



Harness Racing Victoria's Integrity Department continues to explore new ideas and strive for continuous improvements to ensure a level playing field for all participants.

HRV has initiated and developed a number of new policies that have been approved by the Board this month. HRV continues to consult with the Victorian Trainers and Drivers Association (VTDA) in respect to emerging issues and all new policies are formed through collaboration with that organisation.

I would like to thank new Investigation and Compliance Manager John O'Halloran for participating in this edition of 'Integrity Matters' and welcome him to the Integrity Department.

And I extend that thanks to Charles Sturt University's Dr Glenys Noble for her piece on PAGE 31 on feeding during drought, which I hope will help participants.

Education

Recently there have been serious matters heard before the HRV Racing and Appeals Disciplinary (RAD) Board and Victorian Civil and Administrative Tribunal (VCAT) where persons have been found guilty of serious rule breaches under the Australian Harness Racing Rules (AHRR).

Such conduct can not only have a detrimental effect on the person's reputation, but also impacts the reputation of the harness racing industry. The Integrity Department utilises this publication, *Integrity Matters*, in an attempt to educate the industry on the impact of individuals actions and the wider consequences of those actions.

It was the intent to utilise this publication to highlight some key learnings from licensed persons who have been suspended or disqualified through their conduct and the impact on them of not being involved in the harness racing industry.

It is a privilege to be involved in this Industry and sometimes we don't appreciate that opportunity until that is taken away. In this month's edition I have revisited Shayne Cramp's contribution from a previous edition of *Integrity Matters* to reinforce some key learnings.

This month the Integrity Department and the Victoria Police Sporting Integrity Intelligence Unit (SIU) attended the Gippsland Harness Racing Training Centre to talk to students about the importance of integrity in harness racing.

TCO2 Elevated Level Policy

Results of some blood samples from horses in Victoria reveal elevated TCO2 levels which fall just below the prohibited substance threshold, however still indicates that trainers are administering alkalinising agents on race day.

HRV Stewards have developed a policy in relation to elevated TCO2 levels in Victoria to address this situation. It is believed that the below requirements will act as a deterrent to those trainers who may be administering alkalinising agents on race day.

Where a blood sample is collected from a horse and that sample returns a plasma total carbon dioxide (TCO2) level greater than 35.1 mmol/L, the HRV Stewards will implement one of the below options for that horse for the next three starts.

Consideration is given to factors that include but are not limited to current intelligence, race meeting venue, previous levels and recent options applied to that horse or trainer.



Option 1: The trainer of the relevant horse shall ensure it is present on course no less than four hours prior to the scheduled start time in which the horse is entered at a Victorian harness racing meeting.

Option 2: The horse which returned an elevated TCO2 level shall be retained on course for a minimum of three hours after the horse has completed its scheduled race at a Victorian harness racing meeting.

Option 3: The stewards shall attend the registered training address of the trainer of the horse which returned an elevated TCO2 level for as long as is deemed reasonably necessary on the day of the race to supervise the pre-race preparation of the subject horse(s) when engaged at a Victorian race meeting.

HRV will also publish a list on its website of all horses required to be presented under this policy.

I would like to thank the support of the VTDA in supporting this policy which will commence on June 1 2019.

The full policy can be viewed on the thetrots.com.au website via 'Policies' in the 'For Participants' section.

Brent Fisher

HRV General Manager - Integrity

Character references

Recently there have been extremely serious matters before the HRV Racing and Appeals Disciplinary Board and the Victorian Civil and Administrative Tribunal where references of support have been provided by prominent industry persons for the guilty party. These industry persons have included leading trainers and drivers.

Whilst it is entirely a personal decision

to provide a character reference it is disappointing that industry participants seek to support those persons who have been found guilty of extremely serious rule breaches. These rule breaches have included the practice of stomach tubing a horse on race day, a practice which is clearly prohibited under the rules, but performed irrespectively to gain an unfair advantage over others.

Race Day Incident Notification Policy

HRV stewards have developed a policy to formalise the process of contacting a licensed person's emergency contact in the event of a reportable incident.

Under the proposed policy a reportable incident would include, but not be limited to, when a licensed person is involved as a driver in a race fall, is injured on the racecourse or other concerns are held by the HRV Stewards regarding the health and wellbeing of a licensed person inclusive of concerns regarding mental health.

All licensed persons are encouraged to ensure that the emergency contact listed with HRV is current and the contact telephone number is correct.

This policy will take effect from June 1 2019.

The full policy can be viewed on the [thetrots.com.au](https://www.thetrots.com.au) website at the below link:

<https://www.thetrots.com.au/for-participants/rules/policies/>

Notification of Driving Tactics Policy

Harness Racing Victoria stewards have developed a policy to strengthen the current practice of questioning a trainer where they have three or more runners engaged in a race.

The proposed policy requires the trainer, or the person in charge in their absence, to notify the officiating stewards at a race meeting of the intended driving tactics when a stable has multiple runners (two or more) engaged in a race.

This notification is to occur no later than 45 minutes prior to the relevant race. This timeframe allows the stewards the opportunity to question and/or place on notice the relevant drivers prior to the race should they deem it required.

The proposed policy further provides

Getting to know

HRV Investigations and Compliance Manager John O'Halloran

Tell us about your background?

My career's primarily been based in compliance and enforcement, having worked with Victoria Police as a detective at suburban criminal investigation units and within the state crime department. I was also an investigator and compliance specialist within Victorian Government organisations prior to my most recent position as Manager of Investigations at the Office of the Racing Integrity Commissioner, where I gained a strong understanding of the Victorian racing industry and developed strong and valued relationships with industry stakeholders.



Tell us about your role at HRV?

As the Investigations and Compliance Manager my role involves guiding and supporting members of the integrity unit responsible for non-race day integrity functions. The team under Brent Fisher's management has a great deal of racing experience, knowledge and investigative skills and I see my role as developing and enhancing those skill sets while ensuring the team continues to get great results through investigations, the drug control program, stable inspections and managing licensing. I hope under my guidance as a team we will continue to grow into an extremely professional unit that demonstrates consistency and fairness across the industry.

What led you to change roles?

Having undertaken major investigations and inquiries at the ORIC, which led to significant changes within the Victorian racing industry, I felt the time was right to seek a new challenge where I could have a direct impact upon the industry. I have seen a great deal of change in the various racing codes and believe the HRV Integrity Unit has developed a great structure and processes and with a strong team has achieved some significant results in the integrity sphere. While there are many significant challenges ahead I have a

strong desire to be a part of team that is getting results and making a difference.

How have you seen integrity evolve during your time at the Office of Racing Integrity Commissioner?

When I first started at the ORIC much of the heavy lifting in integrity was carried out by the stewards alone. Well resourced and structured integrity units were still in the development stage and at that time many industry participants and members of the public would lodge complaints or integrity-related information with the ORIC to then be investigated or passed on to the various codes for action. Over time each code developed professional, well resourced integrity units with strong intelligence gathering capabilities and, more recently, dedicated welfare teams. Integrity now plays a major role in the success of Victorian racing and I believe participants have confidence that when they approach integrity units proper investigations will be conducted. I encourage people to contact integrity units when they witness breaches of the Rules of Racing or have integrity concerns.

What does Integrity mean to you?

Integrity simply means doing what is right. Integrity in racing means every participant competes on a level playing field in a sport free of crime and corruption. It means those watching the sport or having an investment can do so knowing every competitor that walks on to a Victorian race track does so with a fair chance of winning. I often get frustrated when someone is charged with a breach of the Rules of Racing and people complain it took stewards or integrity units too long to catch the cheats and that everyone knew what was going on or saw certain things being done. My question to those people is this: What did you do about it? You wouldn't let a thief walk into your house and steal your possessions, so why let a competitor who has an unfair advantage through cheating steal prizemoney or racing success from you? Speak up and provide information that may mean the cheats don't win.

advance notice to the industry that the stewards will question the tactics to be adopted on a horse prior to the race in any circumstance they deem necessary. This may include where an owner has multiple runners engaged in a race however with separate trainers, where the prior tactics adopted on a horse have been of concern to the stewards and/or a horse has been heavily wagered on in early betting markets.

Should a trainer, or the person in charge of the horse, fail to comply with the policy penalties may be imposed.

This policy takes effect from June 1 2019. The full policy can be viewed on the thetrots.com.au website at the following link: www.thetrots.com.au/for-participants/rules/policies/

EIPH Endoscopic Examination Policy

Post-race endoscopic examinations have been conducted at Tabcorp Park Melton and Bendigo race meetings since February 2018. Unsurprisingly horses have been observed to be displaying varying grades of Exercise-Induced Pulmonary Haemorrhage (EIPH).

Horses have been observed to be displaying Grade 3 EIPH and Grade 4 EIPH with the HRV stewards taking action as recommended by the officiating veterinarian based on their expert opinion.

It is felt that in order for a consistent approach a policy was required to be developed outlining the action to be taken by the stewards and at what grading of EIPH action will commence to be taken.

Consultation has taken place with the Victorian Trainers and Drivers Association and the policy will be referred to the HRV Board for final approval.

Deputy Chairman of Stewards

Through my recent appointment as Chairman of Stewards this has left the position of Deputy Chairman of Stewards vacant.

This position has recently been advertised and it is anticipated an announcement can be made shortly.

Brett Day

HRV Chairman of Stewards

Horse gate staff

During the course of recent investigations being conducted by the Harness Racing Victoria Integrity Unit it has been identified that registered participants who are bringing horses on to race courses through the horse gate area may not be appropriately identifying and accurately recording registered participant's details on the 'Horse Check-In' sheet for an applicable race meeting.

It is vitally important that when licensed participants are bringing horses on to courses through the horse entry gate and into the horse movement area that horse gate staff are thorough and diligent in recording the correct details of the registered participants who lead each horse on to the course along with the specific time of arrival of that horse.

It is not suitable to simply enter the name of the trainer of the horse in the 'Horse Check In' sheet if that specific trainer did not physically lead the horse on the race course. It is also not suitable that the person leading a particular horse is presumed to be a registered participant.

Regardless of prior associations or personal knowledge of industry participants horse gate staff are required to physically view a registered participant's registration card upon each entry of a horse through the horse entry gate.

Staff are also reminded that at least one horse gate attendant is required to remain on duty until the start of the last race. The main purpose of this requirement is to monitor and restrict access into the horse movement area to authorised persons only during race meetings.

Where any doubt or issues arise seek the advice and direction of the stewards on duty at the event.



Contact **Integrity Matters** any time
via email: integritymatters@hrv.org.au
or phone: **03 9214 0651**

Why Integrity Matters

Shayne Cramp

How did your disqualification impact you?



SC: "As soon as my disqualification started I made a choice to be better, not bitter. I accepted my wrongdoing and took full responsibility for it. We all make mistakes in life but it's how we respond to them that can define us as people. The impact has been truly devastating. My children, family and friends have also suffered and I'm deeply sorry my actions have caused this. I've suffered severe depression. I've lost literally everything financially. I've had to sell all my assets and my property and anything I owned just to keep my head above water. Being remembered for my disqualification rather than the good I've done in the industry has hurt my reputation immensely."

What lessons have you learnt?

SC: "Being older now and having spent a lot of time away from the sport gives you time to look back at things a lot more clearly. I'd be more professional and have a thorough understanding of the rules. Your license is a privilege not a given. Don't take that for granted."

What advice would you offer to other participants?

SC: "When you're a licensed person you have to be responsible for yourself; you're on your own, don't succumb to peer pressure from anyone no matter how close that person is to you. If you feel something may not be right speak up, don't be afraid to communicate with HRV and its integrity department. What I have been through, I wouldn't wish upon anyone."

How important is integrity in harness racing?

SC: In any sport or organisation, now more than ever, integrity is number one. A greater understanding of this by participants is very important for the sport to thrive in the future. Once again communicate with the industry leaders if you have any questions. Guidance for the younger generation is a must. They are the future.



HRV HORSE HEALTH & WELFARE

with Dr Glenys Noble,
Charles Sturt University

Feeding horses in times of drought

One of the biggest challenges faced when feeding horses in drought conditions is ensuring they get enough dry matter. Equine nutrition is often preoccupied with the provision of energy, protein, minerals and vitamins, meaning dry matter, which is a critically important component of the ration, is often overlooked.

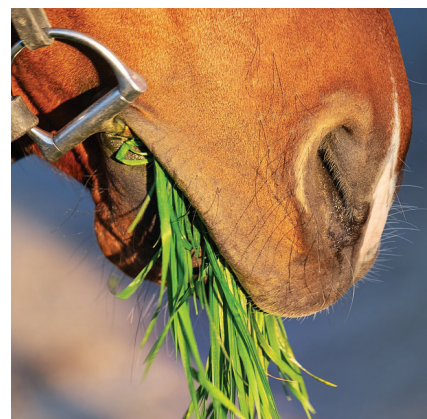
Dry matter is what you are left with if all the water was extracted and is therefore the actual amount of feed the horse eats. The dry matter of a feedstuff is worked out in a laboratory by drying it out in an oven for about 48 hours. Any information you receive about the nutrient composition of a feed is worked out on a dry matter basis (that is, with the water removed).

Water has the effect of diluting nutrients and, because different feeds have differing amounts of water, it is difficult to compare feeds on an 'as-fed' basis. As-fed means as you would feed them to the horse, water and all. Green growing grass can vary anywhere between 20 per cent and 50 per cent dry matter (so

containing 80 per cent to 50 per cent water), with the dry matter increasing as the plant matures, flowers, sets seed and then dries off. Most hays vary between 85 per cent and 90 per cent dry matter; any wetter (lower dry matter) would result in mouldy hay, any drier and the hay would disintegrate when you handle it. Harvested grains are about 90 per cent to 95 per cent dry matter as are pelleted or other processed feeds such as micronized, flaked, rolled or extruded products.

Horses evolved to eat large amounts of low quality roughage, so need to be given the chance to chew for up to 16 hours a day. It is important to understand that low quality means low in energy and protein, not mouldy or dusty. Grasses and hay are sources of roughage; whereas grains and pellets are collectively known as concentrates, as they are a concentrated form of energy (and/or protein). All horses' rations should be formulated using roughage as the basis then adding concentrate only if energy needs cannot be met for the particular class of horse. A horse should receive a minimum of 1.8 to 2 per cent of its body weight dry matter per day. This should be enough to maintain adequate gut fill and, through careful selection of feedstuffs, give the horse sufficient opportunity to chew for long periods of time. It is worth remembering though that horses can eat up to 3 per cent or more per day (especially if the food is very palatable) and ponies up to 5 per cent, hence why some horses and ponies are prone to being overweight.

In drought conditions, it is easy to provide the horse with sufficient energy, protein and other nutrients without satisfying the dry matter component. It is often easier to source good quality hay such as legume hay (lucerne, clover or vetch), which is relatively nutrient dense. It is highly palatable and consumed more rapidly when compared to cereal



hay (wheaten or oaten) or pasture hay (ryegrass or mixed grasses). As good legume hay contains a high proportion of leaf, which is easily chewed, a horse may consume several kilograms in an hour whereas the same weight of cereal/grass hay may take three times as long. The aim should be to prolong eating as much as possible. This may minimise the damage horses do to wooden fences and the bark of trees that they tend to chew because they are bored and have this urge to chew.

Legume hay is generally a little higher in energy, and much higher in protein and calcium than cereal or grass hay. It is usually more expensive too. Ideally, a combination of hays should be fed in a ration to reduce the amount of protein and increase the amount of time spent eating. Any type of hay should be weighed to avoid either over-feeding (in the case of legume hay) or under-feeding (in the case of cereal or grass hay). Although this sounds tedious, especially if you are feeding a large number of horses, if you can work out the weight of the hay in relation to its volume (such as filling a hay bag) then you only need to periodically weigh what you have measured out, just as a check.

The full article can be viewed at www.thetrots.com.au/get-involved/horse-welfare/