

RTI RELEASE

3.7 Align Sport & Media – Optimisation Report, Management Discussion of key items

For Discussion

Not a complete copy of the original information

Objective:

For the Board to discuss Management's view in relation to key items contained in the Optimisation Report

Recommendation:

That the Board consider Management's proposed options and recommendations, and provide guidance to progress, defer or cease action in relation to each key item presented

Author:

Various Executive and SLT members

Date:

May 2026

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Key items to be considered

The Optimisation Report considers multiple items and makes associated recommendations. As agreed at the April Board Meeting, [REDACTED]

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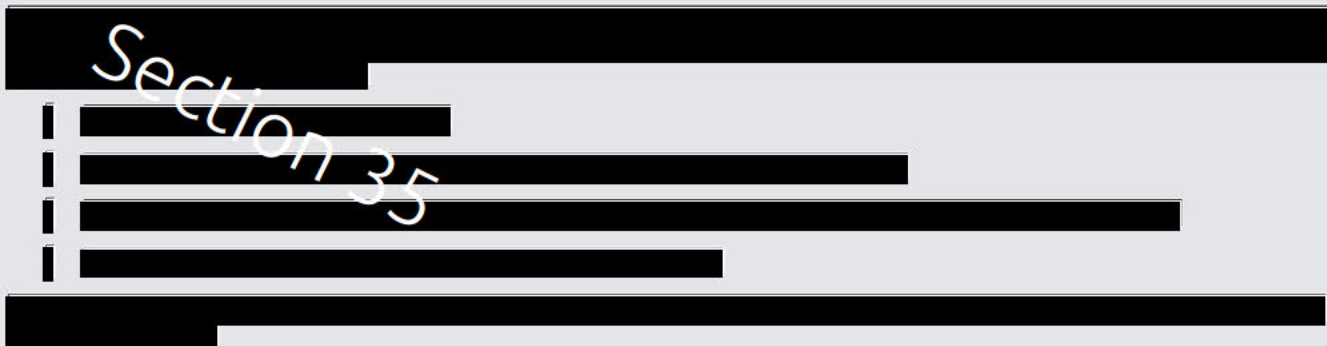
Each item will be presented for discussion by the Board subsequently in this paper, along with a recommendation from Management in terms of next steps.

Not relevant [REDACTED]

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1. Devonport thoroughbred track

One of the recommendations in the Optimisation report was that the Devonport all-weather track be utilised as a training venue only, with the two grass tracks increasing their racing volume.



Recent independent testing of the grass tracks identified the following:

- **Elwick**
Elwick Racecourse is performing at a high standard and is capable of sustaining increased racing frequency.
- **Mowbray**
Mowbray remains operationally sound but presents increasing long-term risk due to surface age and thatch depth. The track requires ongoing renovations to ensure the sustainability of the racing program. Without targeted intervention, gradual deterioration in surface quality is likely.

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1. Devonport thoroughbred track

The Devonport all-weather track should be supported as a continued racing venue and training facility, forming an integral part of the racing calendar.

Both turf tracks currently undergo two major renovation cycles annually. The Devonport all-weather track provides critical breaks for Mowbray and Elwick and offers flexibility to continue racing during colder months. This reduces stress and wear on turf surfaces and enables scheduled renovation periods.

The Board should also note recent infrastructure investment of approximately \$3.5 million at Spreyton Racecourse, including:

- New amenities building
- Upgraded viewing facilities
- Improvements to the mounting yard
- New fencing

The Devonport Cup is also a gazetted public holiday, [REDACTED].

[REDACTED]

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2. Clubs structure and funding model

Thoroughbreds

The Optimisation Report details a number of options relating to the structure of Clubs.

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The two options considered most viable by Management, and that warrant detailed consideration in Management's view, are discussed in this Paper.

Option E in the report is the 'Hong Kong' model where the PRA runs all activities associated with racing and, in our context, Clubs would cease to exist.

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2. Clubs structure and funding model

Thoroughbreds continued

Option C in the report discusses consolidation of the Clubs into a single entity.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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2. Clubs structure and funding model

Thoroughbreds continued

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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2. Clubs structure and funding model

Harness

The Report outlines three options to be considered. They are included below for the Board's convenience –

Modelling Approach & Results (Code Specific): Three structural models were assessed for harness racing, all applied against the Base race programming projection:

- **Model A – Enhanced Status Quo:** Maintain current club structures. Cease racing at St Marys and King Island. Deregister DHRC. Shared services across remaining. Limited structural transformation.
- **Model B – North & South Consolidation:** Consolidate LPC and CPPC into a single northern entity. Cease racing at Burnie, Scottsdale, and St Marys. Consolidate northern programming into Carrick Park and Launceston.
- **Model C – Consolidation by Code:** Consolidate all harness clubs into a single entity. Racing consolidated into two venues – Elwick (south) and Carrick Park (north). Cessation of LPC, Burnie, Scottsdale, St Marys and King Island clubs and facilities. Single board and centralised administration.

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2. Clubs structure and funding model

Harness continued

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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- King Island, Burnie and smaller Clubs (St Mary's & Scottsdale) are discussed separately in the paper.

Harness Club Funding

Harness Clubs currently receive a payment from Tasracing on a per-race meeting basis. This is a historical arrangement that was intended to subsidise Clubs, in part, for costs incurred on race days including vets, mobile driver, photo finisher operator, judge. This in contrast to thoroughbred and greyhounds where such resources are facilitated and paid for directly by Tasracing.

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2. Clubs structure and funding model

Harness Club Funding continued

[REDACTED]

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[REDACTED]

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2. Clubs structure and funding model

Harness Club Funding continued

There is inconsistency in relation to 'who does what' across the various harness Clubs, as summarised in the adjacent table.

It should be noted that the TIU (and former ORI) have regularly expressed concerns in relation to Club volunteers filling race-related positions, e.g. photo finish operator, judge.

	Current Base Meeting Payment (excl.GST)	Operating Costs Funding (excl.GST)	Track Maintenance Grant (excl.GST)	Services intended to subsidise
HARNESS				
Tasmanian Trotting Club	7,325.68			Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing
Launceston Pacing Club	7,325.68			Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing
				Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing Maintenance grant covers costs to maintain the training track at Maxfields
Devonport Harness Racing Club	7,325.68	\$4,500 per month	\$3,500 per month	
COUNTRY HARNESS				
				Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing Once yearly grant to cover track maintenance which is managed by the Club
North East Pacing Club	5,640.67		\$5,072 per annum	
				Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing Once yearly grant to cover track maintenance which is managed by the Club
Burnie Harness Racing Club	5,640.67		\$7,253 per annum	
				Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing
Carrick Park Pacing Club	5,640.67			
				Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing Once yearly grant to cover track maintenance which is managed by the Club
St Marys Pacing Club	5,640.67		\$2,072 per annum	
Kings Island Racing Club	2,734.87			Services on race days including vets, photo finisher operator, judges paid for by the Club, not Tasracing

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2. Clubs structure and funding model

Harness Club Funding continued

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

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2. Clubs structure and funding model

Recommendation Summary

Thoroughbreds



Harness



3. Continuation and volume of racing at King island, Burnie & smaller harness Clubs

King Island Racing Club

King Island Racing Club (KIRC) remains a historically significant and politically sensitive racing product, comprising approximately seven annual thoroughbred and harness meetings. The cost to Tasracing to deliver the season is approximately \$450,000 annually, with the meetings being non-TAB and therefore generating little to no commercial wagering return. Last season, the club elected to postpone racing due to low participant and trainer numbers.

KIRC is currently seeking confirmation from Tasracing regarding funding support for the upcoming season, including requests for travel assistance and trainer subsidies to improve participation. While sourcing horses is generally achievable, attracting sufficient trainers and riders/drivers to the island remains a significant challenge and is expected to become increasingly difficult given rising industry costs.

[REDACTED]

[REDACTED]

Management Summary

[REDACTED]

Recommendation

[REDACTED]

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3. Continuation and volume of racing at King island, Burnie & smaller harness Clubs

St Marys Pacing Club (STMPC) & Scottsdale Harness Racing Club (NEPC – North East Pacing Club)

St Marys Pacing Club (STMPC) and Scottsdale Harness Racing Club (NEPC – North East Pacing Club) each conduct a single annual harness meeting over the New Year period. While both meetings attract strong on-course attendance, they deliver limited commercial return to Tasracing. Tasracing also continues to incur increasing operational and resourcing costs to ensure both venues remain compliant and fit for racing despite hosting only one meeting annually.

The Scottsdale Harness Racing Club (NEPC) meeting, conducted in early January, currently operates as a Sky Racing 2 broadcast meeting and will remain unchanged under the current arrangement.

Tasracing has consulted with the St Marys Pacing Club (STMPC) regarding a proposal to transition its traditional New Year's Day non-TAB meeting to a New Year's Eve Sky Racing 2 broadcast meeting

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Tasracing consulted with its AV provider, Vizpix, which has confirmed it is not confident the proposed transition and broadcast requirements can be accommodated without operational issues.

Following consultation, STMPC advised that the matter was considered by its committee, including a member poll regarding the proposed date change. The club's preference is to retain the meeting on 1 January 2027, citing volunteer availability constraints on working days and strong community attendance on New Year's Day.

Tasracing also notes that,

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3. Continuation and volume of racing at King island, Burnie & smaller harness Clubs

St Marys Pacing Club (STMPC) & Scottsdale Harness Racing Club (NEPC – North East Pacing Club) continued

Management Summary

Both STMPC and NEPC meetings provide important community engagement but limited commercial return. [REDACTED]
[REDACTED], stakeholder preference remains strongly aligned to maintaining the traditional New Year's Day timeslot.

Recommendation

[REDACTED]

3. Continuation and volume of racing at King island, Burnie & smaller harness Clubs

Burnie Harness Racing Club (BHRC)

The Burnie Harness Racing Club (BHRC) increased its race meeting allocation from approximately four to eight meetings following the closure of the Devonport harness racing venue. This adjustment was made to maintain North West racing opportunities and support continuity of the regional racing program.

Historically, BHRC operated around four race meetings per year prior to Devonport's closure. In reviewing current programming requirements and the overall structure of the state's harness racing calendar, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Management Summary

BHRC has expanded meeting activity post-Devonport closure; however, current allocation exceeds historical levels and places pressure on statewide scheduling balance including non-commercial race meetings.

Recommendation

[REDACTED] Section 35 [REDACTED]

3. Continuation and volume of racing at King island, Burnie & smaller harness Clubs

Carrick Park Pacing Club (CPPC)

Carrick Park Pacing Club (CPPC) will continue with its established allocation of four race meetings, a level that has remained consistent over an extended period.

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4. Race volumes, impact on, and usage of, stakes for 2027 season

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4. Race volumes, impact on, and usage of, stakes for 2027 season

Harness Racing Meeting Reductions (–10 meetings total)



These reductions reflect the removal of lower-performing fixtures across all three regions, while maintaining a balanced distribution of racing opportunities statewide.

A previously requested Devonport Tapeta meeting for the Devonport Harness Racing Club (DHRC) at Spreyton was trialled in February but attracted only three trainers and nine horses. Given the low participation, along with track considerations and expected wagering outcomes, this fixture will not proceed to the 2026/27 schedule. Also, Devonport (DHRC) allocated programming will reduce from 13 to 10 meetings annually under current allocation arrangements.

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4. Race volumes, impact on, and usage of, stakes for 2027 season

Thoroughbred Racing Meeting Reductions (–5 meetings total)



In addition:

- The Tasmanian Racing Club (TRC) will discontinue the Sky 2 Champions Day Saturday meeting in November due to historically low wagering performance and limited industry support.

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4. Race volumes, impact on, and usage of, stakes for 2027 season

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5. Use of Carrick as primary northern harness venue

A recommendation in the report proposed that Carrick become the northern harness racing centre for both racing and training activities.

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There are also substantial concerns from local residents regarding noise associated with speedway activities at night and ongoing issues related to dust from the site.

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Mowbray is already fit for purpose with the exception of minor track and lighting upgrades.

Not relevant

Not relevant