



The purpose of this document is to provide clarifications to any frequently asked questions that potential applicants may have regarding the Boating Infrastructure Maintenance Grants Program.

About the Boating Infrastructure Maintenance Grants Program

Q: What is the Boating Infrastructure Maintenance Grants Program?

A: The NSW Boating Infrastructure Maintenance Grants Program provides grant funding to support the repair and maintenance of existing public boating infrastructure throughout NSW, with a focus on addressing deterioration or wear and tear of NSW publicly available boating assets.

Q: How will this program be different from previous boating infrastructure grant programs like the Boating Asset Maintenance Program?

A: The Boating Infrastructure Maintenance Grants Program builds on previous maintenance programs by encouraging greater emphasis on maintaining public boating infrastructure. Improvements include:

- A greater investment value of \$3 million for the Program.
- Offering two rounds of the Program to encourage greater visibility and uptake of the grant.
- Centralised and more transparent application process via online SmartyGrants platform.
- Applicants can seek greater funding with up to \$50,000 being available for repair and/or maintenance works per asset with up to a maximum of \$100,000 per applicant, providing flexibility on how applicants can allocate funding to repair and maintain projects.

Q: Who can apply for funding under the Boating Infrastructure Maintenance Grants Program?

A: Applications are welcomed from councils, government agencies, community groups and the private sector who own, manage and operate public boating infrastructure which is available to the general boating public. To be eligible for funding, the applicant must own or have tenure of the assets and facility referred to in the application. Alternatively, the applicant must provide clear evidence of landowner's support, approval or consent to carry out the proposed works at the site, such as a letter of support or formal approval for the project from landowner.

Q: What type of projects can be funded under this program?

A: Public boating infrastructure assets that are eligible for funding include recreational jetties and wharves, boat ramps, pontoons, pump out facilities, slipways, boat ramp trailer parking areas and some supporting amenities that provide direct benefits to boaters.

Funding is available for maintenance and repair works to help keep boating assets at their optimal operating condition. For example, funding will be available for:

- removing excessive marine growth on boat ramp surfaces
- replacing missing or deteriorating deck planks on jetties
- fixing loose and broken fittings such as cleats, or potholes near boat ramps and at nearby car and boat trailer parking areas or access roads.
- implementing preventative maintenance measures to protect structural integrity and extend the operational lifespan of existing boating facilities and related infrastructure.

The following will **not** be funded under the Program:

- Repair and/or maintenance work for assets that do not directly benefit boaters such as pedestrian boardwalks, toilet facilities and other amenities that are ancillary to the primary boating asset.
- Upgrades or capital improvements to assets or facilities.
- Maintenance of facilities and assets that have not been maintained or do not have plans for ongoing management and maintenance. For example, funding would not be awarded for boating infrastructure that has fallen into a state of significant disrepair.

Eligibility and application process

Q: Who can be contacted for help completing the application form?

A: The Maritime Infrastructure Delivery Office (MIDO) within NSW Maritime can provide general guidance and advice about the application process, as well as information about how to navigate the SmartyGrants portal. MIDO can be contacted via the email address MIDO@transport.nsw.gov.au

Q: Do I need a ABN or ACN to apply for a grant?

A: Yes, the applicant will need an ABN or ACN to submit an application. ABN or ACN is also required for grant payments to be made to the successful applicant.

Q: Can I apply for a grant as a member of the community or as a community organisation who does not own the asset, and provide the grant to the asset owner to complete the delivery if successful?

A: No, the applicant needs to provide evidence of ownership and/or tenure of the boating infrastructure asset or facility proposed for maintenance within the grant application. Alternatively, the applicant must provide clear evidence of landowner's support, approval or consent to carry out the proposed works at the site, such as a letter of support or formal approval for the project from landowner. The applicant must also provide sufficient proof to the assessment panel that the maintenance works can be delivered on time and to budget and to the necessary building, planning and engineering standards and quality.

Q: Is there information about how the applications will be assessed?

A: Details on the mandatory eligibility criteria, weighted assessment criteria, and the overall assessment process are outlined in the Boating Infrastructure Maintenance Program Guidelines. The Program Guidelines can be found via Transport's online SmartyGrants platform via the [Boating Infrastructure and Dredging Scheme webpage](#).

Q: What supporting documentation should be included in my application?

A: The online application form will include prompts to guide applicants on the types of supporting documentation that should accompany their submission. Supporting documents may include, but are not limited to quotations, bills of quantities, maintenance plans or schedules, and past invoices to justify the funding requested; photographs and geographic coordinates of the facility or asset location; design drawings or investigation reports; letters of support from community or stakeholder groups; documents verifying tenure or ownership; and data demonstrating the usage of the facility.

Q: Will Transport consider funding only a proportion of a project if funding is not available for the entire project?

A: Transport will not be recommending partial funding for any application and each application will be assessed based on the grant application in its entirety.

Q: Can I submit multiple applications if I have several assets that need maintenance funding, or must I combine all projects into a single application?

A: Maintenance projects proposed by applicants under this Program require a minimum 25 per cent contribution towards the total project cost, and applicants may submit separate applications for each individual asset.
If your project covers multiple assets you can apply for up to \$100,000. If your project covers a single asset you are eligible to apply for up to \$50,000.

Successful projects and next steps

Q: When will successful projects be announced?

A: Successful projects under the Round 1 will be announced towards the end of 2025, following the assessment of application forms and approval of recommended projects. Both successful and unsuccessful applicants will receive written notification regarding the outcome of their application once the assessment and approval process is complete.

Q: What happens next if an application is successful?

A: Successful applicants will be provided with a Letter of Offer and Conditions of Grant via the online SmartyGrants platform. The allocation of funding to successful projects will be managed through the Conditions of Grant document. Successful projects will not be eligible for funding unless a Conditions of Grant document is signed with Transport within one month of receipt of the Letter of Offer. Following execution of the Conditions of Grant document, the delivery partner then proceeds with delivery of the project, with input from the MIDO as required and with the MIDO monitoring delivery and administering grant payments on completion of agreed milestones.

Q: What are the Conditions of Grant?

A: The Conditions of Grant document is a two-party agreement between Transport and the successful applicant, who is now recognised as the delivery partner. The Conditions of Grant document will outline the scope of works, conditions, project milestones as well as funding arrangements, specifying the amount of grant funding and the funding co-contribution provided by delivery partners.

Q: How will project delivery be managed?

A: The project will be managed by the delivery partner and MIDO in accordance with the terms outlined in the Conditions of Grant document between Transport and the delivery partner.

Q: What happens if there is an increase or decrease in project cost?

A: During project delivery, the delivery partner is responsible for managing and bearing all project cost risks. If the final project cost is lower than the amount specified in the Funding Deed, the resulting savings will be proportionally shared between the grant funding and the delivery partner's contribution. This means that a portion of the savings will reduce the amount of grant funding provided. If the project delivery costs exceed the budget outlined in the Conditions of Grants Document, the delivery partner will be responsible for covering the shortfall. In exceptional circumstances involving unforeseen changes to project scope or cost, Transport may consider increasing its funding contribution, subject to the submission and approval of a variation request via the SmartyGrants platform.

Q: What is the timeframe to deliver successful projects under the Boating Infrastructure Maintenance Grants Program?

A: Projects funded under Round 1 of the Boating Infrastructure Maintenance Grants Program will need to be delivered and final grant claims received by 31 December 2026 or the grant agreement may be terminated.

Q: What happens if a successful project can no longer be delivered?

A: If a project cannot be completed, the funding balance will be returned pro-rata to Transport and the delivery partner in accordance with the Conditions of Grant document.

Q: Once completed, who is responsible for ongoing managing and maintaining the facility?

A: The delivery partner remains responsible for the facility's ongoing management and maintenance for the benefit of public use.