



Victorian Greyhound Racing Assets & Infrastructure Discussion Paper

FOR INDUSTRY CONSULTATION

February 2024

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Introduction and context

The Victorian Greyhound Racing Industry conducts over 15,000 races annually at nearly 1,300 race meetings conducted across 13 registered Clubs and racetracks throughout Victoria (excluding coursing tracks and events).

The industry sustains more than 4,700 full-time equivalent jobs involving more than 13,600 participants, support staff and volunteers across the network and contributing more than \$640 million in annual economic contribution to the state*.

Greyhound Racing Victoria (GRV) is the statutory body responsible for promoting and controlling the sport of greyhound racing in Victoria. Maintaining the highest levels of greyhound welfare, care and safety, is essential in ensuring a strong and sustainable future for the sport.

GRV regulates the sport under the Racing Act 1958 (Act), which includes setting rules and standards and ensuring they are met by participants. GRV must do this in a way that meets its legislative obligations under the Act and community and government expectations while also fostering a positive relationship between GRV and participants.

GRV's 2023-27 Strategic Plan is built on four strategic priorities to deliver sustained success:

- 1) invest for now and the future;
- 2) world leading integrity and welfare;
- 3) grow the audience and fan base; and
- 4) proactively share our stories.

Inherent in the delivery of these priorities is ensuring the key greyhound racing industry components of the greyhound, participants, Clubs, racing and training infrastructure, the racing program and breeding are considered and operating as effectively as possible.

**Economic contribution and employment data: Size and Scope of the Victorian Racing Industry: IER April 2022*



Introduction and context

This Victorian Greyhound Racing Assets & Infrastructure discussion paper considers the current environment and assesses the potential future needs of the industry based on information available at this time.

Maintaining and upgrading the racing infrastructure at tracks across Victoria to the highest possible standards is currently and will continue to require ongoing significant investment.

The current macro-economic and global socio-political environment has led to spiraling costs associated with construction projects across Australia. This means that now, more than ever, investment decisions need to be made very carefully with a view to ensuring the needs of the industry in the future are being appropriately considered and addressed.

Circumstances may change in the future and therefore flexibility will always be required to ensure the delivery of the best outcomes for the Victorian greyhound racing industry.

This paper has been prepared for consultation purposes and GRV will consider all feedback received from stakeholders, before completing a final 10-year Victorian Greyhound Racing Industry Infrastructure Plan.

The scope of this discussion paper includes racing and training requirements at registered Victorian greyhound racing Clubs and does not include coursing tracks or private properties. Improving safety for competing greyhounds, Club & GRV staff and industry participants, to the extent possible, are key factors to be considered in the development of the plan.



GRV is inviting written submissions from all interested parties wishing to have their views considered.

Written Submissions are to be emailed to racingassetsplan@grv.org.au by **31 March 2024**

GRV will consider all submissions in combination with other research and consultation that will be conducted in parallel to this consultation process.

GRV proposes to publish the finalised Infrastructure Plan by the **end of 2024.**

Victorian Greyhound Racing Industry Snapshot

\$643 MILLION in annual economic contribution to Victoria*

4,700+ full-time equivalent jobs*

13,600+ participants, support staff and volunteers*

13 registered greyhound racing clubs (11 regional, 2 metro) conducting **1,283** race meetings and **15,067** races

\$77 MILLION prizemoney and other returns to participants

\$3.43 BILLION domestic wagering turnover on Vic greyhound races

2,688 greyhounds rehomed

640 litters and **4,000** Victorian bred pups whelped

*Economic contribution and employment data: Size and Scope of the Victorian Racing Industry: IER April 2022

GRV's 2023-27 Strategic Plan

The GRV Strategic Plan has been refreshed to cover the next four-year horizon from 2023 to 2027. The Strategic Plan sets the key priorities for Victorian greyhound racing over that timeframe starting with our purpose and vision. Four key priorities are underpinned by three strategic enablers and principles that define the approach to delivering the plan which is based on being Future Focused, having Enabled People and ensuring Meaningful Engagement.



Executive Summary

This racing assets & infrastructure discussion paper seeks to provide an outline of the key issues and factors to be considered in the development of key principles, objectives, plans and actions required for a 10-year industry infrastructure plan.

The paper proposes the following key objectives and actions:

Racing Program

The structure of the racing program in the future is a key driver informing future infrastructure requirements. Over the next 5-10 years, GRV is aiming to:

- maintain the number of meetings conducted annually within the 1,220 to 1,250 range and the number of races run within the 14,500 to 14,850 range. Some flexibility will be required subject to the macro-economic environment and the greyhound population in future years.
- maintain a consistent weekly program of volume and type of meetings, with flexibility to modify the program to meet emerging needs for trainers and the greyhound population;
- maximise racing at the best performing tracks from a racing and wagering perspective to help ensure financial viability;
- explore opportunities to modify the program at certain times of the year where the greyhound population and nominations are lower, or where weather or track works may impact the ability to conduct meetings, or where opportunities may exist for Clubs to attract higher attendance or wagering outcomes at certain times of the year;
- recognise the uniqueness of each track and variances in demand and usage based on a range of factors that include, but are not limited to, race programming, location, track type and shape, race distances and venue availability;
- ensure tracks can be maintained at their optimum levels and that tracks should not be used for racing and Trialling more than 5 days per week (i.e., 3 race meetings and 2 club trial sessions), however will require flexibility for limited periods where required;
- develop a stronger and deeper pool of greyhounds capable of racing competitively at 380m and beyond as the option to conduct short course races (less than 350m) at the two turn city tracks is not supported due to inherent safety risks;
- enhance racing options for female greyhounds by programming more female only races, including female and male only maiden races to provide improved winning opportunities for female greyhounds; and
- make informed decisions about the racing program that do not compromise greyhound welfare or safety or the integrity and reputation of the sport.

Executive Summary

Racing Safety & Greyhound Welfare

Ensuring the welfare of greyhounds and commitment to reduce injury rates and fatalities is a key priority of the GRV Strategic Plan, and future decisions regarding racing infrastructure investments will need to carefully consider this focus and priority.

GRV proposes to:

- prioritise racing infrastructure projects and initiatives that have the potential to have a positive impact on the welfare and safety of greyhounds in racing and training;
- prioritise investments, based on best practice standards, to continually improve track shape, width consistency, layout and design, track surface preparation methods and equipment, track maintenance and diagnostics programs, drainage, irrigation systems and practices, starting positions, catching pen / finishing design, track cambers, transitions, lure operating systems, alignment and rail composition;
- consider options where additional and/or upgraded greyhound training and education facilities can be managed by and provided at greyhound Clubs, or at nearby properties to meet the needs of trainers and educators in the region; and
- in conjunction with Clubs, explore opportunities and options to address the industry need for strengthening long-term access to and availability of specialist greyhound veterinary services in various regions around the state.

Racetracks

GRV is committed to ensuring the necessary capability and capacity of racetracks in Victoria for racing and trialling subject to continued Club, participant and community support, along with adherence to operating, OHS and greyhound safety standards ensuring that participant and greyhound welfare is not compromised. Some flexibility will be required should circumstances change.

Victorian greyhound racetracks will be subject to contemporary asset management practices that ensures a sustainable multi-year maintenance, renewal and replacement program using a systematic, planned program that adheres to the key strategic priorities and industry principles.

Executive Summary

Racetracks (cont'd)

In addition to the retention of the existing country racetrack network GRV proposes, in conjunction with Clubs, to:

- continuously improve facilities and services at country venues to ensure participant & staff safety and greyhound welfare & safety are maintained at the highest standards;
- identify options for a potential greenfield site in the Southeast area with long-term capacity to accommodate a one-turn track, straight track, plus trialling and additional training facilities. Ideally this site would have the capacity to operate unimpeded seven days/nights per week as and when required;
- identify options for at least one additional straight track for training and/or racing to be located at an existing Club or greenfield site;
- identify options to improve the provision of trial kennel facilities across racetracks to assist trainers and supporting greyhound welfare outcomes;
- identify options at the two metropolitan tracks to maximise the use of these valuable assets from a racing and training perspective including alternative track configuration, and additional training, greyhound care and veterinary facilities;
- progressively upgrade track lighting to LED at all venues conducive to the conduct of night and twilight racing;
- upgrade raceday kennels at all tracks to stainless steel to improve greyhound welfare conditions, ease of operations and maintenance;
- identify and assess options to continuously improve lure and rail systems from a greyhound, staff and participant safety perspective including options for cableless lure systems and non-steel rails;
- address shared site risks such as lease longevity, return on investment and realisation benefits when considering investment and sustainability;
- consider provision of administrative base adjacent to or within existing metropolitan and regional Club facilities bringing administration closer to the core of the sport and industry, while also reducing overall costs; and
- enable and support Clubs to take a leading role in managing certain infrastructure improvements and upgrade projects, while utilising good practice, fit-for-purpose procurement and project management techniques (e.g. lighting and fencing upgrades).

Executive Summary

Metropolitan Racetracks

With respect to the future racing and infrastructure requirements at The Meadows and Sandown Park, it is proposed that:

- premier level 1 metropolitan racing will continue to be conducted twice weekly between The Meadows and Sandown Park predominantly on Thursday and Saturday nights;
- GRV will work with both metro Clubs to develop and assess master planning options for each of the sites, including assessing options for alternative track designs including evaluation of the sustainability of two-turn tracks aimed at continuously improving greyhound safety and the long-term viability and attractiveness of racing at each track; and
- GRV will work with the metropolitan Clubs in assessing long-term options as to the feasibility of whether relocation to a new site could potentially unlock valuable assets for reinvestment and provide opportunities to reconsider the emerging needs of the industry for the next 25-30 years, including training, veterinary and education facilities.

Country Racetracks

The key priorities for country racetracks over the next 5-10 years includes:

- long-term options for racing and training in the Cranbourne & SE region (currently under consideration);
- raceday kennel and kennel building improvements and upgrades;
- upgrades to track lighting to LED at all twilight/night venues;
- development of on-site and/or off-site training facilities and services to managed by Clubs;
- water recovery, irrigation and methods unique to local conditions; and
- explore strengthened veterinary support in regions.

Executive Summary

Training and education facilities

In addition to the racing, track and hospitality-based facilities it is important to recognise the industry's training requirements and existing racetrack network. GRV proposes, in conjunction with Clubs, to:

- identify opportunities to ensure adequacy of training facilities throughout Victoria, and across each of the regions while considering racetracks and other locations where demand is strongest;
- include, where practical, a full suite of necessary training facilities, including, but not limited to:
 - Gallop runs,
 - Slipping tracks,
 - Competition runs,
 - Education / bullring.
- consider the use of existing coursing tracks for potential training and trialling facilities, including year-round maintenance and management;
- enable and support registered Clubs to take a leading role in managing and maintaining the provision of supplementary training facilities, that are not necessarily at existing racetracks;
- further consider other capabilities and services such as veterinary care, greyhound rehabilitation, temporary kennelling, rehoming / adoption hubs, participant resource centres.

Executive Summary

Greenfield Sites

GRV will explore options, in conjunction with Clubs, to identify opportunities to acquire and/or lease land at alternative sites where it makes practical and economic sense to do so, particularly where options are available to capitalise on the value, or strategic importance of current industry and Club owned assets.

This approach includes options to capitalise on opportunities and future proof the industry against factors potentially impacting the current racing & training venues including:

- restrictions on accessibility and usage for racing or training;
- urban and population growth;
- rising costs and accessibility to suitable land and housing for industry participants;
- future planning restrictions and/or legislative changes;
- uncertainty of or short-term tenancy at leased sites;
- future rehoming needs;
- access to specialist veterinary services; and
- accessibility for the population of trainers and greyhounds

Conclusion

In developing the final priorities for a revised Racing Assets & Infrastructure plan, GRV will work directly with Clubs, key stakeholders, state and local governments, and other relevant parties to develop and deliver a racing assets and infrastructure program that promotes the sustainability and growth of the greyhound racing industry in Victoria.

GRV will leverage stakeholder knowledge and input and its historical evidence base, while conducting detailed modelling to design, develop and deliver initiatives that improve the quality, and enable delivery, of the long-term racing assets and infrastructure plan.

GRV will not be in a financial position over the next five years to fully fund all the priorities of such a program, particularly the potential redevelopment of metropolitan sites. Funding capacity will be limited by future wagering revenue and profit generation outcomes.

GRV will work with all relevant parties to develop funding options including co-funding, loans, government grants and alternative commercial arrangements to enable delivery of the racing assets and infrastructure plan.

Key guiding principles for the Racing Assets and Infrastructure plan

Prioritisation and decision making for the development, design and delivery of the Racing Assets and Infrastructure plan will be guided by the following core principles to ensure consistency and alignment to the objectives:

- allocation of resources will be prioritised to asset categories and projects based on assessments of industry need, utilisation and importance of the asset to the industry, risk, safety, impact on greyhound welfare and the environment and alignment with the GRV Strategic Plan;
- consideration of, and delivery against, the long-term needs of the Victorian greyhound racing industry;
- must not compromise safety, greyhound welfare or integrity of the sport;
- consideration of the long-term financial sustainability of the industry;
- consideration of whole of life costs required to sustain and maintain service levels over the asset's life, including operating and maintenance expenditure and depreciation expense;
- design of projects and initiatives will be evidence-based, leveraging existing data to inform investment options and opportunities;
- utilisation of an integrated planning approach and asset management, renewal and maintenance techniques to obtain the best outcomes for the industry, participants and Clubs;
- asset renewal will be undertaken using 'low-cost' renewal methods where practical by renewing the asset at a cost less than replacement cost where possible. Asset Renewals are to be funded from a combination of GRV and Club capital works programs and grants where available.

Recent Infrastructure Projects in Victoria

Victorian greyhound racing undertakes regular renewal of its racing and training infrastructure assets through a program of major projects and capital works programs at Clubs to enhance and improve the quality and safety of racing, training and customer facilities across the state.

GRV leads and oversees major racing infrastructure projects in consultation with Clubs including providing much of the funding for racing and training infrastructure projects. In recent times planning, management and funding of customer facility upgrades have become the sole responsibility of Clubs. GRV also receives some additional funding support for infrastructure projects from the state government through the Victorian Racing Industry Fund (VRIF).

GRV, along with Clubs and the state government, has invested more than \$30m in major racing and training infrastructure projects since 2016. To put future needs into perspective, following is a summary of the major racing and training infrastructure projects completed or in progress since 2016:

- Horsham – racetrack reconstruction
- Traralgon – major new “J-curve” track construction including LED Lights, video board and battery-operated cableless lure system
- Warrnambool – judges tower & pavilion upgrade, rail and camber lift, irrigation system, raceday kennels
- Sandown & Geelong – catching pen upgrades
- Healesville – kennels to boxes path upgrade
- All tracks – automated catching pen gates
- All tracks – upgraded lure motors and systems to accommodate automated lure run-up speed and braking capability
- Stainless steel raceday kennels at Geelong, Traralgon, Sale with three more sets currently being manufactured
- Bendigo, Sandown and Warragul upgrades to LED lights
- Sale – major racetrack reconstruction, irrigation system, new rail, outside fencing, drainage system and LED lights
- Training facilities incl straight tracks, competition yards and bull rings at Shepparton, Sale, Cranbourne, Horsham
- Ballarat – new kennel block (including stainless steel kennels) and racing operations centre due for completion in March 2024

These projects are supplemented by an ongoing statewide program of upgrades to starting boxes, lure systems, catching pens, photo finish equipment, in-race tracking systems, semaphore and video display boards and broadcast infrastructure.

Key Information & Background

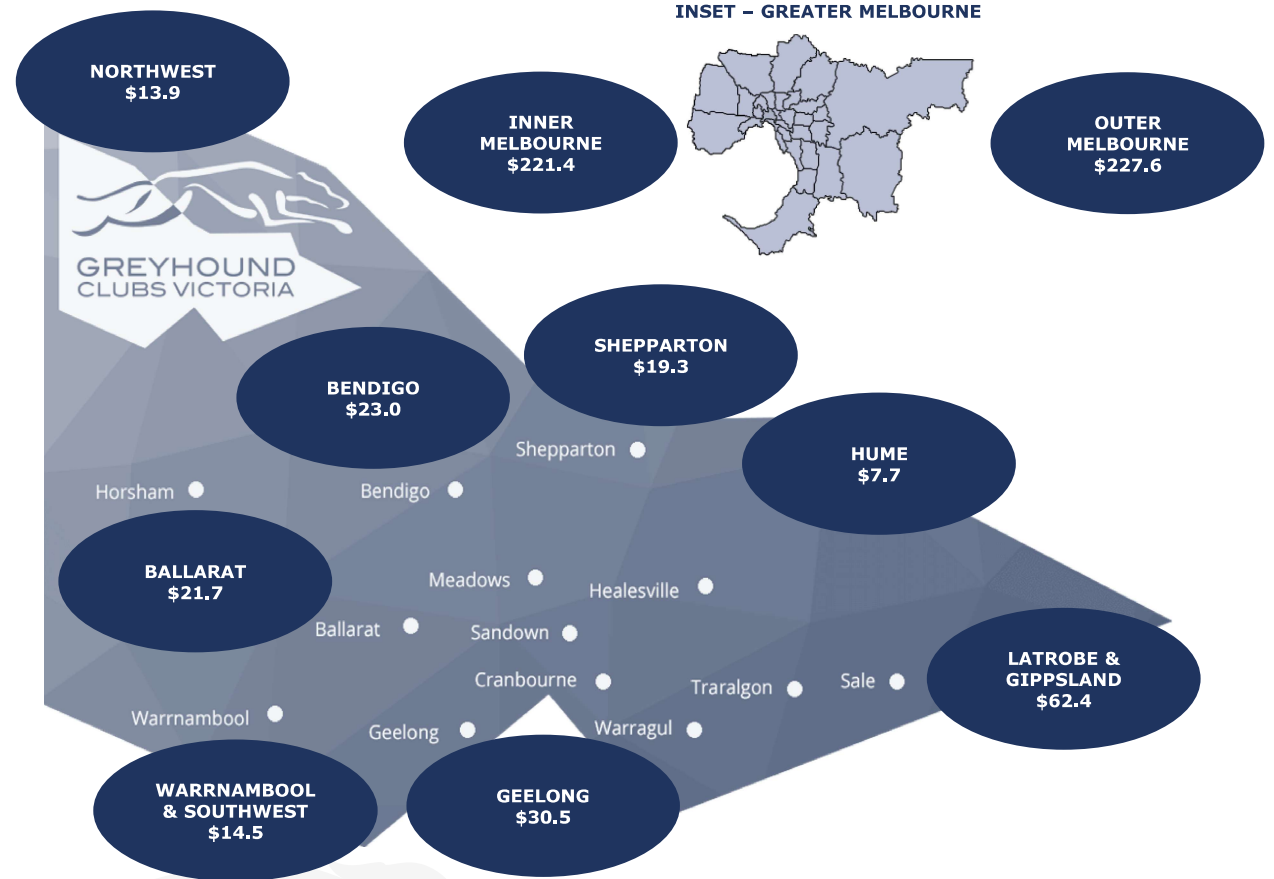
Victorian Greyhound Racing Industry Size & Scope*

The Victorian greyhound racing industry is an important economic contributor to the State and is responsible for:

- more than 4,700 full-time equivalent jobs
- more than 13,600 participants, support staff and volunteers across the network
- more than \$640 million in annual economic contribution to the state.
- \$171 million of the economic contribution is delivered within country Victoria

**Economic contribution and employment data: Size and Scope of the Victorian Racing Industry: IER April 2022*

Economic Contribution by Region (\$M)



Key Information & Background

Greyhound Population

The greyhound population is a key consideration for the number of races and meetings to be conducted and the race program required to support and maintain that population.

- Victorian and national breeding and litter numbers have reduced by around 15% to 18% over the past two years due to macro-economic circumstances, pressure on rehoming and a natural correction from the high of 4,874 Victorian-bred pups in FY22.
- It is expected that annual Vic-bred pups whelped will stabilise at between 3,800 to 4,000 over the next five years.
- The Victorian greyhound population has increased slightly in recent years following growth in Victorian-bred litter numbers and pups whelped in the FY20 to FY22 years.

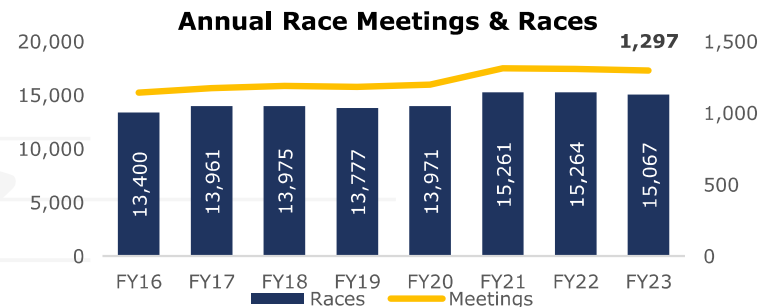
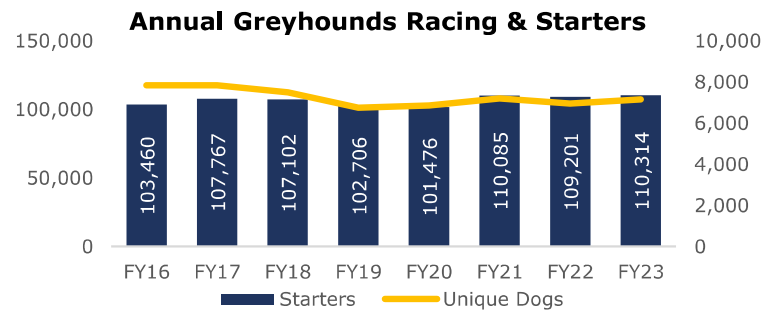
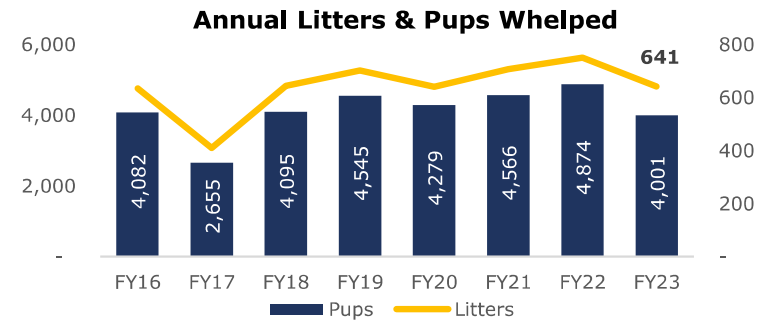
Greyhound Starters

- Greyhounds participating in the Victorian racing program and starter numbers have remained relatively consistent in recent years with an average of around 7,000 unique greyhounds competing at least once in Victoria in each of the past five years.
- Annual starters has grown to around 110,000 in each of the past three years due to the increased annual race program in FY21 and FY22.

Race Program

- The annual racing program has increased to around 1,300 race meetings and 15,000 races over the past three years.
- With the expectation of a smaller greyhound population in the next 2-3 years, resulting from reduced breeding in FY23 and FY24, the program will need to be adjusted to accommodate the population.

This paper has been prepared on the assumption that greyhound and starter numbers, race meetings and races conducted will contract slightly over coming years in line with a smaller population of pups bred, but the assumption is that any changes are likely to be within a threshold of +/- 5%.



Key Information & Background

Racing Program Structure

The racing program is structured to accommodate the greyhound population in terms of the types of meetings and races programmed to best accommodate the needs of trainers and owners and the grades of greyhounds currently competing.

There are currently five main types of race meetings programmed;

- **Level 1 Meetings**
 - Metropolitan Stakes; ~8% of races conducted
- **Level 2 Meetings**
 - Provincial Stakes; ~56%; and
 - Rank Limit; ~10%
- **Level 3 Meetings**
 - Provincial - Tier 3 ~16%
 - Bottom-up Graded ~10%

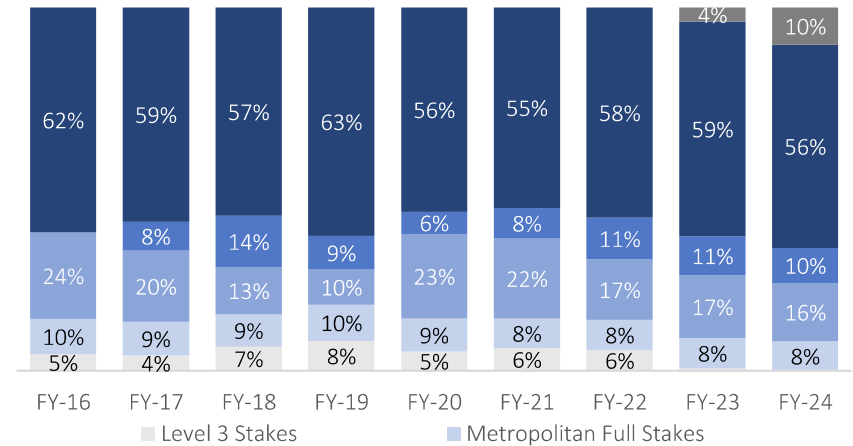
This structure has progressively changed, and it should be noted that some Level 2 meetings will also include a small number of Tier 3 and rank limit races.

Starters Per Race

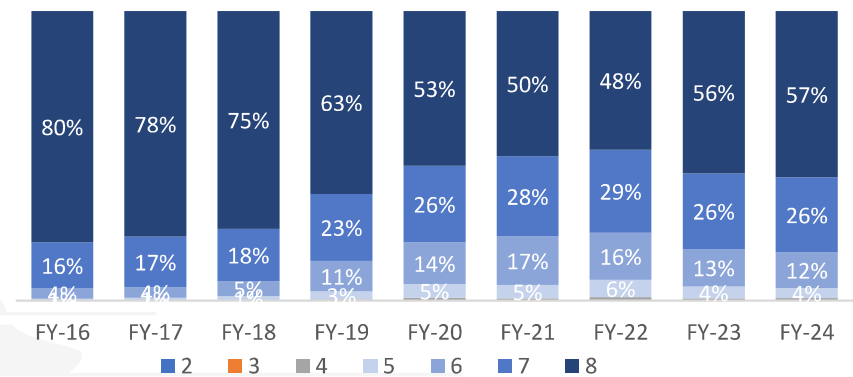
The percentage of races conducted with full fields of 8 runners is an important indicator of the efficiency of the race program, the effective utilisation of the available greyhound population and maximising wagering results.

After a sustained downward trend in the percentage of races with 8 starters between FY19 and FY22, that trend has been reversed in recent years with the current figure now at around 57% of races with 8 starters.

Race Program Structure (Races)



Starters Per Race (%)



Victorian Race Meetings & Racetracks

Racing Program & Meetings Conducted

The total number and placement of race meetings conducted across Victoria and their location is influenced by a variety of factors including:

- Track type and shape
- Participation rates (nominations and starters)
- Racing safety performance and serious injury rates
- Racing opportunities across various regions and levels of racing
- Maintenance, renovation and track reconstruction requirements
- Track availability and restrictions by other users in the case of co-tenancy
- Schedule of activities and feature events at each Club
- Wagering returns and opportunities to stimulate growth
- Availability of suitable broadcast opportunities on Sky Racing
- Cost of conducting meetings

Future Racing Program

Current trends including greyhound population, breeding and starter numbers indicate that the size of the racing program (i.e., quantum of meetings and races run) may need to be modified slightly downwards in coming years, although that change is not envisaged to dramatically impact the overall program, and within a threshold of -5%.

Over the next five years, GRV is aiming to maintain the number of meetings conducted annually within the 1,220 to 1,250 range and the number of races run within the 14,500 to 14,850 range.

Some flexibility will be required subject to the macro-economic environment and the greyhound population in future years.

Victorian registered greyhound tracks

There are 13 registered Clubs in Victoria (2 metropolitan and 11 regional) conducting racing and trialling at 12 current venues.

Racing and Trialling at Cranbourne has not been in operation since January 2022.



Racing Program Participation

Racing Program Participation

Level 2 race meetings are conducted at least once weekly at all provincial and metropolitan tracks and make up the bulk of the racing program, accounting for nearly 60% of race meetings and races run.

Of the 7,145 individual greyhounds starting in a Victorian race in FY23;

- 1,631 (23%) started at least once at Level 1 meetings;
- 6,684 (94%) started at Level 2 meetings; and
- 4,570 (64%) started at Level 3 meetings

The program and grading structure ensures that nearly all greyhounds are required to participate in Level 2 meetings at some stage in their career, before they can move up to Level 1 or down to Level 3 races, which is reflected by the high percentage of individual dogs competing at that level.

The trend in recent years has been for a higher percentage of greyhounds to compete in Level 2, and for a slight downturn at Level 3.

Participation by Distance Range

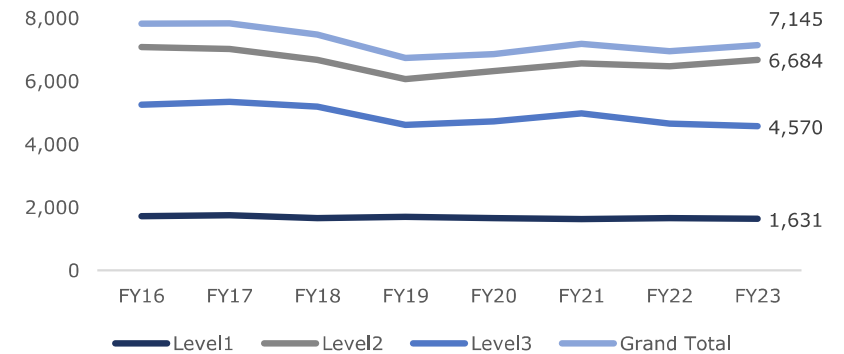
The percentage of annual starters in races at distances less than 424m (short) has been steadily increasing over the past seven years, with the percentage increasing from 34% in FY16 to 50% of all starters year-to-date in FY24.

Starters in races conducted in the 424m to 569m (middle) range have declined from 59% in FY16 to 45% in FY24 and starters in races beyond 569m have remained steady at about 4-5% of all races for the past 7 years.

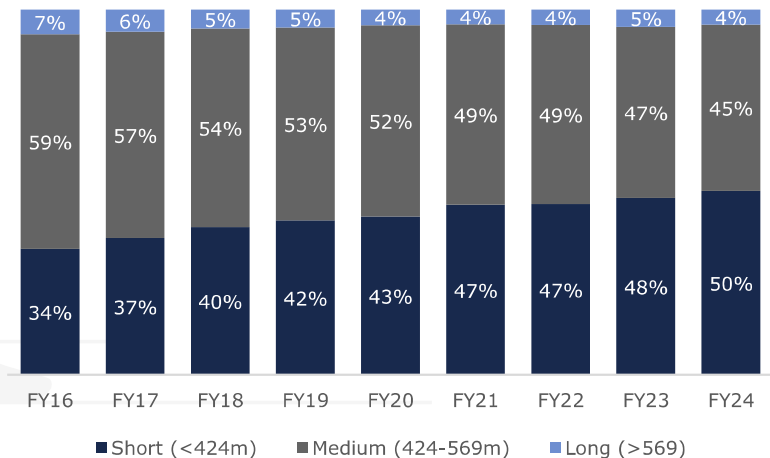
- 8 tracks (provincial) have starts accommodating racing over less than 424m
- 11 tracks have starts in the 424m to 569m range
- 9 tracks have starts over 569m or longer

For greyhound safety reasons, GRV does not support conducting short course races (less than 350m) at the two turn city tracks. The preference is to develop a stronger and deeper pool of greyhounds capable of racing competitively at 380m and beyond.

Individual Greyhounds Starting by Meeting Level



Annual Starters (%) by Distance Range



Racing Program Performance

Racing at Metropolitan Tracks

Over the coming 5-10 years, it is expected that Level 1 (Metro) Racing at the two metropolitan tracks, Sandown Park and The Meadows, will continue to be conducted no more than twice weekly (i.e., no more than 104 meetings per annum).

These meetings offer premium prizemoney and represent a unique aspirational point of difference for participation in racing in Victoria. They also produce superior wagering outcomes when compared to all other racing. Average turnover per race at Level 1 meetings is 1.65 to 1.70 times higher than the average for all other races.

Both metropolitan tracks will require redevelopment or refurbishment over the coming five years. During the period where one of those tracks is under redevelopment it is proposed that the other metropolitan track would regularly conduct two Level 1 Premier meetings per week, with alternatives required for at least one of the Level 2 meetings.

Level 2 & 3 Racing

All country and metro tracks currently conduct at least one Level 2 (Provincial Stakes) race meeting each per week, and all provincial tracks apart from Sale and Horsham conduct at least one weekly meeting at Level 3.

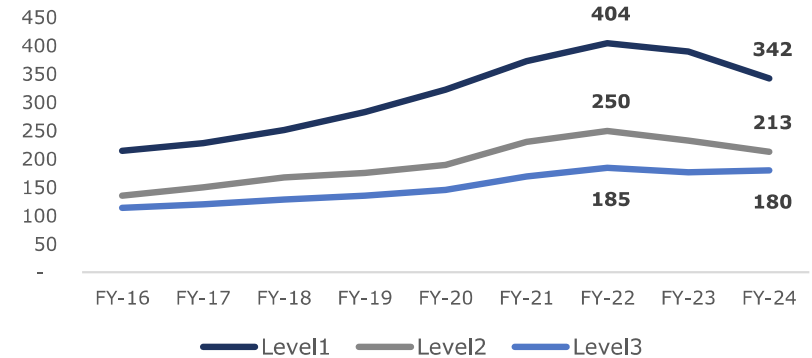
Level 2 meetings at metro tracks have been producing comparatively low average starters per race for several years, although that trend has improved in FY23 & FY24.

Future Program

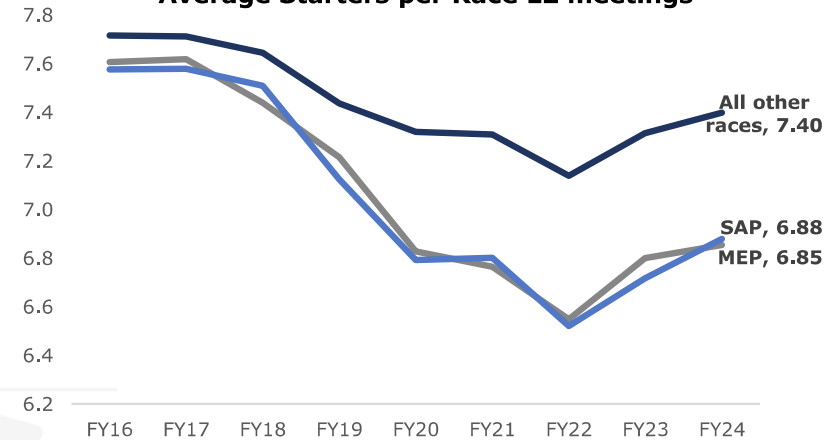
Following the program reduction to 24 meetings per week in January 2024, GRV plans to:

- maintain a consistent weekly program of volume and type of meetings, with flexibility to modify the program to meet emerging needs;
- maximise racing at the best performing tracks from a racing and wagering perspective to help ensure financial viability;
- explore opportunities to modify the program at certain times of the year where the greyhound population and nominations are lower, or where weather or track works may impact the ability to conduct meetings, or where opportunities may exist for Clubs to attract higher attendance or wagering outcomes at certain times of the year.

Average Turnover per Race by meeting Level (\$000)



Average Starters per Race L2 meetings



Racing Program

Annual Race Meeting Calendar

The annual racing calendar has included around 1,300 meetings across each of the last three years, equating to approximately 25 meetings per week.

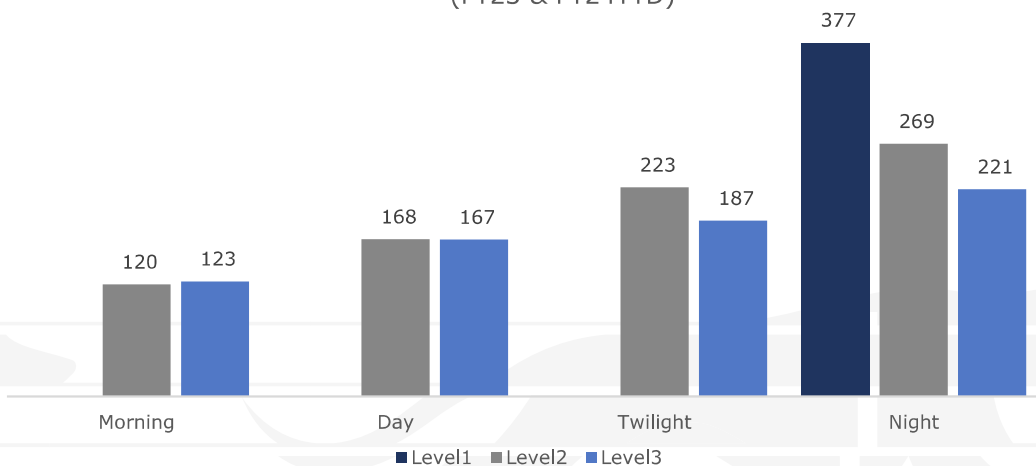
More than 70% of the program is conducted in twilight and night timeslots which are the more lucrative slots from a turnover point of view. Most day meetings are Level 3.

All tracks apart from Horsham conduct around two meetings per week (100+ meetings per year) when fully operational. In recent years Ballarat, Geelong, Warragul, Shepparton and Traralgon have regularly been required to hold three meetings per week.

Whilst conducting three meetings per week is manageable for most Clubs, without additional resourcing, that volume of racing can impact capacity to conduct trial sessions and perform track preparation and maintenance to a satisfactory standard.

GRV does not intend in the future for tracks to consistently conduct more than 3 meetings per week but will remain open and flexible to that opportunity in the right circumstances.

Average Turnover per Race by Meeting Level/Timeslot (\$000)
(FY23 & FY24YTD)



Annual Meetings	FY22	FY23	FY23 %
Morning	51	61	5%
Day	349	320	25%
Twilight	454	450	35%
Night	453	466	36%
Total	1,307	1,297	100%

Track	FY22	FY23	FY23 %
BAL	123	136	10%
BEN	116	115	9%
CRN*	58		0%
GEL	119	129	10%
HOR	66	70	5%
HVL	141	120	9%
MEA	51	52	4%
MEP	51	52	4%
SAN	54	52	4%
SAP	47	48	4%
SHP	119	121	9%
SLE**	82	42	3%
TRA	50	134	10%
WBL	97	102	8%
WGL	133	124	10%
Total	1,307	1,297	100%

* CRN closed for racing since January 2022

** SLE closed for racing for redevelopment from January to August 2023

Trainer and greyhound location

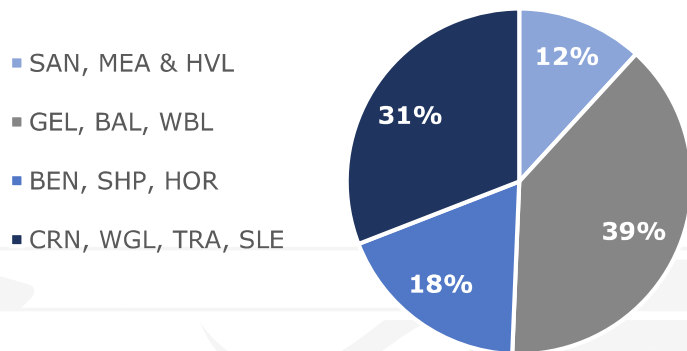
There are around 110,000 starters annually in Victoria. Over the last 12 months to the end of October 2023:

- around 1,240 trainers prepared 8,000 individual greyhounds to race in Victoria.
- 39% of starters came from the Geelong, Ballarat & Warrnambool region with the Geelong area producing double the volume of greyhounds than the next highest area around Cranbourne;
- 31% of starters came from the Southeast/Gippsland;
- 18% from the North/Wimmera; and
- 12% from the metropolitan region including Healesville.

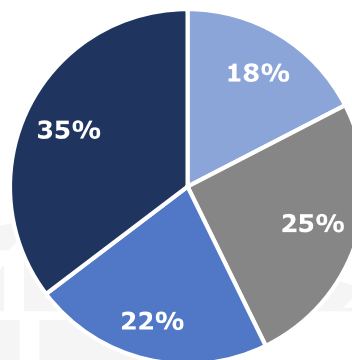
Number of Trainers, Active Dogs and Starts all Tracks
By Nearest Track, 12 months to end Oct-23

Closest Track	Trainers	Active Dogs	Starts
Cranbourne	197	1,139	14,455
The Meadows	164	714	9,789
Geelong	146	1,952	28,235
Bendigo	144	891	12,353
Ballarat	95	618	9,453
Shepparton	91	455	5,342
Sale	88	683	9,742
Warragul	84	410	5,111
Warrnambool	73	389	5,054
Traralgon	69	361	4,676
Sandown Park	37	151	1,922
Horsham	37	252	2,566
Healesville	15	79	1,264

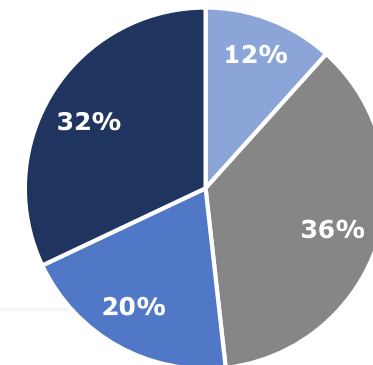
% of Annual Starters



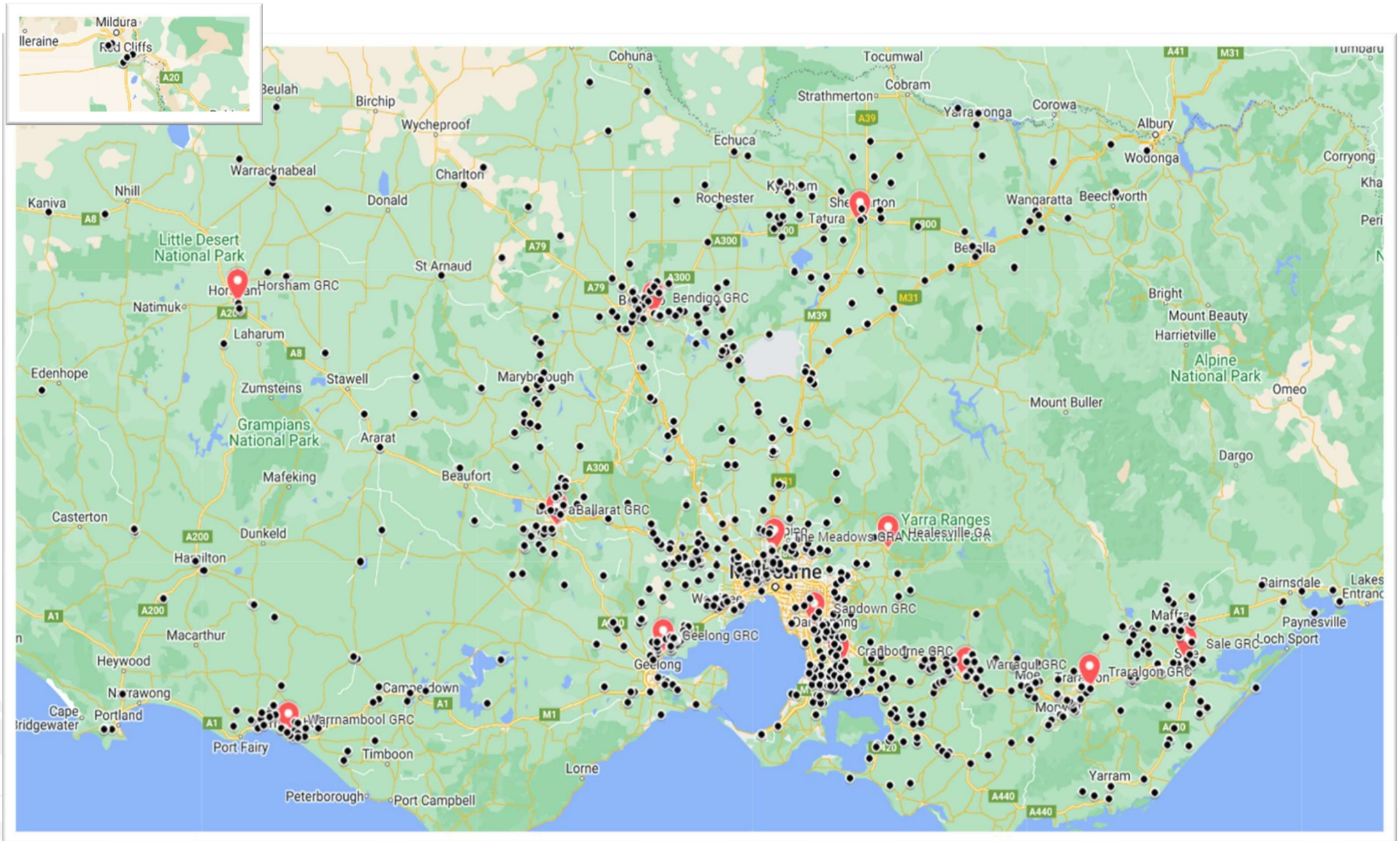
% of Trainers



% of Active Dogs



Active Racing Trainers by location – last 12 months



Starters by Sex across different track types

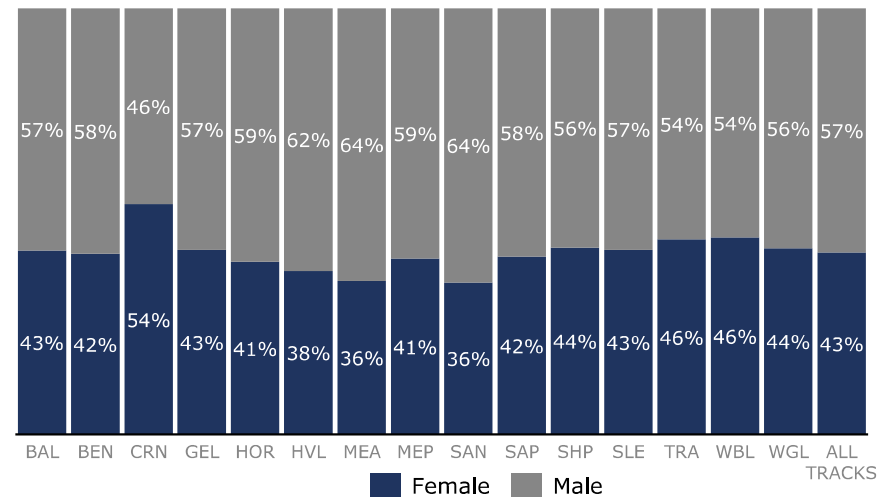
A long-held view is that a one bend, long turn transition track favours larger greyhounds, or at least reduces a competitive advantage to be gained by smaller greyhounds (usually females) in two-turn track racing scenarios.

Starter numbers across Victoria over the past four racing years shows that around 38% of all starters at two-turn metro tracks are female. This represents a smaller proportion of female starters when compared to non-metro tracks where an average of around 44% of starters are female greyhounds.

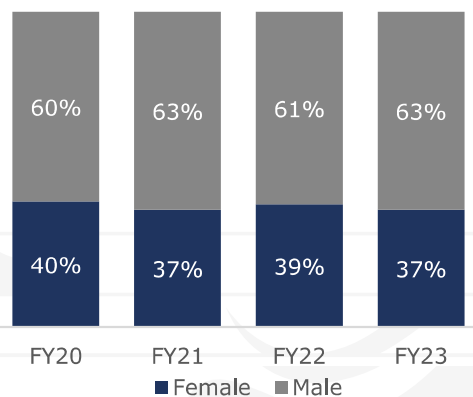
The win & place split between sexes shows that around 38% of races were won by females at metro tracks, with around 35% of races on non-metro tracks won by females.

GRV proposes to enhance racing options for female greyhounds by programming more female only races, including female and male only maiden races, to provide improved winning opportunities for female greyhounds

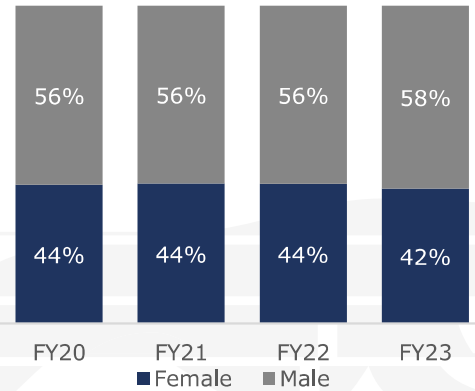
All Tracks Starts by Sex (FY20 to FY23)



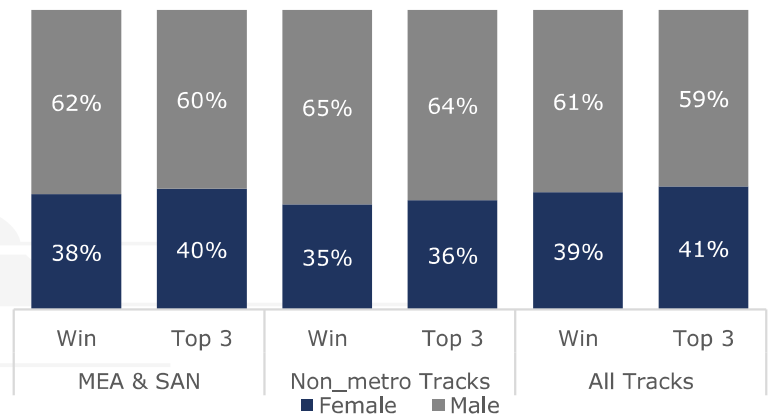
Sand & Mead Starts by Sex



Non-Metro tracks Starts by Sex



Win & Place % by sex (FY20 to FY23)



Greyhound Racing Injury Trends

The rate of racing injuries and fatalities on Victorian greyhound tracks has been steadily declining over the past five years.

The total all injury rate per 1,000 starters has declined by 19% since the 2018/19 racing year, while total fatalities have declined by 51% and the fatality rate per 1,000 starters has fallen by 55%.

Continuing to reduce injury rates and fatalities is a high priority of the GRV Strategic Plan, and future decisions regarding racing infrastructure investments will need to carefully consider this priority objective.

GRV intends to prioritise racing infrastructure projects and initiatives that have the potential to have a positive impact on the welfare and safety of greyhounds in racing and training.

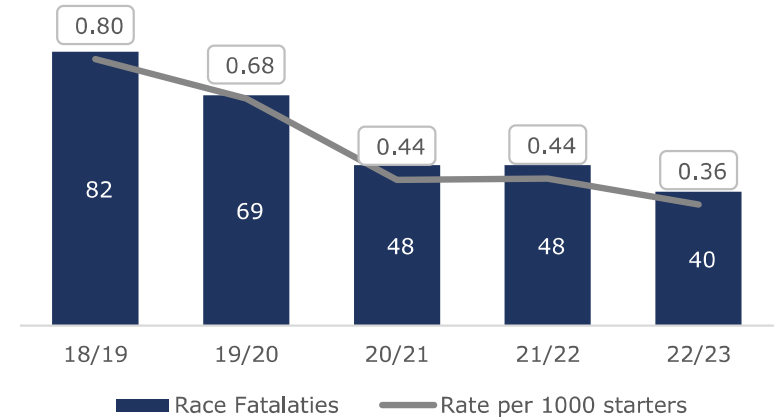
This commitment would include investments to continually improve track shape, width consistency, layout and design, track surface preparation methods and equipment, track maintenance and diagnostics programs, drainage, irrigation systems and methods, starting positions, track cambers, transitions and alignment and rail composition.

This approach would also include consideration of options where additional and/or upgraded greyhound training and education facilities can be managed by and provided at greyhound Clubs, or at nearby properties for the use of trainers and educators in the region.

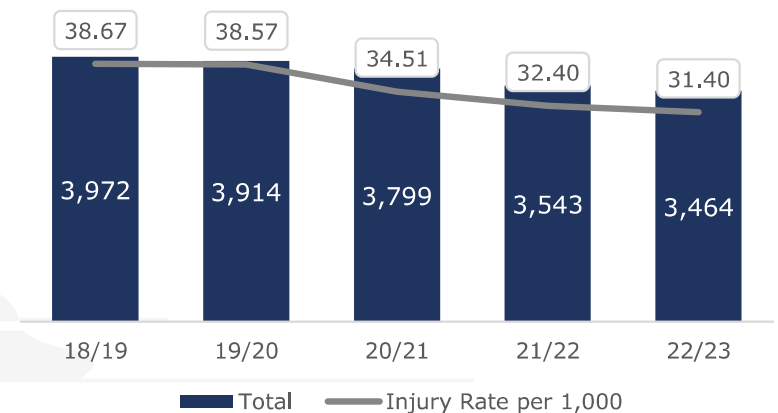
High quality and well-maintained greyhound training and education facilities can have the benefit of maintaining the fitness and wellbeing of greyhounds.

Further to this, GRV proposes to, in conjunction with Clubs, explore opportunities and options to address the industry need for long-term access to and availability of specialist greyhound veterinary services in various regions around the state.

Race Fatalities & Rate per 1,000 starters



Total Injuries & Rate per 1,000 starters



Racetracks

The capacity of the current network of racetracks across Victoria to operate the current and future racing program is impacted by several key variables including availability, operational resourcing and track maintenance requirements. Ideally, all racetracks should be available for racing and Trialling on any day or night of the week, subject to maintenance, other co-tenant requirements and participant demand.

The current footprint of tracks ensures that there are racetracks across all regions of Victoria where a reasonable number of greyhounds are currently in training, providing a variety of opportunities for trainers and for people and communities across the state to enjoy and engage with greyhound racing.

GRV intends to retain all currently operating racetracks in country Victoria for racing and trialling subject to continued Club, participant and community support, along with adherence to minimum, OHS and greyhound safety standards ensuring that participant and greyhound welfare is not compromised. Some flexibility will be required should circumstances change.

In addition to retention of the existing country racetrack network, over the next 10 years, GRV proposes, in conjunction with Clubs to:

- continuously improve facilities and services at country venues to ensure participant & staff safety and greyhound welfare & safety are maintained at the highest standards;
- identify options for a potential greenfield site in the Southeast/Gippsland area with long-term capacity to accommodate a one-turn track, straight track, plus trialling and additional training facilities. Ideally this site would have the capacity to operate unimpeded seven days/nights per week as and when required;
- identify options for at least one additional straight track for training and/or racing to be located at an existing Club or greenfield site;
- identify options at the two metro Clubs to maximise the use of these valuable assets from a racing and training perspective including alternative track configuration, additional training, greyhound care and veterinary facilities;
- progressively upgrade track lighting to LED at all venues conducive to the conduct of night and twilight racing;
- upgrade raceday kennels at all tracks to stainless steel to improve greyhound welfare conditions, ease of operations and maintenance;
- identify options to add, improve or upgrade training facilities at, or operated by, registered greyhound Clubs for the use of trainers; and
- identify and assess options to continuously improve lure and rail systems from a greyhound, staff and participant safety perspective including options for cableless lure systems and non-steel rails.

Racetracks

METROPOLITAN

GRV proposes that metropolitan stakes (Level 1) racing will continue to be conducted twice weekly between The Meadows and Sandown Park predominantly on Thursday and Saturday nights.

The Meadows and Sandown Park are two of Australian greyhound racing's showpiece racetracks, conducting over 200 race meetings annually between them and they are home to some of the world's most prestigious and sought after races including the Melbourne Cup, the Phoenix, Australian Cup, Topgun, Bold Trease and Sandown Cup.

Both tracks were built or last upgraded more than 20 years ago, and both will require refurbishment or redevelopment within the next five years. The land upon which both tracks are located is freehold land owned by the respective Clubs.

GRV proposes to work with both Clubs to develop and assess master planning options for each of the sites, including assessing options for alternative track designs aimed at improving safety and long-term viability and attractiveness of racing at each track.

Given the current difficulty in filling fields for four meetings per week at the metro tracks, this would include consideration of options and practicalities for one, or both tracks to be redeveloped as a one-turn (horseshoe) track as opposed to the traditional two-turn tracks in place at both Clubs currently.

GRV proposes to also work with the Clubs in assessing long-term options as to the feasibility of whether relocation to a new site could potentially unlock valuable assets for reinvestment and provide opportunities to reconsider the emerging needs of the industry for the next 25-30 years, including training, veterinary and education facilities.

GRV will not be in a financial position over the next five years to fully fund redevelopment of tracks at both sites. Funding capacity will be limited by future wagering revenue and profit generation outcomes. Both Clubs are currently in a strong financial position and funding arrangements will most likely be a co-funded partnership arrangement dependent on the circumstances.

Ideally redevelopment of the two metro tracks will need to be staggered to ensure reasonable continuity of the racing program. During any period of redevelopment at either of the metro tracks, race meetings will be transferred to other venues on a suitability basis. Metropolitan Stakes meetings would most likely be conducted at the remaining city track (i.e. 2 Metro Level 1 meetings per week) whilst the other track is unavailable for racing.



Racetracks

COUNTRY

Ballarat has a current lease at Morshead Park until 2033. A new racing operations centre and kennel block is currently under construction with an expected final completion and operating for racing in March 2024.

Future major infrastructure project needs are likely to include LED lights

Bendigo has a current lease until 2029 at a complex shared with the Bendigo Harness Racing Club as co-tenants. The Bendigo Club provides training facilities including a straight track for the use of members.

Future major infrastructure project needs are likely to include stainless steel kennels

Shepparton has a current lease until 2039 at a complex shared with the Shepparton Harness Racing Club as co-tenants.

Future major racing infrastructure project needs are likely to include irrigation upgrade and LED lighting upgrade

Healesville has a current lease with the Yarra Ranges Shire Council until May 2026 at the Don Road Sporting Complex. The Don Road Sporting Complex is the main sporting complex in Healesville, utilised by more than 10,000 residents and home to the Healesville Senior Football Club, Healesville Netball Club and Healesville Soccer Club.

Future major infrastructure project needs are likely to include upgrade of outside fencing and an upgrade or redevelopment of the kennel block and racing operations building, resurfacing/sealing of entry road and car park



Racetracks

COUNTRY

Warragul has a current lease with the Baw Baw Shire Council at Logan Park until 2031. The site is shared with the Warragul Harness Racing Club, along with a variety of other community and sporting Clubs. The long-term future of greyhound racing at the current site is not guaranteed as the local Shire considers future options for the use of the site before the expiry of the current lease. The Club also has a lease with the Shire Council until 2031 for a straight training track at Darnum which is maintained and managed by the Club. The racetrack has recently been upgraded with LED lights.

Future major infrastructure project needs are likely to include new kennel block or kennel block upgrade. Long-term alternative options for racing and training in the Warragul region may need to be considered.

Traralgon has a current lease at Glenview Park until 2037. Glenview Park is Council owned freehold land jointly occupied by the Greyhound Club and the Latrobe Valley Racing Club, under separate lease agreements. The long-term future at Traralgon is secure, however there are no training facilities operated by the Club at the site – they were not reinstated in the latest redevelopment. There are no specific track redevelopment needs at this time, albeit that some consideration may need to be given to contingencies to better accommodate finish on trials and back up for the battery-operated lure.

Future major infrastructure project needs are likely to include training facilities.

Sale has a current lease with the Sale & District Agricultural Society until 2042. The track was upgraded in 2023. The Club also operates a gaming, bistro and sports business on the site. The Sale Club also owns approximately 17ha of freehold land on the northern side of Maffra-Sale Rd which was previously earmarked for relocation of the greyhound track. The current track was upgraded in 2023 with new rails, outside fencing, irrigation system, drainage system, LED lights and new head-on cameras. Whilst the Club currently has a secure lease, long-term options for racing and training in the Sale region need to be considered as contingencies for any future developments at the site.

Future major infrastructure project needs under consideration include a straight track at separate site for trialling in the region and potentially development of the site for racing in the long term.

Cranbourne has a current lease at the Cranbourne Racing Complex until 2025 and is currently exploring options to retain the current racetrack site for training and trialling options. The Cranbourne track was closed for racing and trialling in January 2022. Following an assessment of options to rebuild a track at the site, GRV has determined that it does not propose to resume racing at the current Cranbourne site which is also shared with harness and thoroughbred racing Clubs. The Club also operates a slip track and competition gallop runs at the site for the use of local trainers.

Long-term alternative options for racing and training in the Cranbourne region are being considered.

Racetracks

COUNTRY

Geelong has a current lease at Beckley Park with the City of Geelong under the control of the Beckley Park Committee of Management until 2039. Other tenants at Beckley Park include Geelong Harness Club, Geelong Karting Club and Beckley Park Community Market. The Geelong facility includes a one-turn track along with an inner two-turn track.

The two-turn inner track is currently underutilized for racing. Over the past 3 years, around 50 races annually (less than 4% of total races) have been conducted on this track. Conversely around 50% of all trials are conducted on the inner track at Geelong. Future consideration will need to be given to whether the inner track can be better utilised for racing and trialling, weighing up against the cost of maintenance and operation.

Future major infrastructure project needs are likely to include upgrade of lighting to LED and a full irrigation upgrade.

Horsham has a current lease at the Horsham Showgrounds until 2042. The Horsham Rural City Council has published a Wimmera Regional Multi-sport Precinct Feasibility Study which identified that the Council will, in conjunction with the Showgrounds Committee of Management and GRV, develop a 20-year strategy for the Showgrounds. The proposed objective would be to open this asset up to the community, whilst ensuring the greyhound racing Club activities are secured for the safety of the public. The land is also subject to significant flooding associated with the Wimmera River under 1–100-year flood event.

Future major infrastructure project needs are likely to include stainless steel kennels. Upgrade of lighting to LED is also a consideration being developed in conjunction with the Club.

Warrnambool has a current lease at the Warrnambool Showgrounds until June 2037, under the control of the Warrnambool Showgrounds Committee of Management, on an allocated Crown land reserve. The Showgrounds are shared with several user groups and businesses including the Warrnambool Agricultural Society (Warrnambool Show), Dennington Pony Club, Warrnambool Adult Riders Club, Warrnambool Poultry Club, Merrivale Football Netball Club Sunday Markets, Springers Gymnastics Centre, Warrnambool Caravan Repairs and a Fresh Flower Market.

Future major infrastructure project needs are likely to include stainless steel kennels and an upgrade of lighting to LED. Options for training facilities at the Club, or in nearby proximity, will also need to be considered.

Greyhound Training, Trialling & Education Facilities

TRAINING FACILITIES AT RACETRACKS

GRV proposes to continue to provide support to Clubs in the development and maintenance of training and education facilities at racetracks.

The following training facilities (in addition to racetracks) are currently made available by Clubs:

- The Meadows – straight slip track
- Bendigo – straight slip track, competition gallop runs and walking machines
- Ballarat – straight slip track
- Sale – bull ring
- Shepparton – competition gallop runs
- Cranbourne – straight slip track and competition gallop runs
- Warragul – Darnum straight slip track
- Melton Coursing track has the potential for development as a training facility under the guidance and/or management of MGRA.

Other Safety Considerations

Constantly improving the safety of the greyhound racing and training environment for people and greyhounds is an important key consideration in determining future racing infrastructure needs.

Key considerations include, but are not limited to, lure & safety rails, lure operating systems, catching pen gates & operations and starting boxes.

LURE RAIL SYSTEMS

Lure rails, safety rails and rail posts around Australia and New Zealand are largely constructed of steel to accommodate the traditional cable driven lure systems predominantly in use in Australia.

Steel rails and posts can potentially be a source of serious or catastrophic injury for greyhounds when struck at high speeds. Steel is also expensive to source, construct and is expensive and difficult to maintain.

In recent years, some new battery operated cableless lure systems have been trialled in Australia with varying degrees of success. Cableless lure systems may present options to modify or eliminate the need for steel rails.

Alternative inside rail systems incorporating plastic or padding are in use in other jurisdictions around the world that may be instructive for use in Victoria. In the UK and Ireland uPVC plastic inside rails are used. A single overhanging rail is normally used in the straights and double rail around the bends. This system is possible in the UK because the lure runs in a rail channel below the ground on the outside circumference of the track.

GRV proposes to explore and consider options for alternative rail systems aimed at achieving continuous improvement in safety outcomes for greyhounds. This will be done in collaboration with Clubs and other state greyhound racing bodies around Australia.



Traditional steel post & lure rail system with plastic safety rail used in SA



Traditional Victorian steel post & lure rail system with irrigation sprays on safety rail



UK PVC plastic inside rail system, single rail in straights and double on bends



USA steel inside barrier system, covered with foam padding and cableless lure operating on rails below the inside barrier

Other Safety Considerations

LURE OPERATING SYSTEMS

All tracks in Victoria, apart from Traralgon, operate on the cable and roller lure system. This is the traditional system utilised at most tracks around Australasia.

The traditional cable system involves the cable being pulled by a large electric motor, with a series of spindles or pulleys around the rail maintaining the cable's tension. This can make the system expensive to operate and maintain and the multiple moving parts can create several potential hazards for humans and greyhounds and potential points of failure. Re-splicing a snapped cable cannot be performed quickly and requires specialist skills.

In recent years, the Safechase™ battery-operated lure system has been trialed at various tracks around Australia, including at Traralgon in Victoria. It is a remotely-controlled electric carriage powered by rechargeable lithium-ion battery technology. It requires no cable or live electric contact system.

GRV proposes to continue investigating and trialling alternative lure operating systems that can be accommodated by the existing infrastructure at Victorian tracks with the objective of reducing the number of moving parts and potential points of failure and further reducing risks to greyhound and people safety. This will be done in collaboration with other state greyhound racing bodies around Australia conducting similar trials and roll-out of new systems.

CATCHING PENS & OPERATING SYSTEMS

Catching pens and operating systems to catch greyhounds at the conclusion of races have been modified in Victoria in recent years to improve people and greyhound safety. This has included lengthening the run for the greyhounds from the finish line to the back of the pen as well as the installation of new remote hydraulically-controlled, electronically operated lure flap systems.

Over the next 10 years GRV proposes to continue investigating alternative catching pen operating systems that can be accommodated by the existing infrastructure at Victorian tracks with the objective of further reducing the potential points of failure and risks to safety.



Traditional cable and roller lure system in operation at most tracks across Victoria



The Safechase™ cableless battery operated lure system has been implemented at Traralgon and multiple tracks around Australia.



UK lure operated from an underground rail and cable on the outside

USA cableless electric lure system operates on electrified rails from under the inside rail

Priority Projects for delivery

IN PROGRESS AND UPCOMING PROJECTS

The following priority projects are currently in progress or under consideration or development for delivery in conjunction with Clubs within the next two years.

- **Ballarat Kennel Block and Racing Operations Centre (completion due Mar 2024)** - This project will produce a new kennel fully enclosed building providing natural light, larger 14 race kennel bays and dog wash areas, stewards room, veterinary room, swab kennel bay, private isolation kennels, storeroom and grassed outdoor areas.
- **Upgrading of track lighting to LED lights at 5 tracks** Warrnambool, Ballarat, Geelong, Shepparton, The Meadows, Horsham
- **Stainless Steel kennels at multiple tracks**

PROJECTS UNDER CONSIDERATION AND DEVELOPMENT

The following major projects are under consideration for delivery beyond the next two years. Timelines and scope of works are subject to consultation and have not yet been finalised.

- **SE/Gippsland Greenfield Site** – feasibility study being currently undertaken
- **Sandown Park track reconstruction or redevelopment**
- **The Meadows track reconstruction or redevelopment**
- **Warragul Kennel Building refurbishment or redevelopment**
- **Healesville Kennel Building refurbishment or redevelopment**

Funding Options

Projects at Clubs have historically been either partially or fully funded by GRV and in some cases the state government's Victorian Racing Industry Fund (VRIF) Racing and Training Facilities Program through grants, loans, a hybrid of these forms or another commercial arrangement.

Since 2016, GRV has invested \$30m in Racing and Training projects, and the state government, through VRIF, has contributed up to 50% for major works. Most of these projects have been managed by GRV and funding for the projects has been provided to Clubs as grants. Because these assets are passed on to Clubs by way of grants, they cannot be capitalised by GRV and therefore are expensed annually in GRV's P&L at the time the expenditure is incurred.

The VRIF Racing and Training Facilities program supports racing Clubs and organisations to improve infrastructure and facilities, which enable the delivery of quality training and racing environments at racing venues across Victoria. This is a 3-code fund and grants are provided on a cash co-contribution basis of up to 50 per cent of the total eligible budget expenditure.

To be eligible for a VRIF grant, the project must:

- be located at a racing venue which holds or intends to hold, regular training and/or racing events in Victoria
- comply with all local government planning requirements, including obtaining appropriate permits (as required)
- have the required public liability insurance and other relevant insurances
- have a positive impact on the racing industry and surrounding community e.g., by supporting local businesses.

GRV Grants

- Where the dominant purpose of the project is non-revenue generating racing infrastructure (such as track remediation or upgrade, starting boxes, safety equipment and greyhound amenities) the project may be provided by way of grant.

GRV Loans

- In the case of infrastructure which provides a commercial benefit to the Club, the preferred funding distribution may be a loan to the Club. A loan may also be appropriate in the case of non-revenue generating racing infrastructure projects that facilitate a commercial development or benefit to the Club.

Commercial Arrangement

- As an alternative to either a Grant or a Loan, projects may be funded in return for an equity position or some other form of commercial arrangement.