



## **Briefing from the Cut the Chase coalition: Stage 2 amendments to the Prohibition of Greyhound Racing (Wales) Bill**

The Cut the Chase coalition welcomes the opportunity to brief the Culture, Communications, Welsh Language, Sport, and International Relations Committee in relation to our position on the proposed stage 2 amendments to the [Prohibition of Greyhound Racing \(Wales\) Bill](#). With many of the amendments that have been tabled having the potential to strengthen the provisions of the aforementioned Bill, we are keen to highlight our support for these. However, with other amendments having the ability to weaken the relevant legislation if passed, we call on the committee to vote these down during Wednesday (the 28th of January)'s meeting, as outlined below.

### **Sections 1-3**

#### **Amendments relevant to the offences proposed in the Bill**

[Amendment 1](#) aims to change 'is involved in organising greyhound racing in Wales' (section 1, page 1, line 9) to instead read 'that is involved in organising greyhound racing that  
(i) takes place in Wales or  
(ii) is intended to take place'

We support this amendment as it clarifies the scope of Bill and that it not only applies to greyhound racing that has occurred and/or 'taken place' but to racing that is 'intended to' also. As such, this will enable enforcement officers to act even if racing has not physically happened but is planned on, thus strengthening the Bill's provisions and leaving less room for the interpretation of 'greyhound racing'.

The Cut the Chase coalition supports both amendments ([2,3](#)) that aim to widen the scope of the Bill in terms of who its offences apply to. As it stands, the provisions of the Bill apply to those 'involved in organising greyhound racing in Wales' as well as an 'operator' of a stadium or similar venue. We remain concerned that if enforcement officers find illegal racing taking place once the Bill comes into force and no person/s present accepts responsibility for having 'organised' such racing and no relevant evidence is available in terms of who organised it such as text messages/email/social media communications etc, then no further action will be taken. Widening the scope to include owners, co-owners, trainers and attendees would therefore prevent this from happening while also acting as a greater deterrent for more individuals in terms of the facilitation of illegal racing if/once the ban comes into force. Additionally, other public bodies such as the Wales Local Government Association (WLGA) have voiced [their support](#) for widening the scope of the Bill, along with Animal Licensing Wales who called for the

scope of the Bill to cover participants, financiers and attendants while [providing oral evidence](#) to the committee in October.

### **Amendments to the definition of greyhound racing**

[Amendments 4 and 6](#) both propose to change the uses of the words 'to run around a track' to 'to run on a track (as featured in section 2, page 1, lines 14 and 16). We support these amendments as they would act as a preventative measure in terms of the future facilitation of racing on straight and/or other shaped tracks in the future. While the shape of the track is a contributory factor to the risk of injury, there are other factors related to the track that pose risk such as its surface, maintenance and lure design. As such, changing the shape from ovoid to straight would not entirely eliminate risk. Furthermore, with there being no robust scientific evidence relevant to the safety of, and risks associated with, greyhounds running on straight tracks compared with ovoid, we can not say with full confidence that it would be a better alternative, only that straight tracks would eliminate the injuries associated with bends. In addition, many of the issues associated with greyhound racing such as the industry's reliance on the rehoming sector, its insecure funding model, the various welfare issues which apply to dogs away from tracks - as covered during our [oral evidence session](#) - and issues with the track itself would not be resolved by changing the shape of the track.

[Amendment 5](#) proposes to remove reference to a lure 'activated by mechanical means' (page 2, section 2, line 15). We are supportive of this amendment as while the current model/s of lure used within greyhound racing are activated by mechanical means, new lures activated by different means could be used and/or invented in the future. As such, we are happy for the reference to 'by mechanical means' to be removed via this amendment to make this provision broader.

### **Amendments relevant to the review and operation of the Act**

Our coalition is supportive of the amendments ([7,8,9](#)) which aim to secure a statutory five year review of the eventual Act, along with a statutory report in relation to its effectiveness. While the current Cabinet Secretary has committed to such a review in principle, having it on the face of the Bill would guarantee that it happens, regardless as to who forms the next Welsh Government. A review would enable future considerations to be given as to whether the scope of the Bill in terms of who it applies to needs widening (if the relevant amendments noted above are not accepted) and for consideration to be given as to whether a ban on keeping greyhounds for racing purposes will be needed to stop dogs from Wales being raced elsewhere, should evidence demonstrate that this is necessary in the future.

### **Amendments which seek transitional arrangements**

[Amendments 11 and 15](#) seek to introduce transitional arrangements which would see greyhound racing regulated in Wales as an interim measure. We strongly oppose this proposal as it is our firm view that no amount of regulation would equate to sufficient protection for the relevant dogs and that the introduction of regulation as an interim measure would equate to a

delaying tactic that seeks to undermine the overall intention of the Bill. Inevitably, the introduction of an interim regulatory period would prevent a ban from being implemented as soon as we believe is necessary to prevent further injuries and the fatalities of dogs who are involved in racing, as outlined below.

The regulation of greyhound racing has already been attempted, both by the Greyhound Board of Great Britain (GBGB) and the UK Government in England via the Welfare of Racing Greyhound Regulations 2010. Still, thousands of individual injuries are recorded each year by GBGB, with [123 dogs](#) having died at regulated stadiums in 2024. With this equating to an increase in dogs being euthanased at tracks for the second year running, it is clear that regulation does not - and can not - prevent dog deaths or injuries due to the inherently dangerous nature of greyhound racing. It is our firm view that attempts to regulate the sector have failed in terms of protecting dog welfare. With there being no evidence to demonstrate that further regulation could or would prevent injuries to, and the death of, dogs - as this Bill intends - the introduction of regulation would equate to an unevidenced approach in terms of achieving the overall objectives of the proposed legislation.

In addition, the regulation of the sector would require public funds and resources, despite a clear majority of the Welsh public having no interest in greyhound racing. According to polling undertaken by Cut the Chase in 2024, only 5% of people in Wales follow or participate in greyhound racing. As such, we would question whether the use of taxpayers' money to regulate greyhound racing would be an appropriate use of public funds, especially during a cost of living crisis. 35,000 people signed the [Senedd petition](#) which has made the proposed ban possible, with this including 18,707 people from Wales (significantly more than the 10,000 threshold for petitions to be debated in the Senedd). Additionally, more than two thirds (66.14%) of respondents to the Welsh Government's consultation on the licensing of animal welfare establishments, activities and exhibits either supported a phased or imminent ban on greyhound racing. While some of the responses received were duplicated as they were generated from a campaign, each response still represents an individual who took action to support a ban on greyhound racing.

As we do not support the regulation of greyhound racing in any shape or form, neither do we support amendments [12 and 16](#) which would require a report on the interim period of regulation.

While we are not opposed to the undertaking of assessments in relation to the economic, social and human rights impacts of the Bill as proposed by amendments [13, 14, 17 and 18](#), we wish to highlight the Welsh Government's relevant implementation group. With our coalition having two representatives on this group, along with industry representatives, local authorities and others who will be impacted by the ban, we are confident that this group is in a position to assist the Welsh Government in terms of assessing some of the aforementioned impacts, as this work is already underway.

## **Section 5**

### **Amendments relevant to the proposed ban's commencement date**

We are supportive of [amendment 10](#) that aims for the 1st of April 2027 to be featured on the face of the Bill as the commencement date for the ban as this is what we are also calling for. With the members of our coalition and others across the animal welfare sector actively preparing to rehome the dogs affected, we question whether such a long timeframe, which could see racing continue until 2030, is necessary. To support the rehoming, rehabilitation and treatment of any dogs impacted by the end of greyhound racing in Wales, the Wales Greyhound Partnership (WGP) was established shortly after the ban was announced in February 2025. The WGP comprises nine animal welfare organisations - including our coalition's members - and is currently preparing to rehome up to 258 dogs every two months following the implementation of a ban, if required.

As such, our coalition is calling for greyhound racing to be ended in Wales within 12 months of the passing of the relevant legislation, if passed in March. It is our view that such a timeframe will enable the dogs affected to be treated, rehomed and rehabilitated by ourselves in a safe and realistic manner, while minimising the harm racing poses to dogs. Inevitably, the longer that racing continues legally in Wales, the more dogs that will be put at risk of injury, or worse. Other tracks closed by the industry have been wound down in less than a year - for example, the closure of Swindon was announced in March 2025, with racing having ended there in December. Meanwhile, a timeframe which could enable racing to continue on a legal basis for up to four years will see racing stocks replenished on a repeat basis, putting more animals at risk as well as additional pressure on the rescue sector. Ending greyhound racing within a year will give both the rescue sector and the industry a definitive deadline to work towards, which should simplify the implementation of the ban for all. We therefore urge the committee to support the relevant amendments.

[Amendments 19 and 20](#) propose that the current dates on the face of the Bill relevant to the commencement of the proposed ban are changed from between April 2027 and April 2030 to October 2028 and October 2031. We are strongly opposed to these amendments as they would inevitably see more greyhounds injured in Wales, or worse, while additionally elongating the industry's reliance on the already-struggling rescue sector. As noted above, it is our firm view that the longer racing continues in Wales, the longer the risks racing poses in terms of dog welfare - both on and away from the track - will be persistent. We therefore urge the committee to vote these amendments down so that no delays to the proposed ban can occur, thus enabling the ban to be brought forth as soon as is practically possible, as intended by the Welsh Government.