

22 June 2020

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Dear James

2020/2021 DATES CALENDAR - HRNZ SUBMISSION

The following document and attachments form Harness Racing New Zealand's (HRNZ) submission on the proposed 2020/2021 Dates Calendar, as released to the industry on 15th May 2020. The draft calendar and submissions received from member clubs have been reviewed and considered by HRNZ in some detail. This has been an exhaustive process undertaken by both the Board and management of HRNZ, which is reflective of the significant changes proposed under the draft calendar for the new racing season.

It is well known that the Crown and the Racing Industry Transition Agency (RITA) have been calling for meaningful change across the industry for some time, as it is clear that the current industry model is not financially sustainable. Over the last two years we have been working with RITA through the recommendations arising from the Messara review, which was focussed on making our code and the overall industry more efficient, generating more income for participants.

While Covid-19 has been a significant catalyst for accelerated change and a truncated process, the reality is that the planning for that change has been under way for some time, and this has been reflected in the recommendations outlined in our submission.

Please find attached to this document:

-) HRNZ Submission document
 - o **Appendix 1** provides commentary and recommendations on individual dates, member clubs and venues.
 - o **Appendix 2** provides a summary of proposed start time and changes to race totals.

Yours sincerely



Phil Holden
Interim Chief Executive



2020/2021 DATES CALENDAR

HRNZ SUBMISSION

Submission Context

The Board of HRNZ is charged with taking a national view of harness racing while considering an industry wide perspective, in its governance obligations. Essentially, the Board's approach and objective has been to grow the industry as a whole for the benefit of all and it has been through this national, industry wide lens, with which the Board has reflected on in its deliberations over its recommendations outlined in this submission to the RITA Dates Committee.

The Government and industry participants have for some time been calling for meaningful change to the way racing is run. HRNZ and the wider industry needs to change and reposition itself to make its offer attractive and relevant to a wider audience. The HRNZ Board is conscious that the shape of racing as we know it has been changed forever through the impact of Covid-19. The Minister for Racing has made it clear that in order for funding support to continue, the industry as a whole has to undergo the changes necessary to ensure that there is a racing industry (which includes harness racing) in the long term.

In considering the request by the Crown for substantive change, to support RITA in its focus on cost reduction and to set a future more sustainable footprint for the New Zealand harness racing industry, the HRNZ Board adopted the following guiding principles to inform and assist in its decision making and recommendations in relation to this submission:

-) To improve wagering income by racing more often at the higher performing venues
-) To reduce costs to owners and trainers by racing closer to home
-) To reduce the service costs to RITA
-) To better align meetings with the regional horse populations
-) To reflect the Racing Minister and RITA's desire to see a rationalisation of venues

Amongst other elements but not limited to them, that that the HRNZ Board took into consideration were:

-) To maintain destination venues/meetings with high turnovers where sensible
-) The condition and age of the infrastructure at venues
-) The levels of stakes to funding ratios paid by clubs
-) Potential expansion for training centres

The HRNZ Board recognises that to deliver a relevant product offer and sustainable harness racing footprint it has had to make some hard decisions. These decisions were not taken lightly. Prior to Covid-19 it was anticipated that elements of this process would be worked through over the next year. Following Covid-19, the HRNZ Board was required to respond to RITA through this submission process in a very truncated timeframe of a few weeks.

The Board of HRNZ must take a longer-term national view, and this is what the Board has taken into consideration in its thinking in relation to the draft calendar for next season, and this is underscored in this submission to the RITA Dates Committee.

Historical Context

For a very long time every report conducted and delivered on the racing industry has suggested that venue reduction was required. Work commenced by the then New Zealand Racing Board through its optimise the calendar project which included a venue rationalisation element.

The Minister for Racing has via the Messara report and more recently, asked the industry to reduce venues and make the tough decisions to “secure its future”. While the process for the 2020/2021 dates calendar has been truncated through Covid-19, the thinking and industry discussions have been long considered and in some format been undertaken, across the industry.

RITA recently stated that “The Covid-19 pandemic has had a devastating impact on racing and accelerated the need for significant change across all levels of the industry. The leaders of New Zealand racing have repeatedly talked over decades about change but not been courageous enough to address the critical need for venue intensification. Repeated reports on the industry, including most recently by John Messara, as well as the industry-led future venue plan have identified that there were too many racing venues, and this was a commercial drain on limited industry resources. Covid-19 leaves us with no other choice but to act”.

Over the last two years the three racing codes have undertaken considerable work identifying their optimal future venue footprint. The impact of Covid-19 has created a greater and pointed financial need to accelerate the implementation of those plans.

HRNZ has also previously consulted, presented and suggested to member clubs concepts such as the Super Club model in an attempt to get clubs to work collaboratively and to determine their own region’s future and that of their venues. Meetings on the Super Club model were held around the country, and through that consultation process whilst there was acknowledgment of the need for change, some clubs were keen to support the concept and others were not so inclined. Southern Harness as an example was born from that process and those initial discussions.

The challenges HRNZ faces are not new, are widely understood, and Covid-19 has now brought the issue of venues and the industry footprint sharply into context. To ensure the long-term sustainability of the industry, the Board of HRNZ has had to act and make those recommendations now and this is reflected in this submission.

National Focus, Regional Delivery

The 2020/2021 draft calendar has been reviewed by HRNZ through a national and industry wide lens, and on a regional delivery basis to ensure there is consistency in approach and an appropriate flow of harness racing opportunities in line with the Board’s overarching guiding principles.

This approach has resulted in some hard decisions and recommendations in relation to venue utilisation with the subsequent impact on some club’s dates and locations.

After reviewing, discussing and deliberating over the vast number of harness racing club and venue submissions received by RITA on the draft dates calendar for 2020/2021, the Board of HRNZ has made some modifications to its initial proposals based on its consideration and review of those submissions, and it has also confirmed aspects of its original proposal.

The majority of the detail in relation to the recommendations made by HRNZ, following review and discussion of the submissions are outlined in Appendix One and Two attached to this document.

The more strategic considerations that the Board of HRNZ is submitting to the RITA Dates Committee are outlined as follows:

Forbury Park Trotting Club

The Club has submitted for a reinstatement of the 19 race dates it has previously held in the 2020/2021 calendar. A considered and focused discussion was held on the clubs well-presented submission by the Board of HRNZ. Amongst other considerations, aspects of particular concern

and focus for the Board were the club's very low stakes to funding ratio which currently sit below 70%. Based on review of the clubs financials this low ratio highlights over \$600k of industry funding that does not appear to have been passed onto owners, trainers, and drivers in stakes but absorbed into the running costs of the venue. The Board's attention was also drawn to the low local horse population numbers, which then raised concerns in the discussions about the ability to sustain the number of dates and race meetings requested and submitted by the Club to the RITA Dates Committee.

Given the focused conversation and review of the club's submission, HRNZ has decided to confirm its original proposal and submission of not conducting racing at the venue for the 2020/2021 season. Key factors contributing to this recommendation are:

-) Horse population
-) RITA service and cost reductions
-) Wagering and income performance
-) Stakes to funding ratio
-) To reduce costs to owners and trainers by racing closer to home
-) Age and state of the facility
-) Crown and RITA venue intensification requirement
-) Overall financial sustainability of the club

HRNZ was encouraged by aspects of the club's strategic plan contained within the club's submission. HRNZ is of the strong opinion that the club should move forward and progress either or both options so that a stronger, sustainable platform is created from which the club can then positively re-engage with HRNZ. HRNZ would also support the offer by Southern Harness for Forbury Park TC to race at Ascot Park, in Invercargill.

Timaru Harness Racing Club

The submission from the Timaru Harness Racing Club was very detailed and considered. Following review, discussion, and deliberation of the club's submission, HRNZ has decided to confirm its original proposal and submission of not conducting racing at the venue for the 2020/2021 season. Key factors contributing to this recommendation are:

-) Horse population
-) RITA service and cost reductions
-) Crown and RITA venue intensification requirement
-) Regional requirements

With HRNZ's recommendation to cease racing at Forbury Park, HRNZ views the Oamaru Harness Racing Club as providing a sensible solution for providing racing opportunities within the wider Otago region. Similarly, HRNZ views the Ashburton Trotting Club providing a similar role in relation to the wider Canterbury region.

Given this regional focus and approach, the Timaru Harness Racing Club simply becomes difficult to support regionally from a location, cost, and horse population perspective. HRNZ recognises that this is a difficult call but the geography of the Timaru Harness Club, in this situation regrettably is one that cannot be ignored.

Gore and Wyndham Harness Racing Clubs

It is well understood and known that the Southern region is over supplied with venues. Given RITA and the Crown's request to reduce the overall harness racing venue footprint, HRNZ has approached matters in relation to the wider southern harness region through this lens and with the objective being a reduction of venues utilised from four to two.

The submissions from both the Gore and Wyndham Harness Racing clubs were well presented and the focus of lively and considered discussion by HRNZ management and Board. The decision on the approach and direction to take has historically not been easy. However, given the requirement to reduce the venue footprint, and the significant impact of Covid-19 on the overall industry's survival, it has fallen to the Board of HRNZ to take the leadership position and determine the direction for the Southern region.

Other aspects HRNZ considered in its deliberations, were:

-) To improve wagering income by racing more often at the higher performing venues
-) To reduce the service costs to RITA
-) To reflect the Racing Minister and RITA's desire to see a rationalisation of venues
-) The condition and age of the infrastructure at venues

Consequently, after a focused and considered review of the submissions from both the Gore and Wyndham Harness Racing Clubs, HRNZ has determined:

-) To stand by its original proposal of not racing at the Wyndham racing track with the Wyndham club's dates reallocated to either the Invercargill or Winton race courses as part of a reallocation of Southern Harness dates, apart from the 6th of January meeting which remains at Cromwell.
-) To modify its original submission on the Gore Harness Racing Club, by recommending that the Club be allocated the December 27th date to hold a meeting on the club's grass track. All other dates are reallocated to either the Invercargill or Winton racecourses as part of a reallocation of Southern Harness dates.
-) HRNZ recognises that Southern Harness will have a perspective on the final allocated dates location between Ascot Park and Winton and HRNZ will be guided accordingly.

Roxburgh Trotting Club

The submission from the Roxburgh Trotting Club was well presented and considered in its approach and was the focus of a solid review and discussion by the Board of HRNZ.

One of the aspects that the Board took into consideration in its deliberations on the Roxburgh Club's submission was a desire to maintain destination venues/meetings with high turnovers where it made sense and to increase venue utilisation. Further, with the Board confirming its position in relation to the Forbury Park Trotting Club, the Tuapeka Harness Racing Club's proposal through its submission of a preference for racing at Roxburgh, as opposed to Oamaru, was taken into consideration.

As a result of a thorough review and discussion on the submissions from both the Roxburgh and Tuapeka clubs, HRNZ has determined:

-) To modify its original proposal and support the Roxburgh TC submission to have their meeting held at the Roxburgh Racecourse on January 4th.
-) To modify its original proposal and support the change of date and venue for the Tuapeka TC from 26 to 24 October and to hold the meeting at the Roxburgh Racecourse.

Geraldine Trotting Club

The submission from the Geraldine Trotting Club was discussed in detail by the Board of HRNZ. Following that discussion and deliberation of the club's submission, HRNZ has decided to confirm its original proposal and submission of not conducting racing at the Orari venue for the 2020/2021 season with the two meeting dates allocated to the Mount Harding Racecourse in Methven. Key aspects contributing to this recommendation are:

-) RITA service and cost reductions
-) Crown and RITA venue intensification requirement

HRNZ recognises that this is a difficult call given the history of the Orari racetrack. Regrettably given the current climate HRNZ has made a difficult decision and recommendation in the interests of the wider industry.

Westport and Reefton Trotting Clubs

The submissions from both the Westport and Reefton Trotting clubs were well received by the Board of HRNZ. In its deliberations and discussions on the two club's submissions the HRNZ Board took into its considerations a goal to maintain destination venues/meetings with high turnovers where sensible.

As a result of a focused discussion on the submissions from both the Westport and Reefton Trotting Clubs, HRNZ has determined:

-) To modify its original proposal and support the submissions of Westport TC (12 March twilight) and Reefton TC (14 March day) and to reinstate their meetings.

The Board was also conscious of the need to reduce costs to owners and trainers across the industry and for RITA and that this needs to be understood. Consequently, HRNZ will undertake a review of performance over the next 12 months, particularly with trainers, owners, and RITA to better understand the implications of attendance at these meetings.

Nelson and Marlborough Harness Racing Clubs

The submissions from both the Nelson and Marlborough HRC were well received and the focus of another lively discussion by the Board of HRNZ. It was acknowledged by the Board that the summer racing carnival in Nelson and Marlborough has historically drawn wide support and that the carnival does provide an opportunity to present the harness racing product in a positive manner to a broader market.

Equally, the Board understands that there is a cost to service both from a RITA and an Owners and Trainers perspective in supporting these events, so the Board of HRNZ also took into consideration in its discussions:

-) A need to reduce costs to owners and trainers by racing closer to home
-) A need to reduce the service costs to RITA
-) To maintain destination venues/meetings with high turnovers where sensible

There was a strong desire by the Board to strike a reasonable and sensible balance in its review of the clubs' submissions. As a result of that review and discussion on the submissions from both the Nelson and Marlborough clubs, HRNZ has determined:

-) To modify its original proposal and support the submission of Marlborough HRC to reinstate their summer meetings on the 15 January twilight and 17 January day meetings.
-) To stand by its original proposal to not reinstate the June Winter dates for the Nelson HRC and to hold the summer dates of January 8 and 10th as recommended in its original proposal.

The Board held a similar position to the Nelson and Marlborough Clubs as it did to Reefton and Westport, in that the need to reduce costs to owners and trainers across the industry and for RITA needs to be understood. HRNZ will undertake a review of performance during the 2020/21 season, particularly with trainers, owners, and RITA to better understand the implications of attendance at these meetings for them.

Manawatu Harness Racing Club/ Central Districts Racing Clubs

The submission from the Manawatu HRC on behalf of all Lower North Island harness racing clubs was well received by the Board of HRNZ. It was acknowledged that there was a willingness by the clubs in the region, led by Manawatu HRC, to engage positively and attempt to put forward a collaborative and revitalised approach in relation to its submission to the RITA Dates Committee.

Some key aspects of the submission which were recognised by the Board of HRNZ, were the regional wide support and collaboration for centralising racing in Palmerston North and an openness to propose and explore a dual code concept with Palmerston North Greyhound Racing Club. HRNZ also reflected on its guiding principles in its deliberations and discussions in relation to the Manawatu HRC proposal and submission. Key elements that occupied the Board's thoughts were:

-) To improve wagering income by racing more often at the higher performing venues
-) To reduce costs to owners and trainers by racing closer to home
-) To reduce the service costs to RITA
-) To better align meetings with the regional horse populations
-) To reflect the Racing Minister and RITA's desire to see a rationalisation of venues
-) The levels of stakes to funding ratios paid by clubs
-) Overall financial sustainability

Another consideration that HRNZ reflected on was the age and number of trainers within the Central Districts region, as it points to concerns around the long-term sustainability of racing overall within the region. As with others, there was a strong desire by the Board to strike a reasonable and sensible balance in its review of the clubs' submissions.

As a result of the review and discussions held by the HRNZ Board on the submissions from the Lower North Island Clubs, led by the Manawatu HRC, HRNZ has determined:

-) To modify its initial proposal and recommend adding Manawatu HRC at Manawatu for 17, 19 November, 8, 10 December, and 30 March and April 1 as 8 race programmes. The 30 March/April 1 dates would form part of Manawatu Festival with the Palmerston North City Council and the Manawatu Racing Club.
-) To modify its initial proposal and recommend adding Manawatu HRC at Manawatu on 16, 23 Feb and 16, 23 Mar as 4 race dual code twilight meetings held in conjunction with the Palmerston North Greyhound Racing Club.
-) HRNZ will support the Wairarapa HRC having a 4-race programme as a dual code meeting with the Wairarapa RC at Tauherenikau.
-) HRNZ will support the Kapiti Coast HRC having a 4-race programme as a dual code meeting with the Otaki-Maori RC at Otaki.
-) HRNZ further submits that all of these dates will form part of an initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.

HRNZ will undertake a rigorous review of this single year package in conjunction with the Manawatu Harness Racing Club, to ensure the long-term sustainability of the harness racing industry overall is enhanced through this initiative.

Other Considerations

Trackside Broadcasting Strategy

HRNZ would also like to revisit previous submissions in relation to the Trackside Broadcasting strategy in relation to coverage of harness racing meetings between the two channels.

We believe it is timely that the current approach be reviewed and reassessed as to whether it is optimising the overall result for the wider industry. HRNZ believes the code is being treated differently on Saturday, in particular where Trackside 2 appears cluttered with international racing being slotted in around our harness domestic product.

We know that matters in this area are very fluid at the moment as RITA works through how it will support each code. We seek to engage to work collaboratively with RITA and the other codes, prior to the commencement of the new season.

In Summary

The Board of HRNZ must take a longer-term national view, and this is what the Board has taken into consideration in its approach to this submission to the RITA Dates Committee. The Board of HRNZ also recognises however, that the final decision on the allocation of racing dates for the 2020/2021 season rests with the RITA Dates Committee.

HRNZ is supportive of RITA's focus on driving costs out of their operations, and we have worked closely with RITA in proposing a calendar that helps them to reduce their costs significantly. The HRNZ Board recognises the implications of some of its recommendations in our submission and those decisions have not been taken lightly. The Board is very aware of the effect on a very good many people in harness racing, and in the communities in which they live through the potential impact of this dates and calendar submission.

Covid-19 has been the catalyst to accelerate the pace of change, but the reality is that the proposed changes are required to help harness racing secure its future. The recommendations are also designed to better align meetings with regional horse populations, and to improve wagering income by racing more often at the higher performing venues. This will reduce costs to owners with more horses racing locally, reduce costs to the industry (such as maintenance), and allows RITA to reduce costs by servicing fewer venues.

The HRNZ Board noted that many of the clubs and venue submissions overviewed initiatives or plans not yet commenced. HRNZ strongly encourages clubs and venues to move forward on those initiatives as outlined in their proposals. It should also be understood, that HRNZ views this submission process as the beginning of a regeneration journey not the end. As a consequence, clubs and venues should expect more change in the future as HRNZ looks to build a sustainable future footprint for the harness racing industry from this period on.

The challenges HRNZ faces are not new, but to ensure the long-term sustainability of the industry the Board of HRNZ has had to act and make some recommendations and decisions for the long term benefit of the industry as a whole as well as for harness racing.

HRNZ COMMENTS ON SPECIFIC DATES AND PROPOSED CHANGES TO DRAFT 2020/21 CALENDAR

RELEASED TO THE INDUSTRY ON 15 MAY 2020

HRNZ has reviewed all club submissions that were made on this draft calendar. Following are comments on specific dates, with recommended changes to the draft calendar released to the industry:

16 August	HRNZ supports reinstating the Kurow HRC race date at Oamaru with a noon start and 10 races. This date was taken out of the calendar during the changes for June-Sept where it was expected the race meetings would continue to be public excluded until after September 2020. The Club and the venue were planned to be part of a future calendar. Given that the public can now attend race meetings we support reinstating this date now.
16 August	Delete NMZTC
20 August	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton.
10 September	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton.
17/18 September	HRNZ supports a swap of dates between Auckland TC and NZMTC. The Auckland TC date will host the Final of the 2yo Sires Stakes on this night. This race is one of the rescheduled feature events not run in the 19/20 season. NZMTC has agreed to this swap.
24 September	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton with a change to a 1.30pm start.
25 September	HRNZ supports the transfer of the Auckland TC date from 24 to 25 September. This will be a dual Friday night with NZMTC. The Auckland TC date will host the first Harness Millions race for yearlings sold by NZ Bloodstock. This race is one of the rescheduled feature events not run in the 19/20 season. NZMTC are also keen to hold this race night given the agreed swap a week earlier. We are comfortable with this compromise, which is reasonable and accommodates the rescheduling of these races.
1 October	As part of the reallocation of Southern Harness dates this date should be transferred to Invercargill HRC at Invercargill.

3 October	HRNZ supports the proposal from the Waikato BOP HRC to transfer this date to a Saturday night meeting from 1 October. This is part of the clubs wish to trial Saturday night harness racing.
10 October	As part of the reallocation of Southern Harness dates this date should be transferred to Northern Southland TC at Invercargill.
15 October	As part of the reallocation of Southern Harness dates this date should be transferred to Wairio TC at Winton.
24 October	HRNZ Supports the change of date and venue for the Tuapeka TC from 26 to 24 October and to the Roxburgh Racecourse. This date could be accommodated on either Sat, Sun or Mon over this weekend given the Cox Plate is to be run on the Saturday. We are guided by RITA regarding the servicing requirements as to which is the most suitable date out of the three days. Ashburton TC could also move to the Monday if required.
6 November	HRNZ supports the Waikato BOP HRC request for a Friday night, which be accommodated by transferring this meeting from the 5 November.
6 November	HRNZ supports the collaborative discussion between NZMTC and Rangiora HRC for this date to be transferred to Rangiora HRC at Rangiora. The proposed transfer of this meeting to Rangiora will assist NZMTC, as the set up for the NZ Cup meeting is onerous for NZMTC whereby they require no meetings from the Wednesday prior.
6 November	Delete NMZTC
8 November	As part of the reallocation of Southern Harness dates this date should be transferred to Invercargill HRC at Invercargill.
15 November	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton.
17/19 November	HRNZ recommends adding Manawatu HRC at Manawatu to both of these dates; comprising a 17 November twilight meeting and a 19 November night meeting, with 8 race programmes both days. These dates form part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
19 November	Delete Waikato BOP HRC meeting.
19 November	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton and 2pm start.
25 November	HRNZ supports transferring Invercargill HRC from 26 to 25 November, to assist RITA with their servicing requirements.
26 November	HRNZ supports transferring NZMTC from 27 to 26 November, to assist RITA with their servicing requirements.
3 December	As part of the reallocation of Southern Harness dates this date should be transferred to Riverton TC at Invercargill.

8/10 December	HRNZ recommends adding Manawatu HRC at Manawatu to both of these dates; comprising a 8 December twilight meeting and a 10 December night meeting, with 8 race programmes both days. These dates form part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
9 December	Delete Waikato BOP HRC meeting.
24 December	HRNZ supports Waikato BOP HRC transferring from 23 to 24 December, which is a traditional date for the Club. This change will create a dual Xmas Eve of harness racing with Ashburton TC.
27 December	HRNZ supports Gore HRC in their proposal that this meeting is held at Gore Racecourse on the Grass Track.
2 January	HRNZ supports Wairarapa HRC having a 4 race programme as a Dual code meeting with the Wairarapa RC at Tauherenikau on this day. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
4 January	HRNZ supports Kapiti Coast HRC having a 4 race programme as a Dual code meeting with the Otaki- Maori RC at Otaki on this day. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
4 January	HRNZ supports the Roxburgh TC submission to have their meeting held at Roxburgh Racecourse.
5 January	HRNZ supports transferring Waikato BOP HRC from 6 to 5 January, to assist RITA with their servicing requirements.
15/17 January	HRNZ supports the submission of Marlborough HRC to reinstate their Summer meeting on these days; comprising 15 January twilight and 17 January day meetings.
15 January	Delete NZMTC.
16 January	HRNZ supports the Waikato BOP HRC submission to transfer this date to a night meeting from 17 January. This is part of the clubs wish to trial Saturday night harness racing.
17 January	Delete Rangiora HRC.
20 January	HRNZ supports the reallocation of this date transferring to Winton HRC at Winton from 21 to 20 January, with a 2pm start, to assist RITA with their servicing requirements.
4/6 February	NZMTC and Waikato BOP HRC have agreed to swap these two dates. This is in keeping with Waikato BOP HRC's submission for Saturday night trials. Both NZMTC and HRNZ are comfortable to agree to this swap; comprising 4 February NZMTC night meeting and 6 February Waikato BOP HRC night meeting.

7 February	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton.
13 February	As part of the reallocation of Southern Harness dates this date should be transferred to Riverton TC at Invercargill.
16 February	HRNZ wishes to introduce to Manawatu HRC a Manawatu twilight 4 race programme dual code with Palmerston North GRC. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
20 February	HRNZ supports the Rangiora HRC submission for this date. NZMTC have agreed to this as it follows the Friday night premier meeting.
20 February	Delete NZMTC
23 February	HRNZ wishes to introduce to Manawatu HRC a Manawatu twilight 4 race programme dual code with Palmerston North GRC. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
4 March	As part of the reallocation of Southern Harness dates this date should be transferred to Riverton TC at Winton.
12/14 March	HRNZ supports the submissions of Westport TC (12 March twilight) and Reefton TC (14 March day) to reinstate their meetings.
12 March	Delete NZMTC.
14 March	Delete Methven TC.
16 March	HRNZ wishes to introduce to Manawatu HRC a Manawatu twilight 4 race programme dual code with Palmerston North GRC. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
17 March	HRNZ supports RITA regarding the transfer of NZMTC to 17 March from 16 March.
20 March	As part of the reallocation of Southern Harness dates this date should be transferred to Winton HRC at Winton.
23 March	HRNZ wishes to introduce to Manawatu HRC a Manawatu twilight 4 race programme dual code with Palmerston North GRC. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.
24 March	HRNZ supports RITA regarding the transfer of NZMTC to 24 March from 23 March.
30 March/1 April	HRNZ recommends adding Manawatu HRC at Manawatu to both of these days; comprising 30 March twilight meeting and 1 April night meeting with 8 race programmes both days. These meetings will also form part of Manawatu Festival with the Palmerston North Council and the Manawatu

RC. This is part of the initial single season review package of meetings and trials for the Central Districts/Taranaki Clubs.

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| 31 March | As part of the reallocation of Southern Harness dates this date should be transferred to Wairio TC at Winton. |
| 1 April | Delete Waikato BOP HRC. |
| 10 April | As part of the reallocation of Southern Harness dates this date should be transferred to Invercargill HRC at Invercargill. |
| 23 April | HRNZ supports RITA's suggestion to transfer Winton HRC to 23 April from 24 April. |
| 22 May | As part of the reallocation of Southern Harness dates this date should be transferred to Invercargill HRC at Invercargill. |
| 27 May | This date is not a Premier meeting. |

CHANGES TO RACE START TIMES AND TOTAL RACE NUMBERS

16 August	Kurow HRC 10 races
24 September	Winton HRC 1.30pm start
1 October	Invercargill HRC 2pm start
10 October	Northern Southland TC 2pm start
15 October	Wairio TC 2pm start
18 October	Oamaru HRC noon start
19 November	Winton HRC 2pm start
10 December	Winton HRC noon start
3 January	Rangiora HRC 1pm start
16 January	Waikato BOP HRC 5.30pm start
20 January	Winton HRC 2pm start
4 February	NZMTC 5.00pm start
6 February	Waikato BOP HRC 5.30pm start
24 February	Invercargill HRC 2pm start
25 March	Invercargill HRC 2pm start