

BUNDABERG GREYHOUNDS

FAQs



INTRODUCTION

Racing at Bundaberg ceased in September, 2024 after the racing surface was deemed unsuitable for ongoing racing.

Racing Queensland has been progressing plans to redevelop the venue through the Racing Infrastructure Fund.

Throughout the project, RQ has consulted with participants and stakeholders on a range of track configuration options and the future of greyhound racing in Bundaberg.

Market testing identified significant cost and contractor challenges, requiring the project scope to be reviewed.

As part of that review, updated design and cost estimates were obtained for alternative track configurations.

In June 2026, RQ hosted an industry forum in Bundaberg to provide an update on the project and hear directly from participants in the local community.

The project continues to progress, with RQ assessing the optimal straight track design to deliver a safe, sustainable and affordable long term racing facility for the region.

FREQUENTLY ASKED QUESTIONS: **BUNDABERG STRAIGHT TRACK**

WHAT IS RQ'S STRATEGY FOR GREYHOUND RACING TRACK DESIGNS?

RQ is committed to ensuring every greyhound has the opportunity to race on a consistent and safe racing surface, and the decisions made will continue to have this commitment at its core.

Queensland currently operates a mixed racing model comprising one-turn, two-turn, and straight tracks, with each serving different racing, commercial and participant needs.

In addition, the state's racing calendar is designed to provide opportunities across all track configurations.

Future racing track infrastructure projects will continue to be evaluated utilising the most up-to-date expert research and reporting to continue the commitment to provide consistent and safe racing surfaces.

At this time, RQ is unable to comment on future decisions or speculate on infrastructure projects that have not been approved.

WHAT EVIDENCE DID RQ CONSIDER WHEN MAKING THE DECISION THAT BUNDABERG WOULD TRANSITION TO A STRAIGHT TRACK AND HOW IS IT APPLICABLE TO GREYHOUND RACING IN QUEENSLAND?

The decision to build a straight track at Bundaberg was made after considering a range of factors, including available welfare data, infrastructure requirements, the development site, participant feedback, commercial returns including wagering and long-term sustainability.

Australasian two-turn tracks produce less favourable rates of serious injury when compared to straight tracks.

The Q's three racetracks have remained consistent with the Australasian data according to design.

Recent and historical trends at Queensland greyhound tracks, including The Q, were also considerations from both a welfare and maintenance perspective.

The 2025 Drake Report into NSW greyhound racing is a review that provides several recommendations focused on animal welfare that are strong considerations for decisions on the future in Queensland greyhound racing.

Welfare outcomes were an important consideration, but they were not the sole factor in the recommendation.



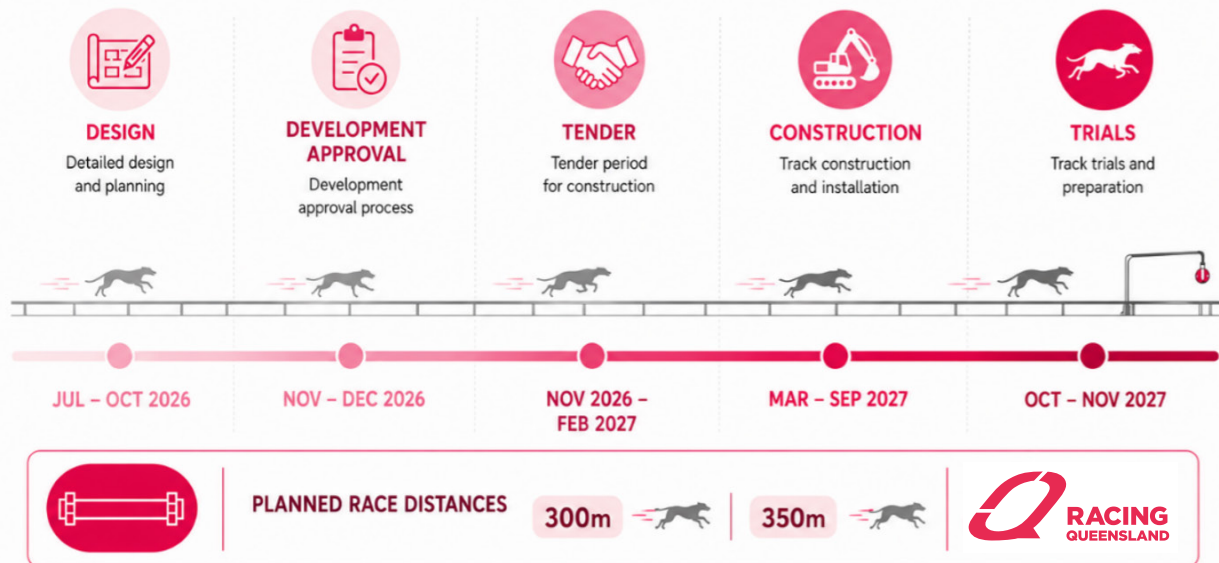
FREQUENTLY ASKED QUESTIONS: BUNDABERG STRAIGHT TRACK

INFRASTRUCTURE PLAN/ESTIMATED TIMELINE



BUNDABERG STRAIGHT TRACK INDICATIVE PROJECT TIMELINE

Delivering a modern straight track to support the future of greyhound racing in Bundaberg.



Timeframes are estimated and subject to change.

WHAT DISTANCES WILL BE AVAILABLE AT BUNDABERG STRAIGHT?

The minimum track length will be 350 metres, inclusive of both 300m and 350m starts.

The Bundaberg Project Control Group (RQ and invited Bundaberg representatives) are investigating the possibility of a longer straight track and subsequent starting distances.

RQ is exploring additional distances depending on infrastructure requirements and capacity at the venue.



FREQUENTLY ASKED QUESTIONS: **BUNDABERG STRAIGHT TRACK**

WHAT OTHER DESIGN FEATURES WILL BE INCORPORATED TO THE BUNDABERG STRAIGHT TRACK?

The Project Control Group – including representatives from RQ and the Club – will consider all aspects of track design, including associated infrastructure such as the lure system and access to and from the various starting boxes.

Industry consultation will form part of the process undertaken by the Project Control Group prior to the design being finalised.

WILL THERE BE GRADING CONCESSIONS?

Yes – Bundaberg will utilise a new straight track grading framework.

Greyhounds will receive concessions designed to provide more racing opportunities before progressing through the grades elsewhere, whilst bitches-only racing will form part of the regular racing program.

Time-rated grading will also be introduced to improve field competitiveness by matching greyhounds of similar ability, rather than relying solely on recent form.

WILL BUNDABERG HAVE FEATURE RACING?

Yes – RQ will introduce a bi-annual Straight Track Series.

Each Straight Track Series will have ~\$100,000 in total prize money across several grades and distances. Breeder bonuses will also be on offer.

The series will aim to provide racing opportunities for Central Queensland, Wide Bay and SEQ straight-track greyhounds.

The series is intended to establish Bundaberg as a premier straight track racing venue in Australia.

WHY BUILD ANOTHER STRAIGHT TRACK WHEN QUEENSLAND ALREADY HAS THE Q STRAIGHT AND CAPALABA?

Bundaberg services the Central Queensland, Wide Bay and SEQ participants, significantly reducing travel requirements while expanding Queensland's straight-track network.



FREQUENTLY ASKED QUESTIONS:

BUNDABERG STRAIGHT TRACK

WHAT WILL HAPPEN TO PRIZE MONEY?

Prize money is determined by a range of considerations including wagering performance, race quality, participant opportunities, and the strategic objectives of the racing calendar.

Bundaberg straight meetings will be programmed at the same prize money levels as SEQ equivalent events, ensuring consistency across the straight tracks.

Trainers will also receive the applicable fees for short-course events under the existing schedule.

RQ will continue to review prize money levels for suitability and sustainability.

Although the track design and starting distances are yet to be confirmed, prize money will be equal to SEQ levels:

BUNDABERG - 'COUNTRY STRAIGHT'	DIST CAT	DISTANCE	TOTAL PM
Maiden/Graded	Short	300	\$2,300
Mixed grade	Short	300	\$2,700
Open/Finals	Short	300	\$3,100
Maiden/Graded	Sprint	350	\$2,900
Mixed grade	Sprint	350	\$3,300
Open/Finals	Sprint	350	\$3,700

Comparative Bundaberg Class 4 prize money levels (2024):

BUNDABERG - CLASS 4	DIST CAT	DISTANCE	TOTAL PM
Maiden/Graded	Short	315	\$2,000
Mixed grade	Short	315	\$2,400
Open/Finals	Short	315	\$2,800
Maiden/Graded	Sprint	460	\$2,680
Mixed grade	Sprint	460	\$3,080
Open/Finals	Sprint	460	\$3,480



FREQUENTLY ASKED QUESTIONS:

BUNDABERG STRAIGHT TRACK

WILL Q2 PARKLANDS CONTINUE TO HOST QUEENSLAND'S RICHEST RACES?

The existence of premier racing on Q2 Parklands should not be interpreted as inconsistent with the Bundaberg recommendation.

Queensland currently operates a mixed racing model comprising one-turn, two-turn, and straight tracks, with each serving different racing, commercial and participant needs.

In FY24, RQ hosted 88% of racing on two-turn tracks and 12% on straight tracks. FY26 saw 39% two-turn, 32% one-turn and 29% straight.

In FY26, the Q Straight demonstrated strong participant demand, recording the second highest average field sizes (7.6) and the second highest number of unique greyhounds (1,590) racing across Queensland.

Success has been modelled with recent transitions at The Q. Close to 40 feature race events that were previously held on two-turn tracks (Ipswich and Albion), and were successfully transitioned across to the, Q1 Lakeside and Q Straight. These include the Lakeside Cup (G1 Prize money), Ipswich Cup (G1), Dashing Corsair (G3), and the Mach 10 (G2).

DOES STRAIGHT TRACK RACING ATTRACT SIGNIFICANTLY LOWER WAGERING THAN CIRCLE TRACK RACING?

During FY26, Q Straight and Q2 Parklands meetings raced in comparable Sunday and Monday SKY1 timeslots, allowing a like-for-like comparison.

After normalising for these factors, average wagering per race was comparable across both track types:

- **SUNDAY NIGHT:** Q Straight average of \$181,000 per race vs Q2 average of \$164,000 per race; and
- **MONDAY NIGHT:** Q Straight average of \$170,000 per race vs Q2 average of \$183,000 per race.

In addition, the inaugural Group 2 Mach 10 on the Q Straight was the second-highest wagered feature event of the 2026 Winter Carnival.

WHAT ARE THE BENEFITS TO PARTICIPANTS?

- Increased local racing opportunities;
- Improved welfare outcomes through straight track racing;
- Consistent SEQ prize money;
- Modern time-based grading;
- Bitches-only racing;
- New feature race series; and
- Reduced travel for Wide Bay and Central Queensland participants.

