



# NSW Boating Now Program Round 4

## Questions and Answers – December 2021

### About the Program

#### 1. What is the NSW Boating Now Program?

The NSW Boating Now Program provides grant funding for boating infrastructure and facilities needed 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.

The Program supports the NSW Maritime Infrastructure Plan 2019 - 2024 ([MIP](#)) which sets out the NSW Government's strategic approach to investing in boating infrastructure and facilities. The Program also supports a number of safety outcomes identified in the Maritime Safety Plan 2026.

#### 2. Who can apply for funding under the NSW Boating Now Program?

Boating Now Round 4 (**Round 4**) is open to 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.

To apply for a grant through the formal application process, applicants must have registered their project(s) during the Registration of Interest Stage which will close on **28 February 2022**.

#### 3. What types of Projects can be funded under Round 4?

Boating Now Round 4 will fund high priority boating infrastructure and amenity projects that improve the boating experience for the general boating public, including:

- **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.
- **Boating amenity and service improvements** such as fuel and water services, sewage pump-out facilities, toilets, car and trailer parking, dinghy storage, vessel wash-down facilities, lighting and signage. Other placemaking improvements such as fish cleaning tables and pathways will also be considered when link to broader boating infrastructure upgrades and where boaters are the primary beneficiaries.
- **Strategic plans, detailed designs and feasibility studies** that identify the priority and longer term infrastructure needs of local waterways and support future boating infrastructure investment.

#### **4. What types of Projects have been funded by Boating Now in the past?**

Details on successful Round 3 projects and funding contribution towards these projects is available [here](#). Case studies which demonstrate the broad range of projects funded under Round 3 are provided in the Boating Now Round 4 Guidelines.

#### **5. What are the key investment locations in the Maritime Infrastructure Plan?**

While Round 4 funding will be available for eligible projects throughout NSW, the MIP identifies following 14 key investment locations at which investment will be prioritised:

**North coast:** the Tweed, Clarence and Richmond Rivers plus Coffs Harbour

**North of Sydney:** Port Macquarie, Forster-Tuncurry, Port Stephens, Lake Macquarie and Pittwater

**South of Sydney:** Botany Bay/Port Hacking and Wollongong Harbour

**South coast:** Jervis Bay/the Shoalhaven, Batemans Bay and Eden.

See chapter six of the [Maritime Infrastructure Plan \(MIP\)](#) for more information.

### **Application process**

#### **6. What support is available to help develop a funding proposal?**

The MIDO can be contacted at [mido@transport.nsw.gov.au](mailto:mido@transport.nsw.gov.au).

There is also supporting information available on the [Boating Now webpage](#) which includes program guidelines, forms and questions and answers.

#### **7. How do I submit a Registration of Interest Form?**

The link to the Registration of Interest form is available on the [Boating Now webpage](#). Forms should be submitted through the on-line portal based on the instructions on the Boating Now webpage. Applications submitted in other ways such as email or post will not be considered unless agreed to with MIDO before the application close date.

#### **8. What happens if I submitted an ROI after the 28 February 2022 deadline?**

Should a Registration of Interest form be received after the 28 February deadline, TfNSW has discretion to consider whether to accept the late application provided that acceptance of a late application will not affect the integrity of the Round 4 process

#### **9. Is a briefing with MIDO on my RoI form compulsory?**

Yes. MIDO feedback on your RoI form is an important part of the two staged process to assist applicants to prepare high quality formal applications with the level of detail required to enable a proper evaluation to be conducted.

#### **10. When will I be required to submit a formal application for funding?**

The formal application process will commence in March 2022 and will close in April 2022. Specific dates will be confirmed in early 2022.

### **11. How do I submit a formal application for funding?**

Applicants who submitted an ROI form will be sent an invitation to submit a formal application with a link to an on-line application form.

This form, along with any supporting documentation, should be submitted through the on-line portal on a yet to be confirmed date in April 2022. Applications submitted in other ways such as email or post will not be considered unless agreed to with MIDO before the application close date.

### **12. Can I partner with other organisations to submit a joint funding application?**

Yes. Joint applications will be considered, however the lead applicant must be identified for all correspondence on the application.

### **13. Can I apply for funding for more than one project?**

Yes. A separate Registration of Interest and Formal Application Form should be submitted for each project.

### **14. How will formal applications be assessed/prioritised?**

An assessment panel will be convened in May 2022 and will include two or more representatives from TfNSW's Centre for Maritime Safety and MIDO and one independent panel member.

To be eligible for assessment, applications must meet the following mandatory conditions:

- The project must represent a type of project eligible for consideration under the Boating Now Program (as described at section 3 of the guidelines)
- The project should be available for use by the general boating public and located in an area with an appropriate level of public access to the infrastructure
- The project must be located on land 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 work at the site.
- Project construction must not have commenced at the time of submitting the formal application form. The term 'construction' does not include preliminary investigation and design work, cost estimations or community consultation.

Applications that fail to meet any of the above conditions will not be considered further.

The panel will then assess each eligible application against the following assessment criteria:

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

The panel may ask for further clarification from the applicant, seek advice from other parties such as Maritime operational staff, commission independent studies or undertake site inspections where more information is required.

Staff involved in providing feedback on the ROI forms will not assess formal applications. However, they may provide advice to the Panel as required.

Further details on the formal application process and how the above assessment criteria will be assessed will be available in March 2022.

**15. How do I make an application for a Destination Boat Ramp?**

To bring a boat ramp up to Destination Boat Ramp standard, applicants should apply for funding to upgrade the ramp through the two staged Round 4 application process.

To be designated as a Destination Boat Ramp, a separate application process applies with further details available on the [Boating Now webpage](#).

**16. How do I apply for funding under the Boating Asset Maintenance Sub-Program?**

The Boating Asset Maintenance Sub-Program will provide a one-off funding contribution to owners of boating assets, such as boat ramps, jetties, pontoons and wharves, to address wear and tear and bring these assets to an optimum service standard.

While this sub-program will be funded under Boating Now Round 4, it will be subject to a separate application process. Details on the program are still being confirmed and will be announced when the program is open to applications in February 2022.

Applications for boating asset repairs and maintenance will not be accepted as part of the Round 4 RoI process.

**17. How do I apply for emergency repair funding?**

For further information on the Boating Infrastructure Emergency Repair Program (BIERP), which is intended to repair major damage caused by single events such as a severe weather event, visit the [Boating Now webpage](#).

## Funding

**18. Is there a cap on how much funding each application can request?**

While a funding cap does not apply, applicants will need to identify how funds will be allocated and how their proposal represents value for money.

**19. Are applicants expected to contribute to the cost of the project, and if so, how much?**

Yes. All applicants are expected to contribute at least 25 per cent to the total estimated project cost. TfNSW has the discretion, in limited circumstances, to consider exceptions to this funding contribution ratio if the project scores very highly on other assessment criteria and the applicant clearly demonstrates in the formal application form why it cannot match the minimum funding contribution.

Applications that are able to contribute more than the minimum 25 per cent towards a project will score higher on the cost and affordability criteria.

In evaluating the overall value for money of a project, consideration will be given to the applicant's contribution above the minimum 25 per cent contribution.

## **20. Can projects be funded by the Boating Now Program and any other funding sources?**

Delivery partner contributions to the total project cost can include funding from other sources including:

- Government agencies not including TfNSW, sponsorships and donations
- In-kind contributions such as materials, labour and use of machinery.

These other sources of funding must be confirmed and proven. Internal administration and project management costs (staff salaries) are not considered labour and will not be considered as part of the applicant's funding contribution.

## **21. Why does Boating Now fund projects that benefit non-powered boaters who don't pay vessel registration or licence fees?**

Transport for NSW is responsible for the safe operation of all vessels on NSW waterways, not just registered vessels and those vessels which require a licence to operate. Transport for NSW is also responsible for the provision of marine safety infrastructure and services and other infrastructure and services for use by all vessels.

Boating Now funding is therefore available for boating access infrastructure and facilities for all vessel types, including sailing vessels, canoes, kayaks and dragon boats. To be eligible for funding, all projects 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.

The provision of non-powered craft launches also provides a safety benefits by assisting to separate these vessels from powered vessel launch sites.

## **Successful projects and next steps**

### **22. When will successful projects be announced?**

Successful projects will be announced in mid-2022 following the assessment of formal applications and approval of recommended projects. Unsuccessful applicants will receive written confirmation that their application was not successful.

### **23. What happens next if a project is successful?**

The allocation of funding to successful projects will be managed through a Conditions of Grant document – involving a two-party agreement between TfNSW and the delivery partner.

Successful projects will not be eligible for funding unless a Conditions of Grant document is signed with TfNSW.

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 co-funding provided by delivery partners.

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 25 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. Should the project not proceed, applicants are required to return the 25 per cent upfront allocation in accordance with the Conditions and Grant document.

#### **24. How will project delivery be managed?**

The project will be managed by the delivery partner and the grant administered by the MIDO in accordance with the conditions set out in the Conditions of Grant document.

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.

#### **25. What happens if there is an increase or decrease in project cost?**

During delivery, the delivery partner bears all of the project cost risks.

If the project delivery cost is lower than the amount allowed for in the Conditions of Grant document, the cost saving will be reflected in a reduction in Boating Now grant funding (the co-funding percentage will remain unchanged).

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, TfNSW may consider an increase to its funding contribution upon lodgement of a variation request in writing.

#### **26. If successful, what is the timeframe to deliver Boating Now Round 4 projects?**

It is expected that successful applicants will commence projects within six months of signing the Conditions of Grant document and complete all projects, including all claims for grant funding by **31 December 2024**.

#### **27. What happens if a successful project cannot be delivered?**

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

### **Boat storage and fees**

#### **28. How will boat storage needs identified in the MIP be supported?**

Vessel storage is recognised as a key customer need in the MIP, which also recognises the need for sufficient on-water vessel storage that meets demand from tourism, commercial fishing vessels and recreational boaters in a number of the key investment locations.

Vessel storage is typically provided in the form of moorings, which are provided under licence by TfNSW, as well as marina berths and dry storage facilities, which are provided by the private sector.

As Boating Now Round 4 is intended to support projects that are available to the general boating public, it is not expected to include some types of vessel storage options such as private marina berths. TfNSW will generally work with other agencies and the private sector to identify and facilitate opportunities to improve vessel storage capacity where needed, rather than provide funding support.

However, there may be exceptions where TfNSW would consider potential funding under Boating Now, which might include temporary berths that are available for use by the general boating public, or vessel storage proposals that form part of a wider maritime infrastructure or foreshore development proposal that offers broader strategic and community benefits, which aligns to the goals of the MIP. For more information, please contact MIDO via [mido@rms.nsw.gov.au](mailto:mido@rms.nsw.gov.au).

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

Grants to commercial enterprises will be considered on a case by case basis and must be aligned with the [MIP](#) strategic outcomes. If a commercial project is funded through the Boating Now Program, charges for the use of the facility will be permitted subject to the conditions of the Conditions of Grant document with TfNSW.

For example, if Boating Now funding is used to support the development of a fuel facility, the asset owner will continue to be able to charge for the use of the facility but it must be available for use by the general boating public. For such projects, the applicant will also need to demonstrate why grant funding is required to provide assets that also generate revenue for the asset owner.