



NEW ZEALAND  
THOROUGHBRED **RACING**



# **NZTR Venue Plan**

## **A DOCUMENT FOR INDUSTRY CONSULTATION**

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**“ ...standards across the industry need to lift in order to drive an increase in wagering revenue and participation.**

**The regions know their own area better than anyone and we are looking for regional solutions where clubs strive to provide the best solution.** ”

## SECTION 1

# Message from NZTR

**New Zealand racing infrastructure is predominantly outdated and needs to change.**

We have a rich and successful history, but a lack of recent investment in our racing venues means a large proportion of racing venues now have significant infrastructure issues. Unreliable racing surfaces and poor on-course facilities for both racegoers and participants are just some of the issues facing the industry. Many clubs are also struggling to comply with Health & Safety regulations and meet Earthquake Compliance standards. In short, standards across the industry need to lift in order to drive an increase in wagering revenue and participation.

We can sit and do nothing – but in ten years’ time, when racing has withered on the vine, we will all be culpable for its demise. Competition and technology have combined to marginalise racing to the extent that it no longer holds the same position in the Kiwi psyche as it once did. The question every committee member and

industry participant must ask is whether they are prepared to let this happen on their watch.

NZTR is not prepared to bear that responsibility and has taken a leadership role preparing this consultation document. Clubs and industry participants are invited to think about how they can play a part in contributing to a healthy and prosperous future.

The process behind this document evolved before the Messara report, from the NZRB/ Codes Future Venue Plan initiative. This included a lot of ground work which recognised the place of dual code venues. NZTR has now progressed that work with a focus on our own code’s venues.

When the consultation process has been completed and NZTR has agreed upon the direction we will take, the benefits will include – better and more consistent track surfaces; reduced costs to owners; and the related positive spinoffs from these. ►



# Why?

- ▶ *Our venues need significant investment*
- ▶ *We need to provide better facilities and race day experiences*
- ▶ *We need to lift health and safety standards at our venues*
- ▶ *We are facing ever increasing demands on industry funds*
- ▶ *We need to allocate our available funds across fewer venues to produce the best result for the industry as a whole*
- ▶ *We need to reduce costs for participants.*

## *Message from NZTR continued*

For many participants the financial barriers to achieving a viable livelihood are becoming increasingly difficult. Escalating costs, most recently a 15% increase in trainers' and jockeys' ACC levies, are not being matched by returns. The consequences of rising fees, travel, accommodation and lost earnings due to abandonments and injuries, as well as opportunities overseas, are severely impacting our racing industry.

A key contributor to the future success of New Zealand racing is ensuring venues are fit for purpose and provide participants, followers and punters with a quality experience.

We have seen club-led change in the past where leadership was shown, and tough decisions were made. In section three of this consultation document you will find the stories of two clubs which have thrived at their new venues.

The regions know their own area better than anyone and we are looking for regional solutions where clubs strive to provide the best solution. Accordingly, we are asking that you recognise that this is a consultation document and that we are asking for your feedback.

If New Zealand racing is to add to its already illustrious history, we must work more collaboratively as an industry to adapt and change, positioning ourselves for the future. All clubs and wider industry stakeholders have a role to play in this process.

**Alan Jackson**

*Chairman*

**Bernard Saundry**

*Chief Executive Officer*

## SECTION 2

# The Case for Change

**New Zealand has too many race tracks and most venues are tired, run down and not up to an acceptable standard for today's customer. Despite the best intentions of committed and passionate volunteers, venues are in urgent need of major development.**

Racing has been impacted by significant changes in society, including an increased number of competing entertainment options, reduced numbers in club membership and a change to how we consume events such as racing. The pace of change is rapid and shows no signs of slowing down. The industry must adapt to stay relevant and sustainable.

The following key statistics show the current state of the thoroughbred industry and the challenges it is facing:

- ▶ The foal crop has declined by 22.0% over the last 10 years and individual starters have declined by 18.6% over the same period.
- ▶ There are 16.8% fewer races run now compared to 10 years ago.
- ▶ More money is wagered on NZ racing through Australian betting operators than through the NZRB and total wagering on NZ thoroughbred racing is well below the amounts wagered on thoroughbred racing in the major states of Australia. Currently, NZ only has a 2.4% share of the Australian thoroughbred betting market.
- ▶ Domestic turnover on racing has declined by 14.4% in 10 years.
- ▶ On-course attendance at race meetings has fallen by 22.3% in the last 6 years.
- ▶ The average ownership share size has declined from 27.4% to 19.8% since 2009
- ▶ The average age of the thoroughbred owner has increased from 54 to 57 in 10 years.
- ▶ New racehorse owners are not being provided with an experience that will attract a long term interest (only 1 in 4 new owners are advocates of horse ownership).

We need to act now to start reversing these trends.

In recognition of the importance of the issues the industry is facing with respect to the quality of its racing venues, and the need to address those issues as an industry, a forward-looking plan for racing infrastructure in New Zealand has been developed by NZTR. This plan identifies those venues that are a priority for industry investment and aligns to a large degree, but not totally, with the key themes and recommendations of the Messara Report.

The first stage of consultation on the combined NZRB/codes proposed Future Venues Plan resulted in 88 submissions being received from racing clubs across the country. Most of these stated that there needs to be a reduction in the total number of venues and better-quality venues and facilities, but they also noted the important role of communities and regional racing. The other key themes were the need for more training/trialling/stabling facilities, better quality of tracks, and better hospitality/entertainment facilities for customers and better facilities for owners. ▶



## *The Case for Change continued*

Following the work on that combined Future Venues Plan and the release of the Messara report, NZTR has developed a venue plan for the thoroughbred industry. The plan is underpinned by a set of principles with expected outcomes (see page 11) while information gained under the combined process has also been considered.

This NZTR Venue Plan consultation document proposes a reduction of 10 venues in the 2019/20 season and a reduction to 27 venues in total across the country by 2030.

A significant amount of investment and change is recommended that will, in some cases, have a material impact on clubs and racing venues.

NZTR is committed to working proactively with clubs, venues and other stakeholders to finalise a plan and a transition process that is in the best interests of racing while also ensuring that racing throughout the regions is able to flourish.

A key commitment of the proposed NZTR Venue Plan is that all current racing clubs in New Zealand will have an approved and appropriate venue to host their race meetings.



## Case Studies

*The closure of a club's venue does not necessarily mean that club will cease to race. The following case studies outline how two very different clubs, faced with the choice of moving to an alternative venue or closing, tackled their future and took their communities with them. Both have maintained their individual identities and prospered over the past two decades racing at their new venues.*

### **Feilding Jockey Club, former president Craig McNeill**

**“ Until the 1998/99 season the Feilding Jockey Club was losing money, and basically going backwards and reducing its equity very fast. Various members of the committee could recall the closure of Ashhurst Pohangina, Marton and Rangitikei clubs and could see the benefits to those clubs which had centralised to the Awapuni Racing Centre.**

At a special meeting called for the purpose of discussing a proposed move there was a presentation made by various industry personnel on the pros and cons of staying versus moving. In the vote which followed there was a clear majority to proceed with the move to Awapuni as the presentation clearly showed it was the logical decision – the alternative was not a good look.

We went into it with our eyes wide open. All discussions were of a collegial nature and the partnership has no club dominant over another. We are a team of equals, who work together to grow the business.

In 1999 the Feilding Jockey Club had struggled to conduct three low-key midweek race meetings at their course. The Feilding Cup that year was run for just \$8,000. Today the \$50,000 Ricoh Feilding Gold Cup is a Listed Open Handicap race with the Club offering \$232,500 prizemoney on this day.

Feilding currently runs three meetings at Awapuni, with the RACE Board allocating them the Manawatu Racing Club's popular ANZAC Day feature meeting, which has

provided the Feilding Jockey Club with a second black type feature raceday. The Club is in a very strong financial position and is a major contributor to the RACE concept.

We are focussed on the community and sponsors like never before and that sees increased investment and attendance at our meetings.

If we had not made the move in 1999 the club would be long gone.

Those facing a similar decision need to think about the fact that moving gives clubs a sustainable future and enables decisions to be focused on the customer and the community, not how to keep a derelict facility going.

**Do not be afraid of change, engage now with the venue you are looking to move to and start to agree how you can grow your business.** ”



## Case Studies continued

### **Beaumont Racing Club, president Phil Williams**

**“ The condition of the Beaumont track and facilities was what drove the decision to relocate to Wingatui 25 years ago.**

The course was no longer viable. The running rail and outside fence both needed replacing; a new bar, food area and jockeys’ rooms were needed if we were to continue. The club couldn’t afford this.

Our financial situation was not great, living a bit from year to year, and we were relying on getting good fields and good weather.

Now we are very sound, we have no course maintenance costs and just have to concentrate on sponsors and entertainment.

While the locals were disappointed when the move was mooted our sponsors stuck with us, some are with us to this day and we still have some committee members from the Beaumont area.

If we hadn’t moved we would be gone without a doubt. The land the course was on is now a dairy farm. It was a private farm throughout the

time the Beaumont Racing Club raced there courtesy of the Wood family.

My first piece of advice to clubs faced with the possible closure of their current venue would be to protect your current date. It was our biggest issue, with larger clubs wanting our date and being shoved around for 12 years until we received a date which worked.

Look at it as an opportunity – with no racecourse to maintain you don’t need a large committee to run a race meeting.

In our case, we walk into Wingatui on a Sunday afternoon, set up a couple of hospitality areas, run the meeting on Monday and walk out on Monday night. The Otago Racing Club does a great job of preparing the course, running the bars and providing all the usual raceday staff needed. We concentrate on looking after our owners and sponsors and providing entertainment.

We pay a reasonable rental and usually make some sort of contribution to the Otago Racing

***If we hadn’t moved we would be gone without a doubt...***

***Look at it as an opportunity.***

club during the year. In recent years we have purchased a defibrillator for the course and made a sizeable contribution to the upgrade of the ambulance track.

Look for other options – we have invited Forbury Trotting club to run a dual code meeting for the last four years and this has been very successful. We run 13-14 races alternating between codes and this has over doubled our crowd.

**”**





# Other Considerations

## **Role of Synthetics**

Also relevant to the proposed reduction in the number of racetracks under the draft NZTR Venue Plan is the introduction of racing on synthetic tracks. It is proposed that there will be a synthetic racing season of around 16 to 20 race meetings in each region during the winter and early spring. The introduction of synthetic tracks will inevitably mean that some existing venues become surplus to industry requirements. NZTR is of the view that the benefits to the industry as a whole from the introduction of racing on synthetic tracks outweigh the negative impact on the affected clubs.

### **The key benefits of synthetic racetracks for the industry are:**

1. They provide a reliable track surface for racing when other tracks are unable to be used due to weather and track conditions.
2. There will be a reduction in the number of abandoned meetings and therefore a reduction in the losses suffered, in particular by owners, each time a meeting is abandoned.
3. Grass tracks at other venues will be protected and have time to “recover” (by being maintained properly) through the scheduling of race (and trial) meetings at venues with synthetic racetracks. Over time, this will result in improved grass track surfaces at other racing venues.
4. There will be positive impact on the horse supply chain for race meetings as trainers will be able to get horses fit by training and trialling on synthetic tracks.
5. Improved starter numbers and better-quality racing in winter and spring, resulting in an increase in turnover for winter and spring races.
6. A decrease in costs for owners who have horses in training that are unable to race due to poor weather and track conditions.
7. Increased income from betting on races being held on synthetic tracks rather than rain-affected winter tracks – synthetic tracks will provide a consistent racing surface that over time will become trusted by customers.
8. Increased industry and customer confidence as fewer meetings will be abandoned due to weather and/or track conditions.

## ***Animal Welfare/Health & Safety***

**Animal welfare, along with health and safety, must always be front of mind as a key aspect for our venues in the future.**

### **Track factors:**

- ▶ Track design and construction: assessing the track design, surface construction and maintenance against best practice to minimise the risk of injury and falls
- ▶ Rail and fences: assessing materials used on rails and fences against best practice for rail and fence safety.

### **Racecourse facility factors:**

- ▶ Stabling and horse handling areas: assessing against best practice, with specific standards to be identified.
- ▶ Fencing and paddocking: assessing against best practice, with specific standards to be identified.





## SECTION 6

# Development of NZTR Venue Plan – Approach

In preparing the proposed Venue Plan, NZTR has taken into account the following key guiding principles under five categories. These have evolved from the Future Venue Plan process undertaken by the NZRB and Codes.

CATEGORY	PRINCIPLE	TACTICS	POTENTIAL OUTCOMES... (EXAMPLES)
Calendar	Deliver NZ Thoroughbred racing in the most effective, efficient and commercial way, while taking into account other Codes	<ul style="list-style-type: none"> <li>▶ Intensifying racing at selected venues</li> <li>▶ Focussing investment at selected racing venues</li> <li>▶ Reduced servicing costs</li> <li>▶ Reduced participant costs</li> </ul>	Acknowledging that only a subset of the calendar drives the on-course experience and that off-course and export revenue opportunities need to be secured.
Health and Safety	Health and Safety of animals, participants and race goers is paramount	<ul style="list-style-type: none"> <li>▶ Investment focussed on identified venues to ensure they meet clear minimum and required health and safety standards (including legal obligations)</li> </ul>	Venues will be fit for purpose with increased engagement and financial sustainability resulting in reduced risk to participants, animals, workers and customers.
Customer	Ensure quality customer experience, improved confidence in racing, greater uniformity, consistency and competitiveness	<ul style="list-style-type: none"> <li>▶ Focussing investment in racing surfaces and other infrastructure at selected venues</li> <li>▶ Templated venue strategy within regions</li> </ul>	More regularity in the domestic calendar and the opportunity for venues to grow brand value. Synthetic surfaces for training, trialling and racing in each region.
Quality	Improve attractiveness and quality of racing from a wagering perspective by increasing the rate of participation	<ul style="list-style-type: none"> <li>▶ Aligning the number and location of venues to participant base</li> <li>▶ Reducing costs for owners resulting in increased starts per horse</li> <li>▶ Right racing at the right venues</li> <li>▶ Best racing at best venues</li> </ul>	Future state may include new fit for purpose venues, a need to challenge the assumptions that these venues exist for now.
Community Access	Ensure that all NZers have access to racing	<ul style="list-style-type: none"> <li>▶ Maintaining a geographic balance of regional v main centres</li> <li>▶ Investing in customer facilities at selected venues where the on-course experience is important</li> <li>▶ Retention of tracks to provide and promote racing both locally and nationally</li> </ul>	Retention, promotion and enhancement of community race days during the holiday period.



## A regional approach

**A uniform, structured approach is proposed for the development of racecourse and training infrastructure within each region. This will provide a consistent starting point for developing a view of participant/stakeholder requirements. From this point, investment and the hierarchy of venue importance can be overlaid.**

It is important to note however that each of the regions is unique. Accordingly, the approach has not been applied in a 'mechanical' way. Instead, it is a guideline for regional requirements for a future state and supporting investment plan.





## Premier Centre

**It is proposed that each region “centre” on a *single Premier Centre*.**

The role of the Premier Centre is to be the central point for racing activity in the region. It will deliver the greatest volume of racing through both turf and synthetic racing surfaces and is used for racing, training and trialling. The Premier Centre will support the greatest share of the participant base within each region and this key factor will in most regions determine its location. It is also proposed that the Premier Centre will be a multipurpose destination venue providing the greatest level of customer experience from a facilities perspective. In particular, it would typically provide a range of non-racing activities and income e.g. hospitality.

Investment in the Premier Centre would be prioritised as the focus area for investment in the short term to reset the infrastructure profile within each region. In the case of the Northern Region, there is not currently a Premier Centre within this definition. In addition, investment at Ellerslie will continue to be prioritised given its importance to the industry as a whole.

**Venue Category:** Premier Centre

**Number per region:** Single

**National Total:** 3

**Race Meetings:** 100

**Description / Aspects:**

**30-40 licences per season**

**Racing, Training and Trialling**

**Turf and synthetic surfaces**

**Provide a multipurpose offering including hospitality and accommodation**

**Nearest to the animal population for the region**

**Trainer stabling/allotments providing onsite horse population**

**Provides infrastructure for new entrants (trainers) to be supported**

**Iconic, premier and feature turf race meetings**

**High level of on course customer experience**



## Supporting Venues

**Premier centres will be bolstered by a series of supporting venues which would provide regular, reliable turf racing throughout the season.**

These venues can range from those that primarily race midweek to those which also hold premier and feature meetings during the season. These venues provide smaller, tailored training facilities for more regionally-based participants. Customer facilities at these venues may have a bias towards temporary infrastructure required for larger events, however, options could be considered for a low-cost facility format that generates income (where racing is not the primary activity).

Investment in reliable turf tracks will be a key focus for these venues and aligns to the “race ready” initiative currently being led by NZTR.

**Venue Category:** Supporting

**Number per region:** 3-5

**National Total:** 12-15

**Race Meetings:** 120

**Description / Aspects:**

**5-20 licences per season (can vary based on region)**

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**Turf only**

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**Racing, Training and Trialling**

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**At times of the year will be a seasonal support to Premier Centres**

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**Premier, Feature and industry race meetings**

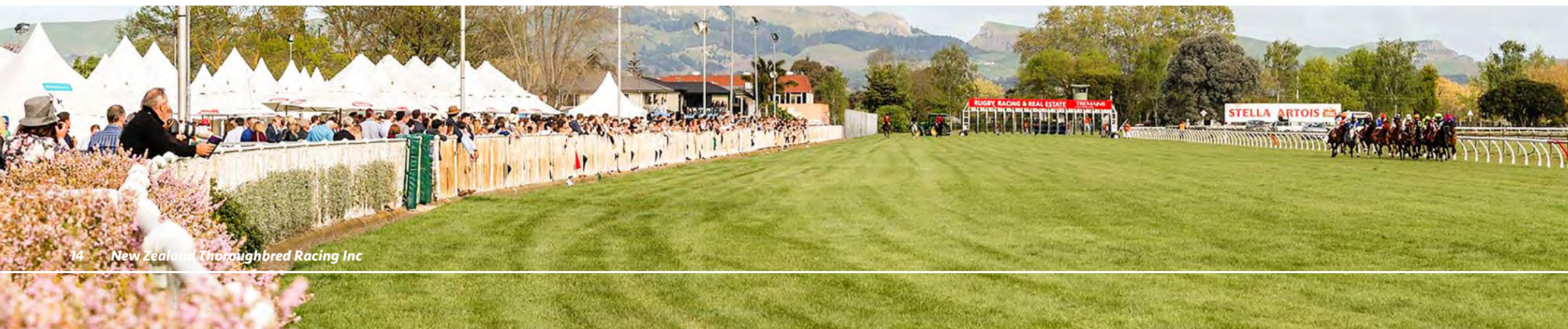
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**Deliver a reliable off-course product however some venues will hold premier race meetings during different periods of the racing season e.g. Hawkes Bay Spring Carnival**

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**Temporary customer facilities for larger events**

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## Community Venues

**NZTR recognises the importance of engagement with communities in regional NZ. It is important that this is retained through a small number of community venues, which would largely hold industry meetings with a bias towards racing in the summer holiday period.**

The format of these race meetings is very localised and centred on community and visitor engagement and promotion of racing. Infrastructure would largely be temporary to cater for these events. These venues would typically race no more than 5 times per season.

**Venue Category:** Community

**Number per region:** 1-4

**National Total:** 5-10

**Race Meetings:** 30

**Description / Aspects:**

2-8 licences per season

Focused on community engagement and racing promotion

Summer bias

Racing and Training (Training activity likely to be very limited)

Turf only

Industry meetings e.g. Country Cups series



SECTION 7

# NZTR Venue Plan

## Proposed 2019/2020

The map (right) represents the proposed NZTR Venue Plan to be incorporated into the 2019/20 draft racing calendar.

It is proposed that 10 venues are not allocated licences in the 2019/20 racing season, which includes Dargaville, Thames and Wyndham who, for different reasons, are racing at alternative venues in the 2018/19 racing season.

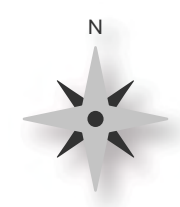
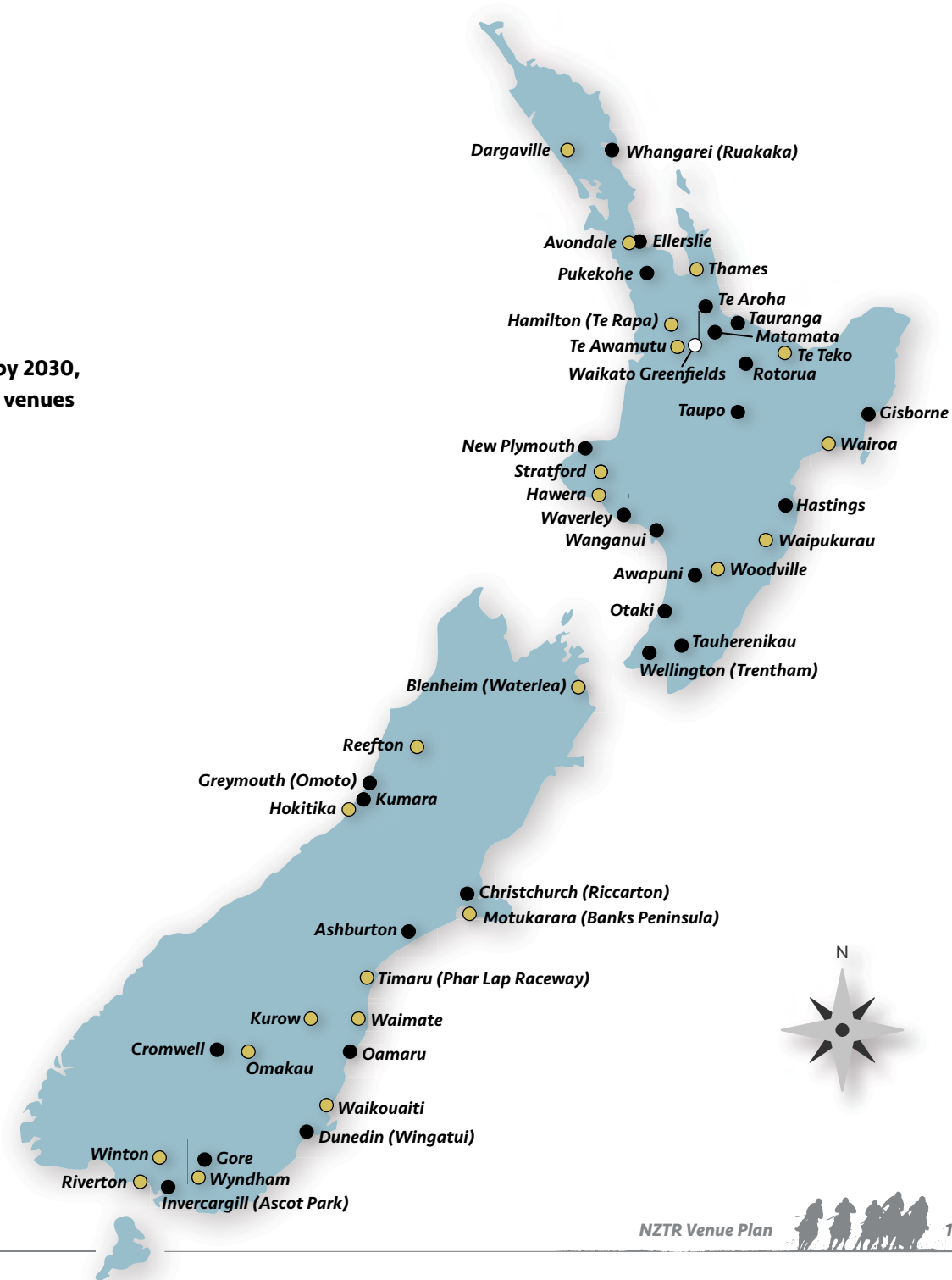
- Existing - no longer required
- Existing - retained



## Proposed 2030

The map (right) represents the proposed NZTR Venue Plan by 2030, which would be a stable future state consisting of 27 racing venues across the country.

- Existing - no longer required
- Existing - retained
- New racing venue



## Notes

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## Northern Region

**The future vision for the Greater Waikato region is for the development of a new state-of-the-art training, trialling and racing facility intended to be available for racing by 2030. The expectation is that this facility would be a training base for over 2,000 horses and would hold up to 40 race meetings. NZTR continues to work with Waikato RC, Waipa RC and Cambridge JC on the assessment of this opportunity. If this project is pursued successfully, each of those clubs would cease to race at their current venues and race instead at the new facility.**

NZTR is currently pursuing with the Cambridge JC, the construction of a synthetic track at its Cambridge facility that would initially be used for training and trialling. If this project is completed and the track at Cambridge is used for racing beyond 19/20, it is proposed that the Whakatane RC would cease to be granted a licence to hold its winter race meeting at its Te Teko venue and would cease to be licensed to hold its summer

race meeting at that venue by 2025. The Club would also cease to be allocated trial meetings at its Te Teko track if the synthetic track is built at Cambridge. NZTR recognise that the Cambridge Training Centre does not currently operate as a racing venue, however this forms a key part of the transition plan for the region towards the Greenfields venue.

In the Greater Auckland region, NZTR's preferred outcome is that only Ellerslie and Pukekohe are retained, with Avondale JC racing at Ellerslie in the future.

It is proposed that Dargaville RC and Thames JC would not be licensed to race at their venues from and including the 2019/20 season. Thames JC would race instead at Te Aroha while Dargaville RC would race at Ruakaka. We note in this regard that both clubs are racing at other venues in the 2018/19 season due to difficulties experienced with the state or performance of their respective tracks in recent years.

## Transition – Northern Region

Region	Venue	Racing	Jumps	Trials	Strategic Training	Season & Licence Count			Current/Proposed Clubs
						19/20	24/25	29/30	
Northern	Ruakaka	Y	N	Y	Y	11	10	7	Whangarei RC, Dargaville RC
	Dargaville	Y	N	N	N	N			Dargaville RC
	Ellerslie	Y	Y	N	N	21	25	25	Auckland RC, Avondale JC, Pakuranga HC
	Avondale	Y	N	Y	N	8	N		Avondale JC
	Pukekohe	Y	N	N	Y	12	11	12	Counties RC
	Thames	Y	N	N	N	N			Thames JC
	Waikato Greenfields	Y	N	Y	Y			40	Waikato RC, Waipa RC, Cambridge JC
	Te Rapa	Y	Y	Y	N	20	18	N	Waikato RC, Cambridge JC
	Cambridge	Y	N	Y	Y		20	N	Cambridge JC
	Matamata	Y	N	Y	Y	14	14	14	Matamata RC, South Waikato RC
	Te Aroha	Y	Y	Y	Y	11	13	13	Racing Te Aroha, Thames JC
	Tauranga	Y	N	N	N	12	11	11	Racing Tauranga
	Te Awamutu	Y	N	Y	Y	7	N		Waipa RC
	Te Teko	Y	N	Y	N	2	N		Whakatane RC
	Rotorua	Y	Hurdles Only	N	N	11	8	8	Racing Rotorua, Rotorua BOP HC, Taumaranui RC, Whakatane RC
Taupo	Y	N	Y	N	4	3	3	Racing Taupo	
						133	133*	133*	

\* Totals to be confirmed dependent upon funding, horse population, domestic/international racing commitments etc





## Transition – Central Region

Region	Venue	Racing	Jumps	Trials	Strategic Training	Season & Licence Count			Current/Proposed Clubs
						19/20	24/25	29/30	
Central	Gisborne	Y	N	N	N	2	2	2	Poverty Bay Tfc, Wairoa RC
	Wairoa	Y	N	N	N	N			Wairoa RC
	Hastings	Y	Y	N	Y	13	13	13	Hawkes Bay RI, Waipukurau JC,
	Waipukurau	Y	N	N	N	3	N		Waipukurau JC
	New Plymouth	Y	N	N	Y	13	13	13	Taranaki TRI, Egmont RC, Stratford RC
	Stratford	Y	N	N	N	N			Stratford RC
	Hawera	Y	N	N	N	4	N		Egmont RC
	Waverley	Y	N	Y	N	3	3	3	Waverley RC
	Wanganui	Y	Y	N	Y	11	11	11	Wanganui JC
	Awapuni	Y	Y	N	Y	18	38	38	Manawatu RC, Feilding JC, Marton JC, Rangitikei RC, Woodville-Pahiatua RC
	Woodville	Y	N	N	N	5	N		Woodville-Pahiatua RC
	Otaki	Y	N	Y	N	14	11	11	Otaki Maori RC, Levin RC
	Tauherenikau	Y	N	N	N	5	3	3	Wairarapa RC, Masterton RC
	Trentham	Y	Y	N	N	11	8	8	Wellington RC
						102	102*	102*	

\* Totals to be confirmed dependent upon funding, horse population, domestic/international racing commitments etc



## Southern Region

**The changes proposed under the NZTR Venue Plan for the Southern Region principally reflect consolidation of venues on the West Coast and, in part, the expected impact of the proposed construction of a synthetic track for racing, training and trialling at Riccarton Park. It is proposed that six venues would not hold race meetings in the 19/20 season, with another six venues ceasing to hold race meetings within five years.**

Proposed changes include:

- (a) Marlborough RC would not be granted licences to race at its Blenheim venue for its two meetings from and including the 2019/20 season. The lack of horse numbers in the Marlborough region and the Club's reliance on the Central Region for horses for its meetings have led NZTR to the view that it should no longer be granted licences for its two meetings. The club would race instead at Riccarton Park.
- (b) Westland RC and Reefton JC would not be granted licences to race at their respective venues from and including the 2019/20 season as part of a consolidation of venues on the West Coast of the South Island with racing to take place at Kumara and Greymouth venues. In NZTR's view four venues are not required for racing on the West Coast of the South Island.
- (c) Banks Peninsula RC would not be granted a licence for its single Community race meeting at its Motukarara venue from and including the 2024/25 season assuming the proposed synthetic track at Riccarton Park is available for racing by then.
- (d) Kurow JC would not be granted a licence for its single Community race meeting at Kurow from and including the 2024/25 season as part of a reduction of venues in the North Otago region, and would race at Cromwell.
- (e) South Canterbury RC would not be granted licences to race at its Timaru venue from and including the 2024/25 season assuming the proposed synthetic track at Riccarton Park is available for racing by then. In particular, winter meetings currently held at Timaru could be transferred to the Riccarton Park synthetic track once it is operational.
- (f) Central Otago RC would not be granted a licence to race at its Omakau venue for its single Community race meeting from, and including, the 2024/25 season as part of a rationalisation of venues in the Otago region. In NZTR's view, Omakau and Cromwell should not both be retained, and Cromwell is the preferred option.
- (g) Waimate RC would not be granted a licence to race at its Waimate venue for its single meeting from and including the 2019/20 season, and would race at Oamaru.
- (h) Waikouaiti RC would not be granted a licence to race at its Waikouaiti venue for its single New Year's Day meeting from and including the 2024/25 season as part of a rationalisation of venues in the Otago region, and would race at Oamaru.
- (i) Winton JC and the Wyndham RC would not be granted licences to race at their respective venues from and including the 2019/20 season as part of a rationalisation of venues in the Southland region, racing at Gore.
- (j) Riverton RC would not be granted licences to race at its Riverton venue from and including the 2024/25 season.



## Transition – Southern Region

Region	Venue	Racing	Jumps	Trials	Strategic Training	Season & Licence Count			Current/Proposed Clubs
						19/20	24/25	29/30	
Southern	Blenheim	Y	N	N	N	N			Marlborough RC
	Reefton	Y	N	N	N	N			Reefton JC
	Greymouth	Y	N	N	N	2	2	2	Reefton JC, Greymouth JC
	Kumara	Y	N	N	N	2	2	2	Kumara RC, Westland RC
	Hokitika	Y	N	N	N	N			Westland RC
	Riccarton	Y	Y	N	Y	23	36	36	Canterbury Racing, Marlborough RC, South Canterbury RC
	Motukarara	Y	N	Y	Y	1	N		Banks Peninsula RC
	Ashburton	Y	N	Y	N	6	6	6	Ashburton RC, Banks Peninsula RC
	Kurow	Y	N	N	N	1	N		Kurow JC
	Timaru	Y	Y	N	Y	7	N		South Canterbury RC
	Cromwell	Y	N	N	N	1	2	2	Otago RC, Central Otago RC, Kurow JC
	Omakau	Y	N	N	N	1	N		Central Otago RC
	Waimate	Y	N	N	N	N			Waimate RC
	Oamaru	Y	N	N	N	4	4	4	Oamaru JC, Waikouaiti RC, Waimate RC
	Waikouaiti	Y	N	N	N	1	N		Waikouaiti RC
	Wingatui	Y	Y	N	Y	13	13	13	Otago RC, Beaumont RC
	Winton	Y	N	N	N	N			Winton JC
	Gore	Y	N	N	N	5	5	5	Gore RC, Winton JC, Wyndham RC, Tapanui RC
	Wyndham	Y	N	N	N	N			Wyndham RC
Riverton	Y	Y	N	Y	4	N		Riverton RC	
Invercargill	Y	N	N	Y	7	8	8	Southland RC, Riverton RC, Wairoa JC,	
						78	78*	78*	

\* Totals to be confirmed dependent upon funding, horse population, domestic/international racing commitments etc



**Notes**

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NEW ZEALAND  
THOROUGHBRED **RACING**



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