



The purpose of this document is to provide clarifications to any frequently asked questions that potential applicants may have regarding the Boating Infrastructure for Communities Grants Program. This document must be read in conjunction with the Boating Infrastructure for Communities Grants Program Guidelines.

Some of the answers provided are relevant only for the Formal Application stage but have been provided to potential applicants for transparency to better inform their future submissions.

About the Boating Infrastructure for Communities Grants Program

Q: What is the Boating Infrastructure for Communities Grants Program?

A: The NSW Boating Infrastructure for Communities Grants Program provides grant funding to local councils, government agencies, community groups and the private sector for the planning, development, upgrade and delivery of maritime infrastructure and facilities across NSW for safe, accessible and enjoyable recreational and commercial boating. This investment also supports broader economic and social benefits for local communities and visitors.

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

A: Submissions for Registrations of Interest and Formal Application are welcomed from local councils, government agencies, community groups and the private sector.
To be eligible for funding, the applicant must also own or have tenure over the land on which the project is located. Alternatively the applicant must provide clear evidence of landowner's support, approval or consent to carry out the proposed work at the site.
Applicants must also have and retain control and/or ownership of the infrastructure funded under the

grant once it has been completed.

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

A: The types of projects that will be considered for funding under the Boating Infrastructure for Communities Grants Program are summarised below:

- **Disability and mobility access improvements** which aim to provide access for disabled, elderly and less mobile boaters. These may include the installation of wheelchair hoists, handrail upgrades to pontoons and installation of accessibility compliant pontoons, gangways and on-ramp pontoons.
- **Boating access improvements** such as boat ramps, wharves, jetties, pontoons, and non-powered vessel access facilities. This may also include minor dredging works to improve access to these boating facilities (see additional details below on dredging grants).
- **Boating amenity and service improvements** such as sewage pump-out and other waste reception facilities, fuel and water services, toilets, car and trailer parking, dinghy storage, vessel wash-down facilities, lighting and signage (including electronic variable message signs (VMS)). In limited circumstances where direct benefits to boaters can be identified, other placemaking improvements such as fish cleaning tables may be considered. Opportunities to support improved environmental outcomes will also be considered. These may include but are not limited to the inclusion of mesh surfaces to allow sunlight to penetrate the seafloor and resurfacing underwater structures to support habitat creation.
- **Local dredging projects** that provide access to local boating facilities including key boat ramps, wharves and pontoons.
- **Strategic plans, detailed designs and feasibility studies** that identify the priority and longer-term boating infrastructure needs and support future boating infrastructure investment.
- **Priority infrastructure needs at key investment locations** from the [Maritime Infrastructure Plan](#) (MIP). The MIP identifies priority infrastructure needs at 14 key investment locations along the NSW coast which are expected to provide the greatest benefit to NSW boaters.

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

A: There are a number of ways that the Boating Infrastructure for Communities Grants Program is different. The Boating Infrastructure for Communities Grants Program addresses the opportunities for improvement identified in the 2023 review of the Boating Now Program.

The Boating Infrastructure for Communities Grants Program will:

- ensure greater alignment with other strategic government priorities such as the NSW Disability Inclusion Plan.
- transition to the Whole of Government Grant Management System.
- continue to run the Boating Asset Maintenance Program.
- improve communications around successful projects to help build awareness and benefits of project, ensuring communication descriptions accurately reflect projects being delivered.

There is also a renewed focus on safety and accessibility for all boaters, especially boaters with limited mobility including boaters with disabilities and older boaters.

The revision of the NSW Boat Ramp Facility Guidelines is expected to be completed before the call for Boating Infrastructure for Communities Formal Applications. The revision will include guidance for infrastructure inclusions and considerations to improve accessibility for boaters with limited mobility.

Q: What is the Maritime Infrastructure Plan and how does it relate to the Boating Infrastructure for Communities Grants Program

A: The [Maritime Infrastructure Plan 2019-24](#) (MIP) was released in December 2018 to establish a strategic, coordinated, and evidence-based approach to planning, prioritising, and delivering NSW Government investments in maritime infrastructure.

The Boating Infrastructure for Communities Grants Program seeks to promote development in the focus areas of environment and accessibility for boaters with limited mobility. The Program also seeks to promote infrastructure development that aligns with the MIP and its strategic outcomes. More information about the Maritime Infrastructure Plan is available [here](#).

Eligibility and application process

Q: Do I need to submit a Registration of Interest (ROI) to apply for funding?

A: Yes. Only applicants who submitted a Registration of Interest under the Boating Infrastructure for Communities Grants Program will be invited to apply for funding under the Formal Application stage of the Program.

Q: Will Registration of Interest submissions be assessed?

A: Registrations of interest submissions will not be assessed. However registrations of interest must be submitted in order for potential applicants to be invited for the Formal Application stage.

Q: What is the purpose of completing a Registration of Interest submission?

A: The initial ROI stage gives potential applicants the opportunity to develop a project scope and costings which the Maritime Infrastructure Delivery Office (MIDO) can provide feedback on before the formal application is prepared. MIDO can provide guidance about what should be considered for the design, development, planning, delivery and construction of the proposed project. This feedback has previously been beneficial particularly for applicants with limited levels of knowledge about maritime infrastructure needs and has proven to reduce cost and time variations.

Q: Is a briefing with MIDO on my Registration of Interest submission compulsory?

A: No. Where applicable, MIDO may provide guidance to applicants to help prepare the level of detail required for the Formal Application stage.

Q: I have no infrastructure, engineering or construction background. Who can be contacted for guidance during the Registration of Interest stage?

A: The Maritime Infrastructure Delivery Office (MIDO) within Transport's NSW Maritime division can provide guidance and general advice about the planning, development, upgrade and maintenance of maritime and coastal infrastructure during the Registration of Interest stage. 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 under both stages. 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 and provide the grant to others to complete the delivery if successful?

A: An applicant can do this. However it must keep in mind the mandatory and assessment criteria if they wish to proceed with this.

The applicant needs to provide evidence of ownership and/or tenure of the land and water over which the project will cover. If it does not have ownership or tenure, the applicant needs to provide evidence of support from the owners or holders of the tenure.

The applicant needs to also provide sufficient proof to provide the assessment panel with confidence that the project can be delivered on time and to budget and to the necessary building, planning and engineering standards and quality expected of a public boating facility.

Q: Can I still seek assistance from MIDO during the Formal Application process?

A: MIDO can provide assistance navigating the online OneGMS platform.

However, to ensure fairness and probity rules are adhered to, MIDO cannot provide any guidance or specific advice to applicants regarding the completion of Formal Applications.

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

A: Details about the mandatory criteria, assessment process and the weighted assessment criteria can be found from the Guidelines of the Boating Infrastructure for Communities Grants Program. The Program Guidelines can be found via Transport's online OneGMS platform.

Q: What mandatory criteria need to be fulfilled for formal application to be assessed against the weighted criteria?

A: Transport will only consider Formal Applications that meet the following mandatory criteria:

- Registration of interest has been submitted for the same or equivalent project scope.
- the project provides direct benefits to boating users
- project must be available for use by the general boating public and located in an area with an appropriate level of public access to the infrastructure once completed.
- project must be located on land and waters that the applicant owns or has tenure over. 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.
- applicants must have and retain control and/or ownership of the infrastructure to be funded by the grant once it has been completed, and must therefore be responsible for the facility's ongoing management and maintenance.
- applicant must have an Australian Business Number (ABN).
- applicant must either currently hold public liability insurance of a minimum \$20 million per occurrence or better self-insurance to the satisfaction of Transport or confirm willingness to obtain relevant insurance prior to executing a Funding Agreement.

- project construction must not have commenced at the time of submitting the formal application form. The term ‘construction’ applies to physical works only and does not include preliminary investigation and design work, cost estimations or community consultation.

Q: How will formal applications be assessed or prioritised once they satisfy the mandatory criteria?

A: The panel will assess each application that satisfy the Mandatory Criteria against the following assessment criteria:

- Direct benefits to current and potential boating users
- How the proposal supports the strategic outcomes of the Maritime Infrastructure Plan
- Delivery confidence
- Cost and affordability (value for money)

More information about each of the above four factors is available in the Program Guidelines.

Q: I charge a fee for the use of a boating facility. Can I continue to do this if I receive funding?

A: Grants to commercial enterprises will be considered on a case by case basis and must be aligned with the [Maritime Infrastructure Plan](#) strategic outcomes and the priorities for greater environmental outcomes and accessibility outcomes for boaters with limited mobility. If a project is successful and is funded under the Boating Infrastructure for Communities Grants Program, charges for the use of the facility will be permitted subject to the conditions of the Conditions of Grant document with Transport.

Supporting documentation for applications

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

A: The Program Guidelines, Registration of Interest and Formal Application forms will provide prompts about the type of documentation that would support the submissions. The type of supporting documentation can include, but is not limited to, quotations, bill of quantities or past invoices to validate any funding requested, photos and coordinates of the proposed project site location, design drawings or investigation reports, letters of support from community and stakeholder groups, documents verifying tenure or ownership and any data to show use of the facility.

Q: Is a business case required to be completed for a grant application?

A: No. Applicants will need to abide by their organisation’s internal processes for procurement, development of business cases and resource management as required. If the applicant has completed a business case, it may be submitted as supporting documentation if the applicant believes that it will add weight to their grant application submission.

Q: Do applications need to provide boating facility usage data as supporting documentation?

A: Usage data is not mandatory as supporting documentation. However it may help support the application’s claim to direct benefits to current and potential boating users. It is recommended that applicants include any data, reports, letters of support and supporting documentation that it believes will support their grant application.

Q: Will the grant applicant require a Coastal Management Program to have been completed?

A: Applicants do not need a Coastal Management Program to have been completed for their local area or waterway catchment area. A Coastal Management Program may not always be relevant for inland waters. However the applicant should conduct their own enquiries and must abide by the relevant planning, regulatory and environmental requirements. This is the responsibility of the applicant.

Successful projects and next steps

Q: When will successful projects be announced?

A: Successful projects are expected to be announced by mid-2025 following the assessment of Formal Applications and approval of recommended projects. Both successful and unsuccessful applicants will receive written confirmation about the status of their application once the assessment of Formal Applications and approval of recommended projects has been completed.

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 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. Applicants will be able to request up to 40 per cent of the grant value to be available on execution of the Conditions of Grant document to assist with early commencement of the project.

Q: What is the Conditions of Grant?

A: The Conditions of Grant 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 conditions set out in the Conditions of Grant document between Transport and the delivery partner.
In some cases, for example with private sector applicants, there may be additional conditions attached to any funding awarded on a case-by-case basis where this is considered necessary to ensure that funding goes towards infrastructure and facilities that will be available and accessible for use by the public.

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

A: During delivery, the delivery partner will manage and bear all project cost risks.

If the project delivery cost is lower than the amount allowed for in the Conditions of Grant document, the project cost saving will be reflected in savings for both the grant and the delivery partner contributions. That means that a portion of the savings will result in a reduction in grant funding. If the project delivery cost exceeds the budget allowed for in the Conditions of Grant document, the delivery partner will be required to make up the shortfall. In some cases where there is an unforeseen change to the scope or cost of the project, Transport may consider an increase to its funding contribution upon lodgement of a variation request via the online SmartyGrants platform.

Q: What is the timeframe to deliver successful projects under the Boating Infrastructure for Communities Program?

A: Successful applicants are expected to commence projects within six months of signing the Conditions of Grant document and complete all projects, including all claims for grant funding by 30 June 2028.

Q: What happens if a successful project cannot 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 managing and maintaining the facility?

A: Applicants must have and retain control and/or ownership of the infrastructure funded under the grant once it has been completed. This means that the applicant will be responsible for the facility's ongoing management and maintenance for the benefit of public use. Refer to the section *Other Boating Infrastructure and Dredging grant programs* within the Program Guidelines for how funding support can be provided for maintenance of public boating infrastructure.