



# Submission to the inquiry into the WA greyhound racing industry



**Prepared by the Coalition for the Protection of Greyhounds  
November 2025**

*We acknowledge the traditional owners of Country across Australia. We pay our respects to Elders past, present and emerging and recognise the role Elders play in maintaining connection to Country, culture and community.*

**End greyhound suffering**



## About the Coalition for the Protection of Greyhounds

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The Coalition for the Protection of Greyhounds (CPG) is a not-for-profit committed to ending greyhound suffering by exposing the cruelty and corruption of the greyhound racing industry and lobbying for law reform. We have members across Australia, including WA.

We call on Australia's state governments to:

**End taxpayer funding.** A national survey on attitudes towards dog racing revealed that 69% of Australians oppose the use of taxpayer funds to prop up the greyhound racing industry. State and territory governments must listen to their constituents and stop diverting funds from education, healthcare and employment programs to support this archaic and callous industry.

**Stop unsustainable breeding.** The greyhound racing industry breeds many more dogs than can be rehomed. Caps on breeding must be introduced to ensure that all dogs bred by the industry are able to live out their lives as pets at the end of their racing career.

**Implement whole-of-life tracking.** Greyhounds in the racing industry are vulnerable to unnecessary euthanasia, particularly those puppies who do not race and dogs who are rehomed by industry participants. A system must be implemented to monitor the welfare of each greyhound for their entire life.

**Establish independent regulators in all jurisdictions.** Most jurisdictions rely on self-regulation by the industry, which has been shown again and again to be corrupted by conflicts of interest. Governments benefiting from betting tax revenue must establish independent regulators that prioritise the welfare of greyhounds.

**Stop building new tracks.** Attempts by the industry to build 'safe' tracks have failed. The evidence shows that greyhounds continue to be injured and killed on all track designs currently in operation, including straight tracks. There is no such thing as a safe dog racing track.

**End greyhound racing countrywide.** The above reforms will improve animal welfare, but will not eliminate the death, injuries and suffering of greyhounds as a result of greyhound racing. There is no such thing as a safe greyhound racing track. We call on all governments to end greyhound racing, ensure that all greyhounds go to safe, loving homes, provide a transition package for workers exiting the sector, and transition all tracks to public land for sports fields, parks or housing.



## Executive summary

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The evidence presented in this submission demonstrates the following:

- **11 greyhounds have been killed on WA tracks this year.**
- **Interest in WA greyhound racing is declining**, as evidenced by
  - > 50% decline in gambling revenue over the past ten years
  - 23% fewer greyhounds whelped over the past five years
  - 15% fewer races over the past three years.
- **Safe greyhound racing tracks do not exist**, irrespective of their design or expense:
  - straight tracks kill greyhounds
  - even the most expensively built or refurbished greyhound racing tracks continue to kill greyhounds.
- **Racing and Wagering WA (RWWA) has failed as a regulator** of the industry
  - conflicts of interest resulting from its dual role as promoter and regulator of the industry has resulted in decisions that benefit the industry
  - antiquated regulatory strategies are easily circumvented, as a result doping is rife
  - RWWA does not publish information to show they carry out monitoring and compliance activities expected of a competent regulator
  - more competent regulators in other jurisdictions fail to stamp out animal abuse and doping, so no amount of additional investment in regulation will clean up this industry.
- RWWA is not transparent and misleads the WA Government and public on greyhound injury rates.
- The greyhound racing industry, including RWWA, engage a consultancy to mislead the WA Government and public about the economic benefit of the industry to WA.
- As in other jurisdictions that allow greyhound racing, the industry cannot rehome every greyhound at the end of its racing career, or those greyhounds that never race.
- CPG has grave concerns about greyhounds retained by the industry at the end of their career, because there is no evidence that the welfare of these dogs is monitored once they stop racing.

### **Recommendation**

CPG calls on the WA Government to end greyhound racing; ensure that all greyhounds are placed in safe, loving homes; provide a transition package for workers exiting the sector; and transition all tracks to public land for sports fields, parks or housing.



## Industry practices and operations

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### Interest in greyhound racing is declining

Data published by Racing and Wagering Western Australia (RWWA) in its annual reports and state of the industry reports shows quite clearly that interest in greyhound racing is declining in WA, as it is elsewhere in Australia and globally. For example:

- the number of greyhounds born in FY2023-24 (446) was 23% less than in FY2019-20 (582)<sup>1</sup>
- the number of greyhound races has declined by 15% between FY2022-23 (4195)<sup>2</sup> and FY2024-25 (3550)<sup>3</sup>
- betting on WA greyhound races has reduced by 52% from \$6 million in FY2014-15 to \$2.8 million in FY2023-24.<sup>4</sup>

The NSW Government has recently announced that 11 of its 26 greyhound racing tracks will be closed because of lack of demand.<sup>5</sup> Tasmania and New Zealand have commenced introducing legislation to implement their commitment to close down their greyhound racing industries, and Scotland and Wales are also likely to close their greyhound racing industries.

By continuing to allow greyhound racing, the WA Government would be investing taxpayer money in a dying industry, which domestically and internationally has lost its social licence. **WA would become increasingly isolated as one of the few jurisdictions that supports this brutal betting activity.**

### There is no such thing as a safe greyhound racing track

Attempts by the greyhound racing industry to build 'safe' tracks have failed. The evidence shows that greyhounds continue to be injured and killed on all track designs currently in operation, including straight tracks.

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[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/western-australian-racing-in-dustry-status-report-2023-2024.pdf?sfvrsn=732c16d1\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/western-australian-racing-in-dustry-status-report-2023-2024.pdf?sfvrsn=732c16d1_1)

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[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2022---20231dc0c16d-ed47-4d65-87de-65d62a7d623f.pdf?sfvrsn=477c4275\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2022---20231dc0c16d-ed47-4d65-87de-65d62a7d623f.pdf?sfvrsn=477c4275_1)

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[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2024---2025.pdf?sfvrsn=a26d08bc\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2024---2025.pdf?sfvrsn=a26d08bc_1)

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[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/western-australian-racing-in-dustry-status-report-2023-2024.pdf?sfvrsn=732c16d1\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/western-australian-racing-in-dustry-status-report-2023-2024.pdf?sfvrsn=732c16d1_1)

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<https://www.abc.net.au/news/2025-10-30/greyhound-racing-new-south-wales-tracks-closing-broke-n-hill/105943456>



So far this year, 11 greyhounds have been killed on WA tracks. WA tracks are a major contributor to national greyhound deaths and injuries, as is shown in the following table. Data is sourced from RWWA steward's reports.

Many more greyhounds would have been removed from WA tracks with serious injuries and killed later off-track. RWWA does not provide the details of these dogs.

Year	Number of WA track deaths	Number of WA track injuries
2025 (as at October 2025)	11	502
2024	23	617
2023	17	714
2022	16	857
2021	12	828
2020	10	891

**TABLE 1**  
**WA track deaths and injuries, 2020-2025<sup>6</sup>**

The table below shows the catastrophic injury types for on-track WA greyhound deaths in 2025:

Category of injury	Number of greyhounds	Percent of total deaths
collapse	2	18.18%
leg fracture	8	72.73%
unknown	1	9.09%
<b>Grand Total</b>	<b>11</b>	<b>100.00%</b>

**TABLE 2**  
**Catastrophic injury types**

<sup>6</sup> <https://greyhoundcoalition.com/media-resources/2025-australian-track-deaths-and-injuries/>



The table below shows the breakdown of on-track WA greyhound deaths by track in 2025:

Track	Number of greyhounds	Percentage of total deaths
Cannington WA	4	36.36%
Mandurah WA	6	54.55%
Northam WA	1	9.09%
<b>Grand Total</b>	<b>11</b>	<b>100.00%</b>

**TABLE 3**  
**Greyhound deaths per track**

## The reality of straight tracks

While straight tracks are somewhat safer than curved tracks, straight tracks are still dangerous, with dogs running at up to 70kmh, bumping into each other, stumbling on the surface, and suffering injuries and deaths. Some of the most distressing racing scenes in recent years have occurred on straight tracks.

The racing industry knows that straight tracks are somewhat safer than turn tracks, but have never replaced a turn track with a straight track. Instead, straight tracks are built to provide a 'product differentiation' to the gambling market and to race young dogs and old dogs that would struggle on tracks with turns.

## Deaths and injuries

The following data shows deaths and injuries for Australian straight tracks, compiled by CPG from official stewards reports for the period 2020 - October 2025:

Track	On-track deaths	Total injuries	Category D injuries*
Capalaba QLD	8	943	44
Q Straight QLD	0	101	6
Murray Bridge Straight SA	2	435	101
Richmond Straight NSW	5	513	106
Healesville VIC	7	1764	319
<b>TOTAL</b>	<b>22</b>	<b>3756</b>	<b>576</b>

\* Category D injuries are the most serious, causing the subsequent deaths of many dogs

**TABLE 4**  
**Straight tracks - track deaths and injuries, 2020-2025**



Queensland is the only state to publish injury data for individual tracks. For FY2024-25 Q1-Q3, the Capalaba track recorded an injury rate of 31.3 injuries per 1000 starters. The injury rate in New Zealand is 25.17, which was a factor in the ban of greyhound racing.

In the Q2 FY2024-25 quarter alone, Capalaba recorded an injury rate of 39.19 injuries per 1,000 starts, amongst the highest injury rates in Australian racing.

## **The failure of new-build racetracks**

The greyhound racing industry consistently promises safe new tracks but once built, often with public funds, these tracks still kill and injure greyhounds.

Two recent examples highlight that all racetracks are harmful to greyhounds: The Q in Queensland, and the Traralgon track in Victoria.

### **The Q, Queensland**

The Q is a three-track greyhound racing centre near Brisbane in Queensland. It is the world's most expensive and supposedly advanced greyhound racing complex, and opened with trials in March 2025. The Racing Queensland CEO promoted The Q as being "*designed with animal welfare at its core*", already "*the envy of greyhound racing jurisdictions across Australia and the world*". The Q's original budget of \$39m blew out to \$90m, with at least \$44m coming from public funds.

Alarming, The Q has become Australia's deadliest racing centre. At least 17 greyhounds have died after racing at The Q, with more than 500 injured.

The \$1m Brisbane Cup, "*one of the world's richest and most prestigious races*", had to be abandoned in July 2025 due to the dangerous track surface.

The Q Straight track was heavily criticised by trainers and owners after opening on 26 June 2025, with one veteran participant writing on an online racing participant forum: "*I just watched my first straight track race at Q. I feel like Im in a nightmare and my brain is trying to tell me that didnt just happen ! I have never seen a more stupid design in all my life , its the wrong equipment being used for \*\*\*\* sake . How does this \*\*\*\* even get passed when its at blue print stage ? ....I seriously cannot believe what I just witnessed.*"

### **Traralgon, Victoria**

The \$7.6m Traralgon track opened in 2022 with \$3 million coming from public funds. It used a "state-of-the-art" J-curve layout designed by Professor David Eager and University of Technology Sydney, with the "*highest of safety and animal welfare standards*" and "*designed to optimise racing safety from the ground up.*"

The Traralgon track was closed in July 2024 after 14 on-track deaths and more than 1,000 injuries.



## Current governance arrangements, compliance and enforcement mechanisms

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### Conflicts of interest

RWWA, established under the *Racing and Wagering Western Australia Act 2003*, serves both as a commercial operator and a regulator. This dual role of RWWA, with responsibilities for promoting and regulating the sport, presents an inherent conflict of interest and raises doubts about its ability to commit to the welfare of greyhounds over commercial gains. The absence of an independent regulatory body means there is no external oversight, leading to potential lapses in welfare standards. The Integrity Assurance Committee, although comprising independent directors, still operates under the aegis of RWWA, which could compromise its effectiveness<sup>7</sup>.

RWWA's mandate under the *Racing and Wagering Western Australia Act 2003* is to "... foster development, promote the welfare and ensure the integrity of metropolitan and country Thoroughbred, Harness and Greyhound racing in the interests of the long-term viability of the racing industry in Western Australia. RWWA also has responsibility for the off-course wagering functions trading as the TAB."<sup>8</sup>

Greyhounds WA, the industry association responsible to the Minister for Racing and Gaming, is focused entirely on promoting the industry and ensuring its commercial viability. Greyhounds WA's Mission Statement and current priorities do not include any mention of greyhound welfare at all.<sup>9</sup>

**The Western Australian Government therefore has not established a single body that has as its sole purpose the protection of racing animals.**

### No regulator should have responsibility for both promoting and regulating an industry

Conflicting organisational responsibilities, especially where an organisation is responsible for both commercial aspects and the integrity of an industry, have been shown to create directive goal ambiguity (the degree of leeway in how the responsibilities are operationalised) and priority goal ambiguity (interpretive leeway in how priorities are decided when they conflict).<sup>10</sup>

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<https://greyhoundcoalition.com/greyhound-racing-regulation-by-state/regulation-in-western-australia/>

<sup>8</sup> <https://www.rwwa.com.au/about/about-us/>

<sup>9</sup> <https://www.greyhoundswa.com.au/mission-statement/>

<sup>10</sup> [Goal ambiguity and organisational performance](#)



These ambiguities lead to reduced managerial performance, which flows through the entire organisation. Indeed, Adam Finkel (University of Pennsylvania Law School) noted that:

*"Goal ambiguity, wherein the simultaneous duty to police a regulated industry and promote it economically, or to deter harmful conduct while assisting firms already in compliance to further improve their performance, causes agencies to become jacks of all trades but masters of none."*<sup>11</sup>

The Australia New Zealand School of Government (ANZSOG) has noted that regulatory agencies must be free from real or perceived conflicts of interest and avoid at all costs regulatory capture risks.<sup>12</sup>

**It is simply naive to expect that the conflicts of interests and regulatory capture risks** created by the regulatory model implemented by the WA, and associated legislation, **can be managed.**

## What is regulatory capture?

Victoria's Independent Broad-based Anti-corruption Commission conducted an assessment of corruption risks in regulatory authorities and identified regulatory capture as one of four key corruption risks, as follows:<sup>13</sup>

*"With an increased reliance on private industry to deliver what were once public services, there is potential for conflicted relationships. This can lead to 'regulatory capture', where regulators and their employees potentially align their values and actions with that of the industry they are regulating – rather than with the values and legislated purpose of the regulator."*

This definition aligns with those published by experts in the field of regulation<sup>14,15</sup> and was used by the Parliamentary Joint Committee on Corporations and Financial Services (PJCCFS) in its report *Statutory Oversight of the Australian Securities and Investments Commission, the Takeovers Panel and the Corporations Legislation Report No. 1 of the 45th Parliament*.<sup>16</sup>

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<sup>11</sup> <https://www.law.upenn.edu/live/files/4715-finkel-ppr-bicregulatordiscussionpaper-06-2015pdf>

<sup>12</sup> <https://anzsog.edu.au/news/the-regulators-dilemma/>; <https://anzsog.edu.au/news/avoiding-regulatory-capture-and-regulatory-discord/>;  
<https://anzsog.edu.au/news/regulatory-capture-defining-it-refining-it-and-mitigating-it/>

<sup>13</sup>

<https://www.ibac.vic.gov.au/publications-and-resources/article/corruption-risks-associated-with-public-regulatory-authorities>

<sup>14</sup> [https://faculty.haas.berkeley.edu/dalbo/Regulatory\\_Capture\\_Published.pdf](https://faculty.haas.berkeley.edu/dalbo/Regulatory_Capture_Published.pdf)

<sup>15</sup> <https://www.law.upenn.edu/live/files/4946-pprfinalconvenersreportpdf>

<sup>16</sup> [https://www.aph.gov.au/Parliamentary\\_Business/Committees/Joint/Corporations\\_and\\_Financial\\_Services/No1of45thParliament/~/\\_media/Committees/corporations\\_ctte/No1of45thParliament/report.pdf](https://www.aph.gov.au/Parliamentary_Business/Committees/Joint/Corporations_and_Financial_Services/No1of45thParliament/~/_media/Committees/corporations_ctte/No1of45thParliament/report.pdf)



The PJCCFS noted the following regulatory capture risks:

- staff moving between industry and regulatory jobs
- secondments
- where regulatory staff are embedded in private sector organisations (that is, required to conduct their work within the workplace of industry participants, away from their home base at the regulator, for example working at race tracks on race days).

It is important to note that although regulatory capture can be a red flag for corruption, it does not imply corruption and CPG does not suggest that RWWA is corrupt. However, their focus on goals that align with the industry they are supposed to regulate, does raise the risk of regulatory capture.

One example that could be interpreted as regulatory capture is the way RWWA hides the real injury and death rate by using the total number of starters, which is about 17 times higher than the number of unique dogs that raced (see below): showing the death and injury rate per unique dog might negatively impact on public support for greyhound racing. **This is a clear example where RWWA acted in the best interests of the industry, at the expense of transparency.**

## **RWWA is an ineffective regulator that applies antiquated and predictable regulatory strategies**

As a self-governing body, RWWA'S duties include monitoring infractions, enforcing rules and issuing disciplinary consequences for infractions such as fines and suspensions. As RWWA is not an independent regulator, there is no effective division between commercial and regulatory interests. CPG concludes that this has resulted in weak oversight, allowing poor treatment, inadequate breeding controls and minimal enforcement of animal welfare standards.

An assessment of information **RWWA** has published about its regulatory functions and actions reveals that it **applies regulatory strategies that, in other fields, were superseded decades ago, and that are entirely predictable by industry participants.**



## Doping control

Evidence from other states that permit greyhound racing is that doping of racing dogs is absolutely rife.<sup>17</sup> The following doping control information is extracted from RWWA annual reports.

Annual Report	Races	Starters	Unique dogs	Samples IC*	Samples OOCT*
2024-25	3550	26,436	1,559	1,363 (95%)	76 (5%)
2023-24	4060	29,958	1,661	1,353 (96%)	51 (4%)
2022-23	4195	30,724	1,668	1,229 (97%)	44 (3%)

\* Samples IC = number of samples collected at racing meets. Samples OOCT = samples collected out of competition.

**TABLE 5**  
**RWWA doping control information**

The data shows that 95% of doping control samples were collected from greyhounds on race days. Data from the RWWA Industry Status Report<sup>18</sup> shows that the majority of samples are taken from race winners. This means that those potentially giving their dogs a performance-suppressing drug to throw a race are even less unlikely to be caught.

This predictable doping control program means a person can give their dogs a banned substance for the purpose of enhancing performance, or to throw a race (i.e. make sure the dog does not win) at a time that allows the substance to be cleared by the time the dog races. This means that the dog will return a negative test. As a result, the rate at which RWWA detects doping breaches is likely to be a significant underestimate of the real rate. Therefore, based on RWWA data, it is difficult to avoid the strong suspicion that cheating is rife in WA greyhound races and those betting on WA greyhound racing are being ripped off.

**RWWA has therefore failed in both its regulatory function, as well in its responsibility to protect those betting on WA greyhound races from being cheated.**

<sup>17</sup> <https://greyhoundcoalition.com/racing-regulation/>

<sup>18</sup> [https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/western-australian-racing-in-dustry-status-report-2023-2024.pdf?sfvrsn=732c16d1\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/western-australian-racing-in-dustry-status-report-2023-2024.pdf?sfvrsn=732c16d1_1)



Human athlete doping control testing now includes about as many, or more, out-of-competition tests compared with in-competition tests.<sup>19</sup> This should also be the case in greyhound racing.

If RWWA really wants a level playing field, they should increase periodic, random testing at training premises which could reveal any in-between competition doping, as well as act as a deterrent to trainers. This would need to go hand in hand with tougher penalties.

However, implementing a rigorous doping control program would require significant additional resources.

## Other compliance actions?

RWWA provides no information about the following compliance actions one would expect from a competent greyhound racing regulator:

- kennel inspections, both announced and unannounced
- intelligence driven doping controls/kennel inspections
- whole of life tracking to identify animal welfare concerns
- pre-licensing animal welfare competency assessment for greyhound owners/trainers.

**If the WA Government decides to allow greyhound racing, significant additional investment will need to be made in its industry regulator.**

## So how much does it cost to run an effective regulator?

The simple answer is, we don't know because there are no effective regulators of the greyhound racing industry anywhere in Australia.<sup>20</sup>

Like RWWA, the regulators in South Australia, Victoria and Tasmania are commercial entities with the dual responsibilities for ensuring the commercial viability of the industry as well as regulating these. CPG has shown in our reports on greyhound racing regulation that all three regulators are excellent examples of how such regulators fail to manage conflicts of interest or regulate the industry with any kind of effectiveness.

The only independent regulators are the Queensland Racing Integrity Commission (QRIC) and the NSW Greyhound Welfare Integrity Commission (GWIC). QRIC also regulates horse and harness racing. **Queensland taxpayers fund QRIC to the tune of more than \$40 million and NSW taxpayers fund GWIC to the tune of \$20.6 million annually.**<sup>21</sup>

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<sup>19</sup> [https://www.wada-ama.org/sites/default/files/2022-01/2020\\_anti-doping\\_testing\\_figures\\_en.pdf](https://www.wada-ama.org/sites/default/files/2022-01/2020_anti-doping_testing_figures_en.pdf)

<sup>20</sup> <https://greyhoundcoalition.com/racing-regulation/>

<sup>21</sup> <https://greyhoundcoalition.com/government-misinformation-taxpayer-funding/>,  
<https://qric.qld.gov.au/wp-content/uploads/2025/09/QRIC-Annual-Report-2024-25-Finalised.pdf>



This does not include costs to the WA Government associated with: drafting and implementing legislation to establish an independent greyhound racing regulator, and establishing the new agency.

## **Will establishing an independent regulator stop animal abuse and doping?**

Based on evidence from all jurisdictions, the answer is a resounding **NO**.

Infractions data published by greyhound racing regulators shows that even with an independent regulator, the number of doping, animal cruelty and other offences continues. Compliance data published by the regulators of WA, SA, Victoria and Tasmania are a significant underestimate of the real rate, because these regulators have outdated and ineffective compliance programs with little real deterrent effect, and they suffer from significant conflicts of interest. Data published by independent regulators, i.e. QRIC and GWIC, demonstrate high levels of non-compliance, including horrendous animal abuse and neglect.

Greyhounds are injured and killed on racing tracks in every jurisdiction – CPG provides national reports on our website.<sup>22</sup>

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<sup>22</sup> <https://greyhoundcoalition.com/media-resources/2025-australian-track-deaths-and-injuries/>



## Data collection, accessibility and reporting mechanisms

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### RWWA lacks transparency

#### Real number of deaths are not known

Greyhounds run up to 70km an hour. Due to this speed, there is an inherent risk that they may suffer from leg fractures or collisions with other dogs. While leg fractures are not necessarily life-threatening, industry practice has revealed that many participants still choose to kill these greyhounds, even when they are fully capable of living healthy lives post-injury.

While greyhounds killed at race meetings are noted in stewards' reports, many injured greyhounds are killed post-injury. Only NSW and Victoria (as from FY2024-25) publish the number of dogs that are killed away from the track as a result of racing injuries.

According to CPG data tracking, at least nine dogs that suffered fractured legs on WA racing tracks in 2025 are now recorded as deceased.

#### RWWA hides real injury rates

RWWA reports injury statistics in their annual reports based on the severity of the injury. The statistics are reported as a percentage of the total *starts* in a given year. This is misleading as it does not paint the full picture of an individual dog's likelihood of injury. For example, in the FY2024-25 RWWA Annual Report,<sup>23</sup> the injury rates are reported as a percentage of total starters.

By using the total number of starters, RWWA greatly reduces the injury rate. In FY2024-25 there were 1,559 unique greyhounds that raced 27,503 times – on average more than 17 races per dog. The more times a dog races, the higher the chance of an injury. The RWWA report hides this fact by stating that "2.29 per cent of total greyhound starters were affected by an injury incident."<sup>24</sup> An injury rate of 2.29% doesn't sound so bad.

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[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2024---2025.pdf?sfvrsn=a26d08bc\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2024---2025.pdf?sfvrsn=a26d08bc_1)

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[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2024---2025.pdf?sfvrsn=a26d08bc\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/rwwa-annual-report-2024---2025.pdf?sfvrsn=a26d08bc_1)



Recalculating the above data using the number of unique racing dogs yields the following injury rates:

Injury category*	Total number of incidents*	Incident rate % of total starters*	Incident rate % of unique dogs
A	2	0.01	0.13
B	288	1.05	18.5
C	168	0.61	10.8
D	155	0.56	9.94
E (track deaths)	16	0.06	1.02
Total A-E	629	2.29	40.3
F (all serious injuries)	92	0.33	5.90
G (all non-serious injuries)	537	1.95	34.4

\* data taken from RWWA FY2024-25 Annual Report, which also contains a definition of the injury categories.

**TABLE 6**  
**Recalculation of injury rates**

This analysis shows that **40.3% of greyhounds that raced in WA during FY2024-25 were injured**. CPG accepts that this figure could be affected by greyhounds that were injured more than once (i.e. each instance of a greyhound that was injured in more than one race in FY2024-25 reduces the total number of injured dogs), but data to assess this is not published by RWWA. Nevertheless, the injury rate per unique dog that raced in FY2024-25 was about 20 times higher than that reported by RWWA.

Especially horrifying is the statistic that **1% of greyhounds that raced in WA during FY2024-25 died on track as a result of their injuries**. We don't know how many of the dogs that were seriously injured were later killed away from the racing track. No wonder RWWA wanted to hide this information.



## RWWA publishes much less information than other regulators

Other greyhound regulators, especially GWIC, publish much more information than RWWA. In particular, the following information is not published by RWWA:

- injury analysis reports
- welfare code of practice
- penalty guidelines
- greyhound lifecycle reports
- exported greyhounds

Should the WA Government decide to allow greyhound racing to continue, a transparency review should be conducted to identify information that should be published. This is also likely to identify key operational guidelines that RWWA has so far failed to publish, which leads to the assumption that they have not been developed.

## IER Reports - misleading economic data

The WA greyhound racing industry survives on generous taxpayer subsidies, receiving over \$30m in government distributions, grants and subsidies. This is despite declining popularity and community outrage over the suffering of greyhounds in the WA racing industry.

In order to justify these high levels of taxpayer funding, the Australian racing industry, including RWWA, commissions reports from consultancy firm IER Pty Ltd.

The reports are produced to meet the "requirements" of the racing industry and use multiplier analysis and unaudited data to inflate the industry's economic and employment contribution.

## An unreliable and problematic approach

The Australian Productivity Commission, the Australian Bureau of Statistics and state treasuries have all criticised the IER approach. The APC stated that despite the limitations, multiplier analysis is mistakenly used to "justify or support calls for injections of taxpayer funding".<sup>25</sup>

Noted economist Saul Eslake recently stated that the industry claims of economic benefits are "egregiously exaggerated".<sup>26</sup>

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<sup>25</sup> <https://assets.pc.gov.au/research/supporting/input-output-tables/input-output-tables.docx>

<sup>26</sup> Quoted in *The Saturday Paper*, 30 August 2025:  
<https://www.thesaturdaypaper.com.au/news/politics/2025/08/30/tasmanias-greyhound-racing-pledge-sparks-national-debate>



The RWWA-commissioned report for FY2021-22 claims that “*racing’s thoroughbred, harness and greyhound codes [are] responsible for sustaining 10,249 full-time equivalent jobs in the State.*”<sup>27</sup> However, the 2021 ABS census shows around 620 full-time-equivalent employees in the WA racing industry.

## **Omission of key information on gambling harm**

Dog racing is a gambling industry. Australians suffer the biggest gambling losses in the world at around \$32bn a year<sup>28</sup>. KPMG estimates that gambling addiction costs Australians around \$18bn across areas including money, mental health, family breakdown, workplace productivity and loss of life.<sup>29</sup>

IER Pty Ltd and RWWA, and by extension the WA Government, omit any mention of these enormous financial and social costs. They also fail to include details of the community greyhound rehoming groups who deal with a constant stream of dogs cast off by the racing industry.

**WA taxpayers deserve better.**

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<sup>27</sup>

[https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/wa-racing-economic-social-impact-report.pdf?sfvrsn=94a6d0e2\\_1](https://www.rwwa.com.au/docs/rwwalibraries/default-document-library/wa-racing-economic-social-impact-report.pdf?sfvrsn=94a6d0e2_1)

<sup>28</sup>

<https://www.qgso.qld.gov.au/issues/2646/australian-gambling-statistics-40th-edn-1998-99-2023-24-summary-tables-2023-24.pdf> (gambling expenditure, page 4)

<sup>29</sup> <https://www.rethinkaddiction.org.au/understanding-the-cost-of-addiction-in-australia>, table 2, page 25



## Adoption, rehoming programs and post-racing care

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### Breeding and rehoming<sup>30</sup>

Each year, the greyhound racing industry generates thousands of dogs who need stable homes. Simultaneously, greyhounds are bred, in excess, to be raced and discarded when no longer required. The simple fact is that rehoming cannot and does not keep up with the amount of greyhounds bred and the 'leftover' greyhounds that are yet to be rehomed.

The manner in which WA greyhounds are treated when no longer required for racing calls for scrutiny as well. According to the RWWA Annual Report FY2023-24, there were four main pathways: retained by industry participants, rehomed by participants to third parties, rehomed by WA GAP and rehomed by community rescues.

- **51 dogs were listed as "retained as pets" and 33 as "retained for breeding"**, but these categories offer no guarantee of long-term welfare and are not independently monitored. CPG has grave concerns about the fate of these greyhounds. Evidence from other jurisdictions shows that this is a pathway often used to "disappear" unwanted greyhounds,<sup>31</sup> and there is no evidence that RWWA invests any effort into monitoring this aspect of the industry.
- **169 greyhounds were rehomed via community rescue groups**, which continue to shoulder a significant burden — often without formal support or recognition.
- **Just 43% of retained/rehomed greyhounds (279) went through GAP**, showing the industry's continued failure to prioritise in-house rehoming. While this is a slight increase on the previous year (258), GAP adoptions remain well below earlier levels — including 335 in FY2020-21 and 337 in FY2021-22 — highlighting a longer-term stagnation in the program's reach.
- **124 greyhounds were placed through third-party rehoming arrangements**, a loosely defined category lacking public oversight or outcome tracking.

168 greyhounds were recorded in euthanised/deceased categories in FY2023-24 — the highest number in six years. This represents over 37% of the number of pups bred that year, reflecting a system that continues to eliminate dogs it cannot profit from or rehome.

This is further exacerbated by RWWA's reliance on rehoming greyhounds via community groups. 30% of greyhounds were rehomed via underfunded, volunteer organisations, a notable abdication of responsibility.

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<sup>30</sup> <https://www.rwwa.com.au/about/annual-reports>,  
<https://www.rwwa.com.au/about/industry-status-report>

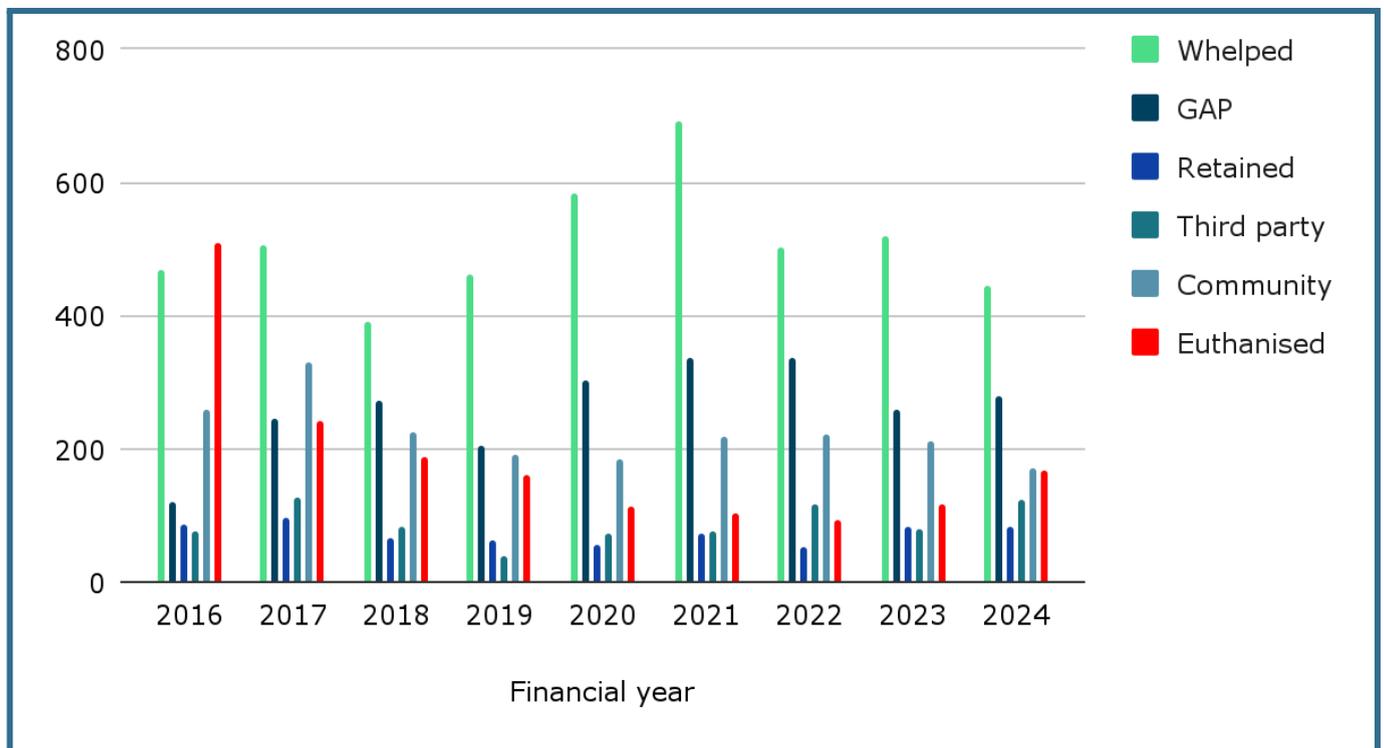
<sup>31</sup> <https://greyhoundcoalition.com/racing-regulation/>



While there was a slight increase in greyhounds rehomed in FY2023-24, this was still well below earlier benchmarks including the 675 dogs rehomed in FY2021-22. This demonstrates that improvement is non-linear and cannot keep up with breeding practices.

A fundamental problem is that because RWWA is permitted to self-regulate there is no independent oversight of rehoming practices and procedures. This is particularly relevant, as in 2024, RWWA replaced the previous greyhound rehabilitation program with the Greyhound Recovery Initiative (GIFRS). Greyhound owners are now responsible for their greyhound's welfare, leading to an increase in euthanasia rather than adequate rehabilitation and potential rehoming.

**Figure 1: Fate of greyhounds that are bred for the WA gambling industry**





## Conclusions

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This submission has shown that the greyhound racing industry has failed to maintain its social licence. As in other jurisdictions, the WA greyhound industry is rife with cheating and it continues to injure and kill greyhounds on its racetracks. 11 greyhounds have been killed on WA tracks this year.

This is compounded by an industry regulator, RWWA, that is also responsible for its financial viability. As a result, RWWA is an ineffective regulator and has been shown to make decisions that favour the industry at the expense of animal welfare.

The evidence from jurisdictions that continue to waste tens of millions of taxpayer money on this defunct industry is incontrovertible: no amount of money or technical expertise can stop greyhound injuries and deaths on the racetrack, and even the most mature greyhound regulator (GWIC) cannot stamp out doping and animal cruelty.

CPG is therefore of the very strong view that the WA Government must take this opportunity to phase out this brutal and archaic industry, which exists for only one reason: gambling.

### **Recommendation**

CPG calls on the WA Government to end greyhound racing; ensure that all greyhounds are placed in safe, loving homes; provide a transition package for workers exiting the sector; and transition all tracks to public land for sports fields, parks or housing.