

Huw Irranca-Davies AS/MS  
Y Dirprwy Brif Weinidog ac Ysgrifennydd y Cabinet dros  
Newid Hinsawdd a Materion Gwledig  
Deputy First Minister and Cabinet Secretary for Climate  
Change and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Ein cyf/our ref: HID-PO-601-25

Delyth Jewell MS  
Chair - Culture, Communications, Welsh Language, Sport and  
International Relations Committee  
SeneddCulture@senedd.wales

21 November 2025

Dear Delyth,

During the Committee scrutiny session on 6 November, I agreed to provide further information on certain requests. I have attached these as an annex to this letter.

I thank the Committee for their interest in this Bill and look forward to considering the Committee's report, in due course.

Yours sincerely,

**Huw Irranca-Davies AS/MS**

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Deputy First Minister and Cabinet Secretary for Climate Change and Rural Affairs

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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## ANNEX

### **Request 1: Evidence of an increase in injuries and fatalities at the Valley Greyhound Stadium following licensing by the Greyhound Board of Great Britain (GBGB).**

Data published by Greyhound Board of Great Britain (GBGB) in June 2025 provides figures for England and Wales up to and including 2024, covering all registered greyhounds racing at the 19 GBGB-licensed tracks. The 2024 figures include data from Valley for the first time, following its affiliation with GBGB in late 2023. **As GBGB does not release data at individual track level, our ability to analyse injury, fatality and retirement outcomes specifically for Valley is limited.**

Across all GBGB tracks, 3,809 track-related injuries were reported in 2024, equating to an injury rate of 1.07% per dog run, a decline from 4,238 injuries (1.16% per dog run) in 2023. The impact of these injuries can be profound and animal welfare organisations report that many injuries are life- or career-limiting, often resulting in euthanasia, early retirement, and the need for rehoming.

GBGB recorded 386 greyhound deaths in 2024, representing 6.2% of all registered racing greyhounds. Of these, 123 were track-related fatalities at GBGB-registered tracks, an increase from 109 in 2023. GBGB does not publish data on injuries or fatalities that occur during training.

GBGB reports that fatality rates have remained relatively stable overall, with the rate reportedly halving since 2020, from 0.06% of all runs to 0.03% in both 2023 and 2024. However, the data shows a slight increase in 2024, and while GBGB reports the rate as 0.03%, the actual figure is 0.035%, therefore the number of fatalities rose despite a decline in total dog runs.

The statement I made was that an increase in the number of races will lead to a higher number of injuries and fatalities, if the fatality rate remains constant or shows only minor variation.

### **Request 2: Chronology of decision making around the policy**

The decision to implement a ban follows several years of sustained stakeholder campaigning, a 2022 petition, evidence gathering, including the consultation on animal activities, and Senedd debate.

In recognition of the significant interest from animal welfare charities campaigning for the welfare of racing greyhounds and following the recommendations set out in the [Petitions Committee's 2022 report \*The Final Bend?\*](#), and Government's [response](#) in February 2023, two targeted questions were included in the twelve-week public consultation on proposals.



The consultation, *Licensing of Animal Welfare Establishments, Activities and Exhibits*, was launched on 8 December 2023 and closed on 1 March 2024. These questions specifically addressed the potential licensing of greyhound owners, keepers, and trainers, as well as the consideration of a phased ban on greyhound racing.

The [Summary of responses](#) to the consultation on the *Licensing of animal welfare establishments, activities, and exhibits* was published alongside a [written statement](#) on 18 December 2024.

A Senedd short-debate was held on 12 February, which highlighted cross-party support for further action on greyhound racing.

On [18 February 2025](#), I made a statement in the Senedd setting out my intent to move towards a ban on greyhound racing as soon as practicably possible.

Following [Committee scrutiny](#), and [debate of the Draft Budget 2025-26](#), the Welsh Government published the [Final Budget 2025-26](#) on 20 February 2025 which included an outline of the budget agreement.

The Welsh Government included a proposed Bill to prohibit greyhound racing in the [29 April statement](#) for the legislative programme. I then issued further statements in [June](#) and [July](#), including details on an Implementation Group to help guide the transition towards a ban.

### **Request 3: Evidence of the Welsh Government's success in reducing the economic impact of previous transitions.**

The Welsh Government has a strong track record of adopting a multi-agency approach to managing redundancy situations, working collaboratively with partner organisations to deliver retraining, upskilling, and funded support. This ensures that individuals affected by redundancy can access tailored advice, funding opportunities, and clear pathways into new employment.

Through coordinated efforts, the Welsh Government has achieved numerous successful outcomes by leveraging existing funding streams and mobilising support networks to provide timely training and assistance for affected workers. This partnership-driven model reflects a commitment to minimising the impact of job losses and promoting long-term economic resilience.

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There are many examples of successful outcomes following major business and industry closures in Wales, demonstrating the effectiveness of a multi-agency approach. For instance, during the closure of the Ford plant in Bridgend in September 2020, Task Forces were established in advance of the closures, jointly sponsored by the Welsh Government and UK Government. These Task Forces brought together key stakeholders to direct and oversee coordinated support for affected workforces.

In January 2023, 2 Sisters Food Group announced the closure of its poultry plant in Llangefni, Anglesey. In response, the Welsh Government worked closely with the Department for Work and Pensions, Jobcentre Plus, Ynys Môn Council, Careers Wales, and other partner agencies to ensure affected workers received comprehensive information, advice, and guidance on the support available to them.

Another example is the closure of Laura Ashley in Newtown, Powys, in spring 2020, a significant and longstanding employer in mid Wales. Despite the challenges posed by the COVID-19 pandemic, the Welsh Government and key agencies coordinated support through regular virtual meetings providing remote advice and guidance, ensuring workers had access to employment support and training opportunities.

These examples show how partnership working can help deliver timely support to people facing redundancy. Our intent is to mobilise such support mechanisms to assist eligible applicants seeking retraining, employability, and redundancy support, for those affected by the Prohibition of Greyhound Racing (Wales) Bill.

#### **Request 4: Evidence on the effectiveness of regulation.**

The decision to ban greyhound racing in Wales follows sustained stakeholder campaigning, a 2022 petition, and a public consultation on animal licensing.

Consultation responses made clear that licensing would not address the inherent risks of racing, such as injuries, fatalities, and poor post-racing outcomes, nor systemic welfare issues within the industry, despite its self-regulation.

Evidence from domestic and international reviews, including [Scotland](#), [New Zealand](#), and [Australia](#), consistently shows that racing itself creates unavoidable risks that cannot be fully mitigated through regulation. Attempts at reform in other countries have been slow, costly, and ineffective, with bans considered or implemented as the only way to eliminate harm.

In England, greyhound racing operates under a hybrid regulatory system, with most tracks licensed by GBGB and a minority overseen by local authorities under the [Welfare of Racing Greyhounds Regulations 2010](#) in England. While these Regulations introduced minimum welfare standards and improved conditions and the enforcement system was functioning as intended, Defra's post-implementation review highlighted ongoing concerns about transparency, accountability, and the narrow scope of protections, which focus mainly on improving track-side conditions such as kennel sizes and having a veterinarian in attendance, rather than addressing wider welfare issues throughout a greyhound's lifecycle. The regulations do not

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address or propose to introduce requirements to improve track safety through, for example, limitations on track banking, curvature, or lure alignment, to reduce the risk of injury or fatality during racing or trialling.

Bringing regulation under Welsh Government control may require extensive and expensive changes, particularly if Welsh regulation went further than the English regulations, or GBGB's own standards. In contrast, a ban provides a clear, enforceable solution to safeguard greyhound welfare.

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