



General Manager

**Darren Beavis**

# *GRA submission to Integrity Inquiry*

**THE** Authority has presented a further submission to the Racing Integrity Commission.

It involves our comments on the proposed structural models put forward by the Commission. These include:

***The current model to retain the status quo of the three racing codes.***

***1 One control body for all three codes.***

***2 One body but split into regulatory and commercial boards to control all three codes.***

***3 The three codes split into two sections each of regulatory and commercial functions.***

The GRA's submission reinforces our original submission that the status quo should remain as we believe this is the best way to further promote and regulate the greyhound industry.

The Greyhound Racing Authority has a number of issues with the possible models for Queensland Racing Structure that the Inquiry has identified.

The models raise a number of commercial issues that need to be addressed. In view of this, this submission is not confined to integrity issues as

these cannot be separated from the commercial realities that exist in the Queensland racing industry.

This submission seeks to address the issues from the perspective of the GRA directly and also in relation to the broader Queensland racing industry based on the GRA's broader understanding of the industry.

In summary, the GRA's views on each of the four models circulated are as follows:

The current model, with some enhancements that could be recommended by the Commission, is a model that can ensure the identity, development and integrity of all racing codes in Queensland.

With some of the potential deficiencies addressed, it is considered that it is an appropriate structure to not only meet the current requirements, but to meet the future direction of the Queensland racing industry as established in the Racing Act 2002.

**Option 1** relies on there being huge cost efficiencies realised to overcome the loss of identity by all codes of racing, and particularly the

two minor codes and any other code of racing that is introduced.

These cost savings have not been identified or articulated and there is real doubt that they can be any achieved.

There is the danger of domination by the major code and the resultant bitter conflicts and loss of confidence in the industry generally.

**Option 2** would see the fragmentation of the racing codes.

The limited involvement of the Commercial Board in commercial operations would result in many of the commercial operations being controlled by bodies with conflicting commercial issues.

There is also the likelihood of the integrity body losing sight of the issues affecting the racing industry and making decisions detrimental to the future of the racing industry in Queensland.

**Option 3** is regarded as being economically unsound and would result in funding tensions similar to those that have occurred in NSW.

This model also suffers from many of the deficiencies identified in relation to Option 2.

The Authority reiterates that the model proposed by it in the initial submission as complemented here, represents a sound and economical structure which will meet the requirements of the Racing Act 2002 and has the support of the vast majority of the participants in the Queensland Greyhound Industry.

It was expected a report would be presented to the Racing Minister at the end of August for his consideration.

**THE** North Queensland clubs conference was held in Townsville the day after the Cup final and a number of issues were raised with the Board.

As of July 1, stewards officiating at non-TAB club race meetings will be employees of the GRA

instead of club stewards.

Air-conditioning of kennel blocks at Rockhampton, Bundaberg and Townsville was approved.

Quotes are being obtained by the Townsville club to have its kennels all on one level.

Feature race dates have been finalised for the 2004-05 year for all non-TAB clubs and are as follows:

#### **Young Guns**

Townsville 380m August 5, 12 Mackay 456m September 13, 20 Rockhampton 510m October 21, 28 Bundaberg 460 November 6, 13 Townsville 498m November 11, 18 Cairns 410m December 11, 18 Townsville 380m January 6, 13 Cairns 544m February 5, 12 Bundaberg 550m February 12, 19 Mackay 456m March 7, 14 Townsville 498m April 14, 21 Rockhampton 407m June 9, 13

#### **Cup Series 2005**

Mackay 456m April 28, May 2 Bundaberg 550m May 14, 21 Rockhampton 510m June 2, 9 Cairns 544m June 25, July 2 Townsville 498m July 21, 28

#### **Maiden 1000 Series**

Rockhampton 407m October 9, 14 Mackay 310m October 11, 18 Townsville 380m December 2, 11 Cairns 410m January 8, 15 Bundaberg 460m February 5, 12 Cairns 410m April 16, 23 Mackay 456m April 28, May 2 Bundaberg 460m May 7, 14 Rockhampton 407m May 26, June 2 Townsville 380m June 9, 16 The possible sale of the Cairns racetrack, which would affect greyhound racing in that city, was also discussed. It was not expected that this would affect greyhound racing in Cairns for a number of years, even if the sale did go ahead.

In the coming months, club and GRA representatives will hold discussions with the Cairns Jockey Club regarding this matter.