mortality Type & Cause	2023/24	
Count	% All euthanasia / deaths	Euthanasia	Count	% All euthanasia / deaths
3	10.0%	Due to an Injury in a Race	1	11.1%
1	3.3%	Behavioural Euthanasia – Aggression	0	0.0%
10	33.3%	Medical Euthanasia – Illness	5	55.6%
11	36.7%	Medical Euthanasia – Accident/Injury	1	11.1%
0	0.0%	Euthanasia (no reason provided)	0	0.0%
5	16.7%	Aged Euthanasia	2	22.2%
30	100.0%	Total	9	100.0%
		Death		
9	42.9%	Accident/Injury	3	18.8%
12	57.1%	Age or Illness	13	81.2%
21	100.0%	Total	16	100.0%
51		Total Mortality	25	

A combination of the introduction of the GRNZ Greyhound Euthanasia Policy and ongoing education (focused on responsibilities under the new GRNZ Rules of Racing and Greyhound Welfare Standards) have resulted in greyhound deaths and euthanasia continuing the downward trend now seen for several seasons. The elimination of euthanasia (no reason provided) simply because a greyhound is no longer competitive at the racetrack has been a key milestone in recent years.

The GRNZ Greyhound Euthanasia Policy, introduced in November 2022, prescribes the responsibility of all LPs to rehome retired greyhounds and also in which circumstances euthanasia of greyhounds may be acceptable for humane reasons on veterinary advice. Breaches of the Policy are enforceable under the GRNZ Rules of Racing.

GRNZ: Raceday Euthanasia due to Race Injury



As demonstrated by the graph above, recent years have seen a significant drop in the number of raceday euthanasias. This is largely attributable to the GRNZ Great Mates Rehoming Programme and the Rehabilitation to Rehoming Programme. In the reporting period, there was one euthanasia due to an injury in a race between 1 August 2023 and 31 October 2023.

Where euthanasia is the most humane option, on-track veterinarians may still offer euthanasia under the GRNZ On-Track Euthanasia Guidelines for greyhounds who incur serious raceday injuries. All other seriously injured greyhounds, who are given a good long-term prognosis by an independent veterinarian, are provided surgical care and rehabilitated before being rehomed, all at GRNZ's cost. This is contrary to the myth commonly perpetuated by certain groups.

Rehabilitation to Rehoming Programme

The Rehabilitation to Rehoming (RTR) Programme was first introduced in January 2021, and has been operating under a formal Policy since February 2023.

The RTR Programme caters for the off-track diagnostic tests, off-track treatments (including surgery), post-surgical physiotherapy and rehabilitation of greyhounds who are seriously injured at the tracks and it creates a pathway directly into rehoming once a veterinarian signs off that the greyhound has completed therapy and is ready to be rehomed. There is currently no hard timeline for the duration of RTR and each case is treated according to veterinary advice and the dog's own progress.

Very occasionally, complications may require a decision to be made regarding euthanasia of a greyhound in the RTR Programme. Any greyhound within RTR (or the GRNZ Great Mates Rehoming Programme) which requires additional surgical care or other life-changing decisions, undergoes scrutiny and decision-making by an independent veterinary panel composed of members of the GRNZ Animal Health and Welfare Committee.

In these rare cases, this sub-panel will meet and review clinical case notes and the greyhound's full veterinary history, and make decisions regarding proceeding with treatment, changing treatment options, or whether euthanasia is the most appropriate course of action for the welfare of the greyhound concerned. These decisions are not made lightly, and the experts on the sub-panel provide the necessary veterinary expertise, scrutiny and independence required to make these decisions in the best interests of the greyhounds.

Track Management

GRNZ's multifaceted track management programme continues, under the expert guidance of our Racing Safety & Infrastructure Manager.

Key developments in the first quarter of the 2023/24 racing season are detailed below.

1. Canterbury Region Second Track

Development of a second track in the Canterbury region has progressed to where Ashburton has been identified as the preferred site. It is proposed to construct the greyhound track inside both the harness and thoroughbred tracks. There are a number of considerations that make Ashburton the preferred site, including proximity to Christchurch, available land inside the harness track and the existing associated building infrastructure.

Preliminary works commenced on 6 November 2023, with a detailed site survey being undertaken. Geotechnical consultants have been engaged to carry out an on-site exploratory investigation into the suitability of the natural ground to support the construction of the track and associated racing infrastructure.

Design engineers, Covey Associates Consulting Engineers (who are based in Australia and have a long history of greyhound track design and construction), have been engaged to carry out the provision of the initial concept track designs. They have been provided with a simple brief to look at the design of a single track that encompasses both a straight and a one-turn curved track.

2. Wanganui Straight Track

The Wanganui straight track continues to move towards completion. The actual racing surface has recently been handed over to GRNZ and our staff to now manage and maintain the track, and develop it from a construction project into a consistent and satisfactory surface for all greyhounds.

Associated infrastructure, such as the starting boxes, catching pen area, fencing, installation of the drag lure and other miscellaneous works are expected to be completed prior to Christmas. Some more significant building structures, such as the judge's room, lure driver tower, starting box shelter and camera platforms, whilst underway, are not expected to be completed until late January 2024.

An Open Day for all interested Licensed Persons (LPs) and industry stakeholders to walk on and through the straight track site will take place on Sunday 17 December. GRNZ will provide background information on some of the inclusions and initiatives built into New Zealand's first straight track.

3. Remediation and Upgrading of Existing Tracks

A decision was made on 26 September 2023 to temporarily close the Addington track due to concerns being raised by track staff prior to racing on that day.

GRNZ engaged a surveyor, geotechnical consultant using ground penetrating radar to provide feedback on the focused base condition and potential ground variation. These results were presented to an industry forum at Addington on 11 October 2023, which highlighted there were historical issues that would require more intensive and comprehensive rectification works. It

provided the opportunity to further investigate legacy design factors to be included into the proposed rectification programme.

The current situation sees Addington continuing to race under a new track management structure, overseen by GRNZ. There is no definitive timeline on how long racing will continue at Addington prior to closing to complete the remediation, and progression on the second Ashburton track will have some impact on timing relative to the Addington decision.

GRNZ and the Christchurch Greyhound Racing Club have since held a meeting with LPs and interested stakeholders on 12 December 2023 to provide an update on Addington.

4. Establish a Track Infrastructure Replacement Programme

The condition and age of much of the track-related infrastructure remains a focus moving into 2024 and beyond.

SafeChase lures have been introduced into both Cambridge and Manawatu over the past six months, and they are proving to be successful from both a reliability and performance perspective. It is proposed that the third SafeChase will be introduced into Addington in the first half of 2024, with potentially Hatrick receiving the fourth lure.

Upgrades to the irrigation systems at Cambridge and Hatrick are underway. Hatrick is a minor upgrade, consisting of the fundamental removal and relocating of the sprinklers relative to the safety rail position, whilst Cambridge will see a complete comprehensive upgrade of the system. This will provide the track staff with a far more functional and versatile automatic system, which will in turn provide greater and more consistent water application through the night hours and over weekends.

Whilst most tracks have partial safety rail or internal fences installed, it is the intention to have all tracks fully enclosed with either a safety rail or fence, or combination of both over the next six months.

There have been manufacturing delays with the Auckland safety rail components out of Australia. Although this is not ideal, it is expected that they will be shipped over the Christmas/New Year period, with installation scheduled for January 2024. The installation of the safety rail will not impact the trial or racing schedule.

Starting boxes remain the final major infrastructure requiring progressive upgrade. Clubs have previously sourced starting boxes, with Steriline being the preferred supplier. A replacement programme has been established, with the highest usage original boxes being prioritised for replacement.

Addington has new starting boxes ready for installation in February 2024. It is then the intention to look at reconditioning the original boxes and installing them into Cambridge for the interim, until new boxes are procured for installation.

The proposed redevelopment and upgrade of the Manukau track remains a focus, subject to the Auckland Council's decision with regards to the future lease and tenure of the lease from 2024 onwards.

5. Introduce Track and Infrastructure Minimum Standards and Guidelines

The Track and Infrastructure Minimum Standards and Guidelines document will provide all track staff with a clear understanding of the required outcomes when performing all management, maintenance and monitoring procedures.

The draft form of this document was presented to track staff at the September 2023 Track Staff Workshop, providing them with the opportunity to provide input and comment. The general response was supportive, with a clear understanding and acknowledgement of the need for and purpose of this document.

The final draft will be ready for presentation and consultation with the RIB in late December 2023, and the intention is to implement the guidelines in early 2024.

6. Track Curator and Staff Education

The first New Zealand Track Staff workshop was convened in April 2023, with the second forum held in September 2023. All tracks have been represented at the workshops and subsequent feedback has supported the ongoing arrangement of these types of forums.

Four new track curators have been employed in 2023 directly by GRNZ as part of the track staff realignment programme to work at and manage the Hatrick circular track, as well as the new straight track, Addington, Cambridge and most recently, Manawatu.

Direct employment of all track staff by GRNZ provides greater opportunities for improved management and performance outcomes, whilst driving improved welfare outcomes. Identification and retention of suitable individuals remains one of the greatest challenges within the track management space.

7. Convene Industry Workshops relating to Track Management Topics

As with track staff, education and improved communication with industry stakeholders is vital moving forward. Whilst persons within this industry will always have their own opinions on what is right and wrong, acceptable and unacceptable, GRNZ is focused on ensuring that information that will be useful or beneficial in advising or educating the majority of the industry or specific sectors within it is at least available.

This includes the scheduled LP roadshows and engagement forums, as well as providing information to the RIB and the stewards panel as required or requested.

Track Management topics were presented and discussed at the GRNZ roadshow forums in September 2023. Two subsequent forums have been arranged to provide specific updates to industry stakeholders in the Canterbury region.

8. Establishment of the Racing Safety Advisory Group

Unfortunately, time has not yet permitted the formation of this industry advisory group. However, it is intended that the Racing Safety Advisory Group will be established in February 2024.

This industry advisory group will provide GRNZ and industry stakeholders with the opportunity to gain a better understanding of racing safety related matters. This forum will provide the opportunity for GRNZ to have ongoing and regular dialogue with stakeholders, including LPs, whilst providing an effective channel to raise matters of importance and significance.

Any recommendations coming from within this group will be assessed and where appropriate, implemented as part of the ongoing working strategy on racing safety. This group will not have any decision-making powers; however, it can and will be expected to assist in providing considered and constructive input on proposals and matters relevant to the Racing Safety Strategy.

The role of the Racing Safety Advisory Group will include providing strategic level advice and guidance on racing safety related track, infrastructure and welfare matters that may be referred to the group by the GRNZ Board or Senior Management, Industry Sub-Committees, Independent Consultants, industry representative bodies or individual LPs or stakeholders. The Racing Safety Advisory Group's role will involve advice around:

- Monitoring of the Racing Safety Strategic Plan and providing input for review;
- Researching initiatives to support evidence-based improvements, interventions and initiatives; and
- Education, support and communication with stakeholders and LPs in relation to improved technologies and racing safety outcomes.

Additionally, they will:

- Represent their stakeholder groups;
- Contribute ideas with potential to enhance the racing safety programme; and
- Raise and discuss topical issues or concerns that may impact racing.

It is proposed that the Racing Safety Advisory Group will include representation from the following:

- Chairperson (GRNZ Appointment)
- Up to three LP Representatives (North, Central and South)
- A nominated Club Manager
- Up to two Track Curators or Regional Track Manager
- GRNZ Welfare Manager
- GRNZ Racing Manager
- GRNZ Racing Safety & Infrastructure Manager
- RIB Chief or Deputy Chief Steward

Rehoming

1. Adoption Statistics

Between 1 August 2023 and 31 October 2023, 97 greyhounds were adopted through the GRNZ Great Mates Rehoming Programme (Great Mates). An additional 28 greyhounds were privately rehomed or rehomed within the industry.

This is an overall minor decrease of 10 greyhounds on the same period last season, when 121 greyhounds were adopted through Great Mates, and 14 through private adoptions or rehomed within the industry.

The current average adoption rate in the first quarter would result in around 500 adoptions this season (1 August 2023 - 31 July 2024).

While all animal rehomingers are currently experiencing challenges in the current economic climate, GRNZ has seen a pleasing uplift in adoption numbers since our Welfare Strategy and Operations Manager began in August 2023. Notably, November 2023 saw the highest monthly number of greyhound adoptions in over two years, with 81 greyhounds being adopted in November alone.

GRNZ is looking to maintain this forward momentum, which will help to alleviate the waiting list length for retired greyhounds waiting to enter Great Mates. To achieve this goal, GRNZ has focused on increased relationship building with the four adoption agencies, additional marketing of adoption days and other community engagement events. Adding to this activity, the Great Mates venues are also directly adopting and fostering greyhounds from their own sites on a smaller scale.

2. Special Adoption Events

In the first quarter of the 2023/24 season, GRNZ, Great Mates and the rehoming agencies have placed a considerable focus on community engagement. Events have taken place nationwide, such as adoption days and public walks, and have included already established market days, A & P Shows, events at our own Great Mates venues and being part of the Great Global Greyhound Walk. This walk is carried out on the same day in cities around the world, and around 30 countries participate in more than 400 walks. Each walk contributes to social media coverage and enhanced awareness of greyhounds.

Having the public attend these events, and having greyhounds accessible to them, is the best vehicle to increase adoptions and fostering. Many questions and perceptions can be discussed face-to-face and are well-received. Each event results directly in adoptions, and also results in a number of applications to adopt. This allows the adoption agencies to provide advice on what is required within the home for a greyhound and to correctly match the greyhound to the family's situation.

Many other events are already planned for the remainder of this season.

3. Private Rehoming

The private rehoming of greyhounds by either owners or trainers, directly to a pet home, has always occurred. Many of the greyhound racing community actively seek forever homes for their retired greyhounds and they ensure that the greyhound finds a home that suits the family situation.

All greyhounds rehomed, regardless of how (privately or via Great Mates with adoption agencies), are required to be desexed, vet health checked and have a dental check and treatment, which are funded by GRNZ. The details of where the greyhound is adopted to are also recorded by either the agencies or GRNZ for private rehomes, with veracity checks on the greyhound's whereabouts being carried out. This ensures the traceability of the greyhound at the end of its registration with GRNZ.

For greyhounds in Great Mates, a behavioural assessment is carried out to determine if any additional training is required before adoption.

For private rehomes, the assessment is carried out by the owner or trainer, given they know the greyhound's traits and have been with it for its life.

GRNZ has commenced work on a more formal assessment declaration process for private rehomes to assist those doing so. This will take the form of advice on what traits are suitable for rehoming greyhounds, and others, if any, that should result in more formal assessment and training being carried out at the Great Mates venues.

4. Additional Education

As part of a programme of increased education, GRNZ, in association with K9 Fundamentals, are currently developing 17 education modules for its staff at all Great Mates venues. Topics include Nature and Nurture, Body Language and Communication, Enrichment, Impulse Control, Lead Handling and Recall. These modules will be rolled out to staff in 2024, which will enhance their knowledge and further hone their skills to deal with and appropriately train greyhounds for rehoming.

During the 2024 calendar year, it is intended that additional modules will be created for LPs, with socialisation and enrichment forming part of the 2024 mandatory relicensing training.

5. Behavioural Assessment Review

During the first quarter of this season, GRNZ has additionally engaged K9 Fundamentals to carry out a detailed review of the behavioural assessment process carried out by our Great Mate venues. This review will take place in early 2024, following completion of the educational modules for Great Mates staff.

Each assessor throughout New Zealand uses the SAFER assessment process as their guideline. As the greyhounds are at the Great Mates venues for a reasonable period of time, longer observational assessments are also carried out and documented to monitor the improvement of the small group of greyhounds that require additional training support. The purpose of this review is to examine what other assessment procedures are used in other jurisdictions, and to offer any additional advice that might improve the process. Whilst there is no fundamental issue with the current process, GRNZ feels reviewing it and pushing forward with any suggested improvements is worthwhile.

Systems and Traceability

1 August 2023 - 31 October Summary

Various system enhancements have been made in the first quarter of the season, which improve efficiencies in GRNZ's operations or provide new functionality. These include:

- A system flag for PBD races that allows GRNZ to indicate which classes and distances are PBD races, so that PBD is automatically added to the race name. A key benefit of the flag is in reporting - especially the incident/injury report, so that reporting on injuries for PBD races is easier.
- FinishLynx has been implemented, which means that finishing positions and timings are automatically uploaded into the GRNZ system, instead of being manually entered by the Club.
- Improvements to system reports for GRNZ and RIB users.
- All staff have completed a cyber security refresher using the Chameleon online learning system.

Access to Web

Work has continued on the Access to Web (A2W) project over the last month of this quarter. The A2W project has the following objectives:

- Migrate the data and applications that are currently in an Access database to a web interface;
- Re-engineer processes and workflow of functions in the Race Day and On Track applications;
- Reduce risk associated with using Access 2007 for database functionality; and
- Ensure that GRNZ has a modern platform that will support business needs in the future.

Current state documentation is complete for the On Track application, and process and requirements workshops have been held. Requirements have been provided to GRNZ's software vendor. The project is significant, and will take several months to complete.

eTrac

The due diligence activities during the quarter for eTrac have included identification of integration areas into the GRNZ system, and assessment of traceability options within the existing system.

Governance

GRNZ Rules of Racing

GRNZ continues to work with the RIB on Tranche 2 of the GRNZ Rules of Racing. While progress in this area hasn't been as swift as the parties would like, it should be noted that the focus of Tranche 2 is largely administrative, given Tranche 1 addressed material animal welfare issues and enhancements identified by GRNZ and the RIB.

GRNZ and the RIB will spend the second quarter of the second season addressing and updating mutually agreed upon rules as a matter of priority.

Animal Health and Welfare Committee and Serious Injury Review Committee

The GRNZ Animal Health and Welfare Committee (AHWC) convenes bi-monthly, with minutes for every meeting published on the GRNZ website once they become ratified. During this reporting period, the Committee considered the greyhound population census and other relevant reports from the RIB audit programme, as well as receiving updates on GRNZ policy development, greyhound injury statistics, GRNZ track development projects and developments across other greyhound racing jurisdictions internationally. They also considered research projects relevant to greyhound welfare and received updates of current research projects. The Committee also discussed and agreed its forward workplan for 2024 and dates for future meetings.

The Serious Injury Review Committee (SIRC) held its eighth and ninth meetings during the current reporting period (1 August - 31 October 2023). The Committee continued its work in deliberating on the risk factors associated with serious injuries and their mitigations. Developments included the proposed Return to Racing Fitness Guidelines and Policy settings, the expansion of PBD racing, and the effect of age on the risks associated with serious muscle injuries in greyhounds. Racing frequency and intensity continue to be considered high risk factors in older greyhounds and those returning from significant layoffs.

Education

GRNZ held a series of regional roadshows in September 2023, the second series of roadshows for the year. The latest round included a focus on track standards and animal welfare, and also provided LPs with the opportunity to ask questions and engage in discussion with GRNZ management in person.

GRNZ has now sought formal feedback from LPs and the RIB on the Continuous Professional Development Programme, and this feedback will help to inform next year's content and format.

Vaccinations

Vaccinations have been mandatory for the racing population since March 2022. Vaccinations are now also mandatory for puppies, pets retired within the industry and greyhounds retired for breeding purposes, with these requirements being inscribed in the new GRNZ Rules of Racing which came into effect on 1 February 2023. Litters cannot be registered unless they are microchipped and vaccinated at eight weeks.

Notably, registered greyhounds are the only canines required to maintain current vaccination status.

Below is the report on vaccination figures for the first quarter of the 2023/24 racing season. GRNZ continues with its quality control measures, which includes the GRNZ Racing and Population Analyst regularly following up on outstanding vaccinations. Additionally, GRNZ's Registrar and Racing Department ensure that greyhounds cannot be named or be nominated to race without current vaccinations, while GRNZ's systems prevent nomination if a greyhound's vaccination has expired.

Vaccination rates progressed in the right direction during the first quarter of the 2023/24 racing season. The pre-racing population dropped slightly, but the percentage of current/due greyhounds remained at 95%. The racing population increased slightly and all but one of the 1,302 greyhounds were current or due on 31 October 2023, and that one greyhound was vaccinated early in November.

The breeding female population grew marginally again this quarter, and all but one were current on 31 October 2023. There was also a notable increase in the rate of vaccination amongst retired (not for breeding) greyhounds within the industry.

REGISTRATION STATUS

Registration Type	Current		Expired		No Vacs History		Total
Pre-racing <small>Whelped between 1Jan21-5Sep23; >8 weeks old In NZ & no De-reg Dates</small>	798	(95.6%)	12	(1.4%)	25	(3.0%)	835
Racing <small>Whelped since 1Jan18, In NZ, Has Racing Reg Date</small>	1301	(99.9%)	1	(0.1%)	0	(0.0%)	1302
Retired for Breeding (B) <small>Whelped since 1Jan10, In NZ, Has Status "Retired for Breeding", Females</small>	130	(99.2%)	1	(0.8%)	0	(0.0%)	131
Retired for Breeding (D) <small>Whelped since 1Jan10, In NZ, Has Status "Retired for Breeding", Males</small>	11	(100.0%)	0	(0.0%)	0	(0.0%)	11

Retired In Industry (Not Breeding)	528	(63.2%)	292	(35.0%)	15	(1.8%)	835
Whelped since 1Jan10, In NZ, Retired In Industry							

Population

Breeding numbers continued on a downward trajectory with August, September and October 2023 all down around 40% on the same months in 2022.

However, there have pleasingly been some positive signs this quarter, with the number of females retired for breeding increasing, and a boost in services. With the average litter size of six puppies as a guide, November 2023 is on target to produce over 90 puppies, compared to 82 last year. December and January 2023 are on track to match the figures of last year, so numbers appear to have stabilised. Surety around the industry's future would be the biggest assistance with giving LPs the confidence to breed.

Prohibited Substances

Between 1 August 2023 and 31 October 2023, 787 greyhounds were routinely tested for prohibited substances at the direction of the RIB, which equates to 8.6% of starters (9,165). This number includes out-of-competition tests and greyhounds who were tested at the trials.

There were two positive swabs for arsenic, with both of those currently awaiting hearings. A further update will be provided in the next quarterly report. Previous positive cases for arsenic have been attributable to dogs ingesting it from treated wood.

As is always the case, GRNZ continues to support the RIB in all investigations and ensuing outcomes in relation to positives for prohibited substances. The welfare of our greyhounds is paramount, and the integrity of our sport must be upheld to the highest possible standard.

Stakeholder Engagement

GRNZ continues to focus on transparent stakeholder engagement. All key documents are publicly available on the GRNZ website, including the 2023 Annual Report, all Quarterly Reports and all GRNZ Animal Health and Welfare Committee minutes.

GRNZ continues to engage with all key stakeholders regularly via a range of mediums.

GRNZ continues to liaise closely with the RIB, with regular meetings held between the two organisations.

Appendix: Key Performance Indicators

As previously documented, our animal welfare-focused Key Performance Indicators (KPIs) have been in the process of being reviewed and refined, and this is reflected in the update below. The purpose of this refinement has been to ensure that the KPIs are appropriate, relevant, realistic, meaningful and fit for purpose.

GRNZ continues to report on these KPIs monthly to the GRNZ Board, and quarterly in these reports. Following is an update report for the period 1 August 2023 - 31 October 2023.

GRNZ KPIs - Animal Welfare - Performance between 1 August 2023 and 31 October 2023

Category	Description	2023/24 season to 31 October 2023	2023/24 Target	2024/25 Target	2025/26 Target	
<p>Background: GRNZ has implemented a Policy to ensure any euthanasia of registered greyhounds is carried out in line with GRNZ's Greyhound Euthanasia Policy.</p>						
1	Euthanasia	Euthanasias outside of GRNZ's Greyhound Euthanasia Policy	0%	<4% of total euthanasias	<2% of total euthanasias	<2% of total euthanasias
<p><i>Commentary on the status of Welfare KPI 1: KPI adjusted from a target of zero, which was considered unrealistic. Having it as a percentage of total euthanasias aligns with other KPIs and is considered more meaningful, relevant and achievable. The improvement in 2024/25 is on the basis that the Policy will have been in place for two years and LPs should be fully cognisant of its requirements.</i></p> <p><i>In the first three months of the season, no unapproved euthanasia has been noted.</i></p>						
<p>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.</p>						
2	Injuries	Reduce the number of Category D injuries in races as per GA classifications (22+ days). Measured as rate per 1000 starters against a 2020/21 Benchmark of 7.02	5.67 per 1,000 starters = 19.2% reduction (6.30 in 2022/23)	15% reduction (5.97 per 1000 starters)	17.5% reduction (5.79 per 1000 starters)	20% reduction (5.62 per 1000 starters)

Commentary on the status of Welfare KPI 2: The target for 2024/25 has been reduced from 20.0% to 17.5%, as this is considered more realistic. GRNZ initiatives are expected to see this reduction plateau at an anticipated reduction of 20% in terms of how much reduction can be achieved - with NZ already operating at a lower rate to Australia.

It has been an encouraging start to the season, with this injury rate down, despite issues with the Addington track in the period.

3	Serious Injuries	Reduce the number of Category F injuries as per GA classifications Measured as rate per 1000 starters against a 2020/21 Benchmark of 2.44	2.07 per 1000 starters (15.1%)	15% reduction (2.04 per 1000 starters)	17.5% reduction (1.98 per 1000 starters)	20% reduction (1.92 per 1000 starters)
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Commentary on the status of Welfare KPI 3: GA's "Category F" is designed to remove inter-seasonal quantitative issues by qualitatively listing the types of injuries that apply:

- death or euthanasia on track;
- any skull or spine fracture or paralysis (partial or complete);
- any long bone fracture (i.e. humerus, radius/ulna, femur or tibia);
- a hock fracture/dislocation where the stand down period is 60 or 90 days;
- metacarpal/metatarsal fracture where the stand down period is 60 or 90 days;
- any other joint injury where the stand down period is 60 or 90 days;
- a skin injury where the stand down period is 60 or 90 days;
- a soft tissue injury (including muscle injury) where the stand down period is 90 days.

There were 102 such injuries in the Benchmark year (some were only given 28-day stand downs) at a rate of 2.44 per 1000 starters.

Up to 31 October 2023, there have been 19 such injuries (the two 60-day broken/dislocated toes don't count) - a rate of 2.07. For comparative purposes, for the 2022/23 season, there were 76 Category F injuries, at a rate of 2.08.

4	Injuries	Number of races on straight tracks	0	150	300	600
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Commentary on the status of Welfare KPI 4: Targets for the next three years have been adjusted to reflect: Wanganui straight track being operational in the second half of the 2023/24 racing season; and a new straight track being introduced in the South Island for the 2025/26 season.

Wanganui straight track to commence racing early 2024.

5	Injuries	Percentage of total races conducted as Preferred Box Draws (PBD)	65%	60%	65%	70%
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Commentary on the status of Welfare KPI 5: From 1 August 2023, all sprint races (excluding features) have been agreed by the GRNZ Board to be PBD. Accordingly, the target percentages for the next three years have been adjusted to reflect this and the realistic level of PBD races expected to be held.

Up to 31 October 2023, 807 out of 1,251 races were PBD.

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.

6	Education	Registered persons participate in GRNZ continuous professional development and animal welfare training as a condition of their licence renewal	100%	100%	100%	100%
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Commentary on the status of Welfare KPI 6: As a condition of licensing, all LPs are required to undertake this training. This was successfully introduced in 2023 and will be modified to address training needs in future years.

This KPI will be addressed as a condition of relicensing in 2024 and was done for 2023.

Background: An increased focus will be placed on GRNZ systems on knowing the status and location of registered greyhounds (up to adoption).

7	Traceability	All greyhounds within the industry are subject to at least an annual independent "check-in"	Racing Dogs N/A Non-Racing N/A	Racing dogs 100% Non-racing 95%	Racing dogs 100% Non-racing 100%	Racing dogs 100% Non-racing 100%
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Commentary on the status of Welfare KPI 7: With the pending transition to eTrac or similar, GRNZ is to apply the traceability provisions consistent with GWIC, where all dogs within the industry are subject to a minimum annual "check-in" (twice for racing dogs) to confirm their identity and status. Check-ins will include every independent scan to confirm identity and to include: racing, vaccinations, breeding and RIB kennel audits. Given this programme will commence in this form in early 2024, in Year 1 a target slightly less for non-racing dogs is provided (95%), while the programme is fully embedded over the calendar year.

The target for 2023/24 is based on the full year. The IT team are currently confirming a process and reviewing options to report on this each month, in line with the above check-in requirements. This will commence in December. As a result, actual numbers for the first three months are unavailable. With racing dogs checking in prior to each race, and vaccinations being deemed a check-in, the actual percentage in this area will be close to 100%.

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.

8	Rehoming	Retired greyhounds have access to enter the Great Mates rehoming programme in a timely fashion (as measured by the percentage of greyhounds on the waiting list for less than 90 days at the end of the month being report on)	42% within 90 days	70% within 90 days	80% within 90 days	90% within 90 days
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Commentary on the status of Welfare KPI 8: This KPI has been adjusted to reflect revised and more realistic targets, given the ongoing economic challenges impacting on adoption levels. Rehoming is a key focus for GRNZ over the next three years, with additional resources applied to improve adoption demand, which will improve waiting list timelines. The description for this KPI has also been amended to clarify how this item will be calculated.

The actual rate for the first three months of the season reflects the longer waiting times as adoption rates have declined. Recent movement in the adoption levels in the last two months has seen some positive movement in this area, with further improvement expected across the year.

9	Rehoming	Increase GRNZ supported rehoming kennel capacity to a total of:	208	210	215	220
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Commentary on the status of Welfare KPI 9: The targets for the next three years have been adjusted upwards, given GRNZ met its three-year target in 2022/23. Minor increases are proposed over the next three years, reflecting greater priority being afforded to adoption levels and reducing waiting list times, rather than just extending kennel capacity for dogs awaiting adoption.

Great Mates kennel capacity is being maintained at a level consistent with 2022/23 - with emphasis being given to rehoming and improving throughput, rather than just increasing capacity awaiting adoption.

10	Rehoming	Increase greyhound adoptions	125	525	575	600
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Commentary on the status of Welfare KPI 10: Waiting lists for Great Mates are symptomatic of adoption levels. With the ongoing challenges for all dog breeds in the current economic climate with adoption levels, a key focus for GRNZ over the next three years is working closely with adoption agencies and LPs to improve demand and the levels of greyhound adoptions. Having a KPI directly addressing this reflects the emphasis GRNZ is giving to improving performance in this area. despite the challenges of the current situation. Adoptions also include greyhounds privately rehomed by industry participants.

For the first three months of the season, adoption results have been: Industry/Private Rehoming 28, Adoption Agencies 97 - with monthly results of 38, 45 and 42. With increased activity with public events and the exploration of new adoption initiatives (eg USA), it is expected that adoption rates will increase over the season and achieve a total season result close to the annual target.