

Maritime Infrastructure

Discussion Paper

August 2025



Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

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Disclaimer:

This Discussion Paper has been prepared to facilitate public discussion and comment. It does not represent the final views of the Government or the Minister, nor does it commit the Government to a particular course of action. The content is intended to stimulate feedback and inform future policy development.

Note: This is a *Discussion Paper Only*. All views expressed are for consultation purposes and should not be interpreted as Government policy.



1 Executive summary

The [Maritime Infrastructure Plan 2019–24](#) (MIP) has made it easier, safer, and more enjoyable for people across New South Wales to get out on the water. By helping to prioritise investment in better boat ramps, wharves, jetties, and other key facilities, the MIP has supported improved access to our waterways for recreational and commercial users alike - especially in regional communities where boating plays an important part of everyday life.

Looking ahead, we are building on what has already been achieved. With more people using our waterways, we will continue to work closely with local councils, community groups, and industry to make sure future projects respond to growing demand, reflect local needs and provide long-term benefits. This includes enhancing accessibility for boaters of all abilities, investing in cleaner and more sustainable infrastructure, and leveraging technology to make our waterways safer and easier to access for everyone. We are also committed to extend funding programs like those under the Boating Infrastructure and Dredging Scheme so local communities can get the support they need to deliver smaller, on-the-ground projects that make a big difference to improve the boating experience in NSW.

To ensure future maritime infrastructure investments reflect local needs and provide lasting benefits we are now actively consulting with communities and industry. By providing feedback on this Discussion Paper, communities have the opportunity to help shape a maritime infrastructure agenda that will respond to their needs and deliver meaningful, lasting benefits to all boaters across NSW.

A number of specific questions are listed in Section 5: Focus Areas to help the reader identify and respond to the issues that matter the most to them. This feedback should be provided via the 'Have Your Say' website by the public consultation close date on Friday 3 October.

Thanks to the foundation laid by the MIP, Transport for NSW (Transport) and its partners are well positioned to improve and expand the states' maritime infrastructure into the future. By continuing to invest, innovate, and actively engage with our communities, Transport will ensure our waterways remain some of the most accessible, safe, and enjoyable in the country.

2 Purpose of the Discussion Paper

The Maritime Infrastructure Discussion Paper (Discussion Paper) marks a key milestone in Transport's commitment to working with communities and stakeholders to inform the future maritime infrastructure agenda for NSW.

The Discussion Paper outlines the progress Transport has made in delivering maritime infrastructure outcomes and objectives in accordance with the [Maritime Infrastructure Plan 2019-24](#) (MIP). It also considers whether this MIP framework continues to be the best approach to determine the Government's future maritime infrastructure priorities and agenda.

This Discussion Paper is in two parts. The first is an assessment of the effectiveness of the MIP as a strategic framework. The Discussion Paper highlights the significant outcomes delivered through programs such as the Maritime Infrastructure Stimulus Program, the previous [NSW Boating Now Program](#), and the [Boating Access Dredging Program](#). These initiatives have played a key role in improving maritime infrastructure and enhancing access for both recreational and commercial boaters across the state.

The second part of the Discussion Paper identifies focus areas which are the most relevant in shaping a future strategic framework and informing how the delivery of maritime infrastructure can be enhanced going forward.

We are now seeking feedback from anyone who relies on NSW waterways, including individual recreational and commercial boaters, peak stakeholder groups and the different representatives of maritime industry. Feedback can be provided by completing a short survey, providing a written submission or both through the Have Your Say website.

Your feedback will help shape the next planning phase of the future maritime infrastructure agenda and ensure that investments continue to support safe, sustainable, and accessible maritime infrastructure for all users. Submissions can be made via the Have Your Say Website until Friday 3 October 2025.

3 Background and context

3.1 History and intent of the Maritime Infrastructure Plan 2019-2024

The MIP was released in December 2018 to provide guidance on investment priorities and establish a strategic approach to planning, prioritising, and delivering NSW investment in maritime infrastructure. The Plan was informed by feedback received from key stakeholders and an analysis of the local population, economic, commercial and recreational drivers which influence demand for maritime infrastructure in NSW.

The MIP aimed to increase coordination and collaboration, reduce administrative burden, and inform councils, stakeholders, and the broader community of how investment in maritime infrastructure would be prioritised. It identified priority needs at 14 Key Investment Locations based on an assessment at the time of waterway user activity, existing infrastructure, and broader economic performance, including benefits to recreational and commercial boaters.

The MIP sought to support recreational and commercial boaters with upgrades to assets such as boat ramps, wharves, jetties, and harbour breakwaters. This included increasing job opportunities in regional NSW, improving access for boaters of all abilities, and improved foreshore amenities.

The MIP prioritised safe, inclusive and sustainable access to NSW waterways, which are also prioritised in the [Maritime Safety Plan 2026](#). It identified the importance for accessible infrastructure at wharves, jetties, pontoons that meet the needs of all users and for amenities and services such as slipways, toilets, carparks and fuel and pump-out facilities. It also addressed the protection of maritime assets through infrastructure such as breakwaters, wave attenuators, and training walls, as well as the importance of supporting navigation through dredging and navigation aids. These needs were addressed through various investment programs by providing a framework to prioritise and deliver projects that present the greatest benefit to boaters, stakeholders and the broader community.

Transport oversees the implementation of the MIP by delivering and maintaining various public maritime infrastructure across NSW. This includes regional harbour improvements and dredging works that support recreational boating, fishing, tourism, and a range of other recreational and commercial activities. To date we have delivered the \$205 million Maritime Infrastructure Stimulus Program and the \$98 million Boating Now Program and its sub-programs as well as other investments in maritime assets such as navigation aids, regional harbour infrastructure and commuter and commercial vessel wharves.

3.2 Investment Model – Waterways Fund

Transport uses money from the Waterways Fund to invest in boating infrastructure. This fund is set up under the [Ports and Maritime Administration Act](#) and is made up of fees from boating licences and registrations, plus other sources listed in the Act. The money is specifically used to support the Minister's responsibilities for marine safety, such as building and maintaining important facilities and services for boaters.

3.3 Scope Exclusions

Infrastructure that supports the import and export trades and the cruise ship industry in the major ports of Newcastle, Sydney, Port Botany and Port Kembla and commuter ferry infrastructure on Sydney Harbour and the Port of Newcastle was outside the scope of the MIP.

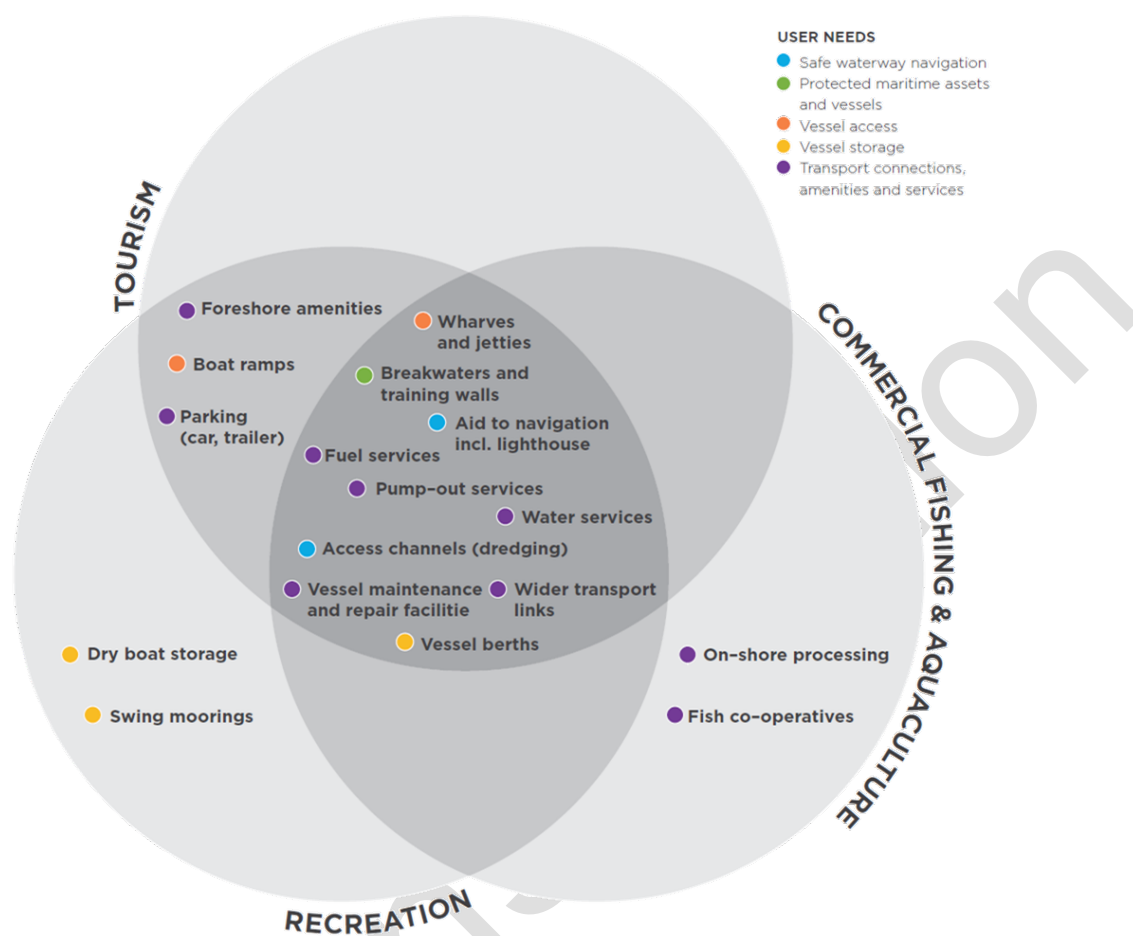
3.4 Our stakeholders

Our key stakeholders include recreational boaters, commercial boaters, which includes commercial fishing and tourism operators, and the general maritime industry.

Recreational boaters require safe and convenient access to waterways through infrastructure such as boat ramps with pontoons, trailer parking, and storage facilities. Many also depend on supporting services like fuel and sewage pump outs. Non-powered craft users benefit from dedicated launching areas and dry storage.

Commercial operators, rely on access to essential facilities such as fuel, water, power, sewage pump outs and vessel maintenance facilities. Further details on these stakeholder groups and their needs are provided at Figure 1.

Figure 1 The stakeholder groups identified within the 2019-2024 Maritime Infrastructure Plan



Despite their varied needs, these stakeholder groups share common infrastructure requirements, highlighting the broad value of investment in maritime infrastructure to support economic activity, environmental protection, and public amenity.

4 Part 1 – Progress and achievements to date

4.1 Summary of achievements under the Maritime Infrastructure Plan

The MIP has driven significant investment in maritime infrastructure across NSW and established a strong foundation for a successor plan. This has been achieved by providing a strategic framework for investment that has identified priority infrastructure needs at Key Investment Locations (KIL's) where investment delivers the greatest benefits.

Through a range of targeted programs including the \$90 million Boating Now Program, which has delivered over 370 projects, Transport has made significant investments to improve boating infrastructure across NSW, details on the types of projects delivered under this program are outlined in Section 8. This includes \$28 million allocated to Boating Now Round 3 which was directly informed by the MIP's strategic priorities.

Other sub-programs of Boating Now which have been informed by the MIP include the Boating Asset Maintenance sub-program to support minor repairs and maintenance of public boating infrastructure, the [Boating Infrastructure Emergency Repair Pool](#) to support the rapid repair of infrastructure damaged in severe weather events, and the Boating Access Dredging Program for local dredging projects.

In 2021, the NSW Government announced the \$205 million Maritime Infrastructure Stimulus Program which supported many projects aligned to the MIP including enhanced regional harbours and critical maritime asset improvements.

The Boating Infrastructure and Dredging Scheme announced in 2024 aligns with the strategic approach of the MIP and supports new and improved public boating infrastructure and enhanced public access to NSW waterways for the safety and enjoyment of recreational and commercial boaters. The scheme consists of the following five sub-programs:

- Boating Infrastructure for Communities Grants Program (commenced in November 2024)
- Boating Infrastructure Maintenance Grants Program (commenced in August 2025)
- Boating infrastructure Emergency Repair Pool Scheme (commenced in March 2025)
- Priority Dredging Program (commenced in August 2024)
- Committed Dredging Projects (commenced in August 2024).

The Scheme replaces the Boating Now program and was informed by the [independent review of the Boating Now Program](#) completed in early 2024 which identified a number of opportunities to improve the delivery of maritime infrastructure grants.

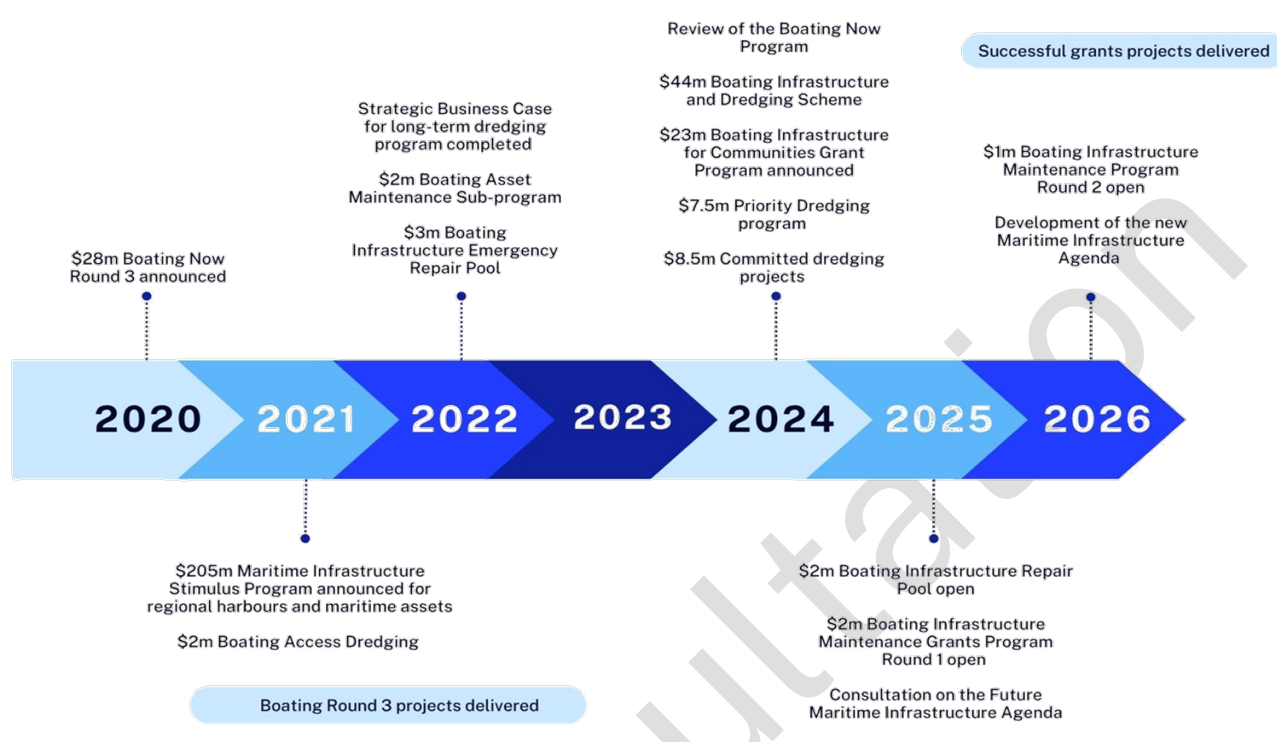
The MIP has also focused investments on improving safe and environmentally sustainable access to NSW waterways, supporting broader government commitments under the [Maritime Safety Plan 2026](#) and the [Marine Estate Management Strategy 2028](#). For example, the MIP contributes to safer boating by delivering infrastructure that provides safe waterway access or separates powered and non-powered boaters.

The MIP outlines an investment framework to support councils, private sector entities and other stakeholders to understand how the NSW Government priorities funding. This gives organisations confidence to align their own investments with these priorities. The long term strategic direction of the MIP also aids Crown Lands to plan and target investments that support industries that rely on well-maintained maritime infrastructure.

The MIP identifies key investment locations and priority regional sites where dredging is necessary to maintain access to maritime infrastructure. It also included funding allocations for dredging projects, such as the Rescuing Our Waterways Program and other regional dredging initiatives. In February 2021, the Rescuing Our Waterways Program was replaced by the Boating Access Dredging Program.

Transport is committed to developing a funded long-term dredging program to provide a more efficient proactive solution to keep our waterways accessible and safer. In 2022 Transport secured funding for interim dredging works and are now focused on obtaining long term approvals data to determine optimal dredging frequencies, volumes, and priority locations.

Timeline of Maritime Infrastructure Milestones



4.2 Summary of Feedback to date

Preliminary stakeholder feedback has been received through various channels, including staff at Transport, questions in Parliament, letters from stakeholders, discussions at Maritime Advisory Council, Recreational Vessel Advisory Group and Commercial Vessels Advisory Group meetings. Additional input has been considered through discussions with other agencies and delivery partners and feedback from the Maritime Infrastructure Delivery Office on the development and delivery of key Maritime Infrastructure programs.

Overall, stakeholder feedback strongly supports a targeted approach to prioritising maritime infrastructure investment, however there are calls for greater transparency around how locations are prioritised. There is broad support for more inclusive infrastructure that improves access for older people, people with disabilities, and non-powered vessel users, alongside a strong focus on environmental sustainability, climate resilience, and improving socio-economic outcomes.

Stakeholders have highlighted the need for Transport to directly deliver essential projects, such as sewage pump-out facilities and the maintaining and upgrading of existing assets is seen as a higher priority than new projects. Feedback also emphasised the importance of smart technologies and improved data to guide investment and improve user experience. A more streamlined planning processes and faster, more efficient dredging approvals to ensure safe and sustainable waterway access was also highlighted.

Based on stakeholder feedback to date, the following focus areas have been identified for further consideration as part of the future maritime infrastructure agenda:

- key investment locations
- maritime infrastructure prioritisation and delivery
- safe and sustainable access
- technology and data
- maritime infrastructure planning and property
- responding to dredging needs.

5 Part 2 - Focus areas for the future maritime infrastructure agenda

5.1 Key Investment Locations

Key Investment Locations (KILs) were identified in the MIP as those areas where investment in maritime infrastructure would deliver the greatest benefits for recreational boating, commercial fishing / aquaculture and tourism. They were identified from analysis of waterway user activity, existing maritime infrastructure and broader economic performance at key locations, alongside how these locations aligned with NSW Government priorities. These priority locations were chosen based on their importance at the time and their potential to support growth in key boating user groups, stimulate regional development, activate foreshores, and improve access and connectivity across NSW's coastal boating network.

Despite the challenges posed by the COVID-19 pandemic, floods and bushfires - which necessitated some shift in priorities - strong progress has been made in delivering infrastructure outcomes at these locations.

What We've Heard

Stakeholders support a targeted approach to prioritising locations, particularly in regional areas. However, feedback highlights the need for greater transparency in how these locations are selected, including clarification on the exclusion of Sydney Harbour and the Murray River.

Opportunities

Given the changing patterns in boating demand and population growth, there is an opportunity to refresh the approach to prioritising KILs. Enhancing the transparency around how KILs are selected and the frequency of their review will help ensure the process remains responsive and aligned with evolving community, industry and environmental needs.

Question 1

What are your thoughts on the use of key investment locations as the most appropriate method to ensure maritime infrastructure is delivered where it is needed most?

5.2 Maritime infrastructure prioritisation and delivery

The MIP has guided investment into critical infrastructure such as boat ramps, pontoons, sewage pump-outs, vessel storage and dredging. This has been achieved through a number of targeted programs including Boating Now, Maritime Infrastructure Stimulus Program and the Boating Infrastructure and Dredging Scheme.

By adopting a more strategic and coordinated approach to prioritising and delivering maritime infrastructure investment in NSW, the MIP has enabled Transport to maximise the benefits of investments for both recreational and commercial boaters, while also contributing to broader social and economic outcomes. This has been supported by the establishment of the Maritime Infrastructure Delivery Office (MIDO) within Transport which combined the expertise of the former Road and Maritime Services and the Department of Industry Lands and Water. The MIDO leads the development and delivery of maritime infrastructure and dredging across NSW, providing a single point of contact and serving as a hub of expertise for customers, industry and local governments.

What We've Heard

Most feedback received to date has focused on how the MIP, supported by targeted investment programs, has guided the prioritisation and delivery of maritime infrastructure. Stakeholders have supported more inclusive infrastructure that benefits older boaters, people with disabilities, and non-powered boaters, ensuring safe and equitable access for all users of our waterways. There is also broad support for placing greater emphasis on improving environmental, socio-economic, and place-making outcomes.

Initial feedback has highlighted a need for Transport to directly deliver projects such as sewage pump-out facilities to ensure they are strategically placed where needed.

Feedback also indicated that the [Sydney Harbour Boating Destinations](#) initiative, which provides the general boating public access to amenities at 19 marinas in exchange for discounted rents to private marinas, is not well known by boaters and has limited its reach and impact.

Opportunities

A future maritime infrastructure agenda presents an opportunity to prioritise maintaining and upgrading existing assets. This includes enhancing the resilience of infrastructure to climate change and severe weather events, shifting the focus towards a risk-based asset maintenance program rather than prioritising new builds, and considering the development, management and upkeep of metropolitan and regional ferry wharves and regional harbours.

Strengthening engagement with stakeholders and communities will enable Transport to better address gaps in maritime infrastructure – such as sewage pump-out facilities – ensuring more equitable access across the state. A key challenge however will be balancing investment in new projects with the need to address asset maintenance and repair.

There is also opportunity to leverage more granular plans for identifying infrastructure priorities by waterways such as the 2023 [South Coast Boating Network Plan](#). This Plan, which was a commitment allocated to Transport under the NSW South Coast Marine Tourism Strategy 2019, built on the MIP to first identify the current maritime infrastructure across the South Coast region and then identify specific short and long term infrastructure needs at each waterway. Transport developed the plan based on extensive stakeholder engagement and desktop analysis of local and state policies, strategies, and plans. By identifying specific projects rather than general infrastructure outcomes as outlined in the MIP, the plan has and will continue to inform specific future investment decisions such as under the Boating Infrastructure and Dredging Scheme.

Finally there is an opportunity to renew and promote the [Sydney Harbour Boating Destinations](#) initiative to maximise the reach benefits the program provides to boaters.

Question 2

Building on the MIP, the consolidation of resources into the MIDO as a single point of contact and service delivery and the opportunity to focus on more granular plans, how else can Transport improve the prioritisation and delivery of maritime infrastructure?

5.3 Safe and sustainable access

The MIP has played a key role in improving safe and environmentally sustainable access to NSW waterways. It has guided a range of initiatives, including the environmentally friendly moorings trial, sewage pump-out investments and enhanced alignment with the Marine Estate Management Strategy. Safety outcomes have also been supported through infrastructure that supports the Safe System approach as outlined in the Maritime Safety Plan 2026.

What We've Heard

Initial feedback has highlighted strong community support for enhancing environmental and sustainability outcomes from investment in maritime infrastructure. There is also a clear interest in improving access to sewage pump-out facilities to protect the health of our waterways.

Opportunities

Key opportunities include upgrading and maintaining existing facilities to enhance environmental performance, move toward carbon neutrality, and strengthen resilience to climate change and extreme weather events.

Question 3

How can a future maritime infrastructure agenda further improve safety and environmental outcomes?

5.4 Technology and data

Transport is implementing and exploring a number of opportunities to improve maritime infrastructure outcomes and the delivery of MIP objectives by improving how we use technology as well as data quality and capture.

The [Maritime Safety Plan 2026](#) identified the use of technology to aid NSW waterway users make safer decisions by building real-time messaging capabilities near highly trafficked waterway access points to promote continuous and improved boater judgement. Options have been explored to include cameras on signage to provide valuable insights regarding boat ramp traffic and vessel detection which can help inform future investment priorities.

Transport also provides [webcam vision of coastal bars and alpine waters](#) to help waterway users prepare for a safe crossing. Currently, there is one Alpine Water webcam, 15 North Coast webcams, two Hunter webcams, and six South Coast webcams. This live webcam footage and corresponding online weather information better inform boaters of coastal conditions.

Surveys have also been used by Transport to improve data and provide helpful insights into how people perceive the condition and needed improvements for maritime infrastructure. This has included the [NSW Recreational Boat Survey 2023 Report](#) that was informed by two surveys commissioned by Transport relating to boating participation and behaviour across NSW.

What We've Heard

While Transport has delivered several projects that use new technology to improve data collection and share key safety messaging with boaters, initial feedback supports expanding the use of technology and data to improve the delivery and utilisation of maritime infrastructure.

Opportunities

Technological innovation and emerging data sources are creating new opportunities to enhance maritime infrastructure, improve how it is used, and provide stronger evidence to guide future policy and investment decisions. For example, there is potential to improve the way boaters locate and access maritime infrastructure by providing more detailed and user-friendly information on the availability of key services such as fuel, electricity, sewage pump-outs, emergency, and courtesy moorings, along with real-time weather updates.

Emerging vessel technology trends are also expected to influence future maritime infrastructure planning and investment. Key developments include the use of electric vessels and the need for associated charging infrastructure, the emergence of autonomous vessels, and the use of drones for infrastructure surveys. These new technologies also offer new opportunities to collect more detailed data on asset condition and usage, helping to inform more targeted maintenance, management and investment in boating infrastructure.

Addressing data gaps, particularly around boating usage and behaviour, will support more informed investment decisions and enable the delivery of clearer, more targeted information to users. There is strong interest in upgrading and consolidating existing data sources and online maritime infrastructure maps into a single, user-friendly platform. This platform would include added features such as information on toilet facilities, boat trailer parking, disability access, and real-time weather updates, making it easier for the community to plan and enjoy safe and easy access to NSW waterways

Other opportunities include adopting smart technologies - such as cameras, Bluetooth sensors, and digital signage - to support more informed and efficient management of maritime assets. These tools can provide valuable insights into how boaters interact with infrastructure, helping to guide future planning, improve user experience and guide future investment priorities.

Question 4

How can the use of technology and data being used to improve safe access to the water?

5.5 Maritime infrastructure planning and property

The MIP identified opportunities to better support private sector investment by providing greater clarity on infrastructure priorities and harmonising policies around issues such as commercial leasing to improve consistency.

One of the key issues highlighted by the MIP was the need for greater alignment between Transport and Crown Lands leasing policies, particularly around how rates are calculated and how security of tenure is managed. In response, Crown Lands introduced a new leasing model in 2022 that more closely aligns with Transport's approach. Key features include a standard 40-year lease term, a requirement for reinvestment in facilities, and a transparent rent calculation method. These changes provide marina operators with more certainty and predictability.

In addition, Transport continues to collaborate with local councils through its involvement in Coast Management Programs (CMPs), which are key to planning boating access infrastructure along with the requirements under the *Environment Planning and Assessment Act 1979* and *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

While some initiatives were not driven solely by the MIP, improvements to processes such as clearer planning pathways and enhanced support for delivery partners, have contributed to its objectives. These practical measures, combined with stronger collaboration among stakeholders, also help support Transport's delivery partners in navigating the planning system and encouraging the delivery of improved maritime infrastructure across NSW.

What We've Heard

Initial feedback has identified opportunities to streamline planning and property processes to support private sector investment and enhance maritime infrastructure outcomes. This includes strengthening engagement with stakeholders and simplifying planning processes to make it easier for delivery partners to build and upgrade maritime infrastructure.

Feedback has also highlighted the importance of prioritising the maintenance of existing maritime assets. While initiatives such as the Boating Infrastructure Maintenance Grant Program will help to address this, there is a new opportunity to build on that progress by working with Councils to explore how asset and maintenance registers can be included into Coastal Management Programs. This would help prioritise and manage ongoing maintenance more effectively, ensuring long-term sustainability of key infrastructure.

In recognition of the competing use of prime foreshore land, there is a need to retain maritime and working harbour functions. This ensures critical services like vessel maintenance, repair and on-water storage are not lost.

Opportunities

Transport has the opportunity to continue to work with other agencies to improve planning and leasing procedures. This will support investment where it is needed most. There are also opportunities to place greater emphasis on practical measures to improve maritime property issues in the future maritime infrastructure agenda. Creating a more consistent and efficient planning, leasing and maritime property framework will support investment by both the maritime industry and local councils who may face greater challenges navigating current systems.

Question 5.

What are the key opportunities to improve maritime infrastructure planning and property functions to further improve business confidence and support investment in maritime infrastructure and property?

5.6 Responding to dredging needs

Guiding investment in dredging priorities

Navigational dredging is critical to maintain safe and reliable access to waterways across NSW for commercial and recreational vessels. The ongoing accumulation of sand at many river entrances and navigation channels can constrain on-water access to maritime infrastructure and limit economic growth opportunities.

Historically navigational dredging in NSW is managed in an ad-hoc and reactive manner in response to significant shoaling events and when funding becomes available. This results in increased costs and less frequent dredging which increases potential safety risks limits access to navigation channels for larger vessels.

To address this and improve investment in dredging to meet the needs as outlined in the MIP, Transport is committed to developing a funded long-term dredging program.

A Strategic Business Case for a long-term dredging program was completed in 2022, which sought funding for both interim dredging activities and initiatives to improve data collection and analysis. Transport is now focussed on improving data to better understand optimal dredging frequencies and volumes and priority dredging locations. This will support work to secure funding for a long-term dredging program that will not only enhance safety and accessibility but also

provide certainty to the industry. The establishment of a long-term dredging program will help reduce costs, shorten mobilisation times, and create more local jobs.

Once established, the program will shape a broader dredging strategy, guiding investment in dredging priorities to ensure safe waterway access.

Efficiencies in dredging approvals

Recognising the inefficiencies in previous dredging approval processes, Transport is working on streamlining the process for dredging approvals required under Part 5 of the Environmental Planning and Assessment Act (EP&A Act). In the past, environmental approval processes may take a considerable amount of time after funding for dredging works has been secured and preliminary surveys completed. This delay between when dredging is required and when the works can proceed results in less responsive action to address safe navigation in major waterways.

In response, long-term Reviews of Environmental Factors (REFS) required under the Act are being developed at high priority dredging locations. This is a significant improvement and will accelerate the approval process.

What We've Heard

Community and stakeholder feedback consistently identifies the need for more timely dredging to address shoaling events which impact navigation and safe and efficient maritime operations.

Opportunities

The key opportunity to improve how Transport delivers dredging is to establish a long-term funded dredging program and to continue to streamline approval processes. This will help to ensure faster and more efficient dredging activities in response to needs as they arise.

Question 6.

What are the key considerations when determining dredging priorities?

5.7 Other general feedback

Question 7

Is there any additional feedback that you would like to provide on the MIP and/or how the NSW Government can improve investment in maritime infrastructure and maritime infrastructure outcomes more generally?

6 How to Have Your Say

We invite interested parties to share their feedback on this discussion paper, particularly in response to the questions outlined in Section 5.

The consultation period is six weeks. You can provide feedback by visiting the dedicated consultation page on the Have Your Say website.

Here you can:

1. Complete the online survey
2. Submit a written submission.

7 Next steps

Feedback received during public consultation on the Maritime Infrastructure Discussion Paper will be reviewed and analysed. A final report summarising the outcomes will be presented to NSW Government. Once approved this report will be published on the 'Have Your Say' website.

Your feedback will play a key role in shaping the future maritime infrastructure agenda for NSW, helping to ensure that future projects deliver meaningful benefits to communities across the state.

There may be further opportunities to have your say in future stages of the development of the future maritime infrastructure agenda. Details on such opportunities will be available on the Have Your Say website.

Transport is committed to working with communities, industry and all levels of government to deliver safe, efficient, and sustainable maritime infrastructure for NSW.

8 Appendices and supporting information

8.1 Table 1: Types of projects delivered under Boating Now

Asset type	Boating Now Round 1	Boating Now Round 2	Boating Now Round 3	Emergency repair	Asset Mainten ance	Total
Boat ramp facility	89	37	23	17	8	174
Wharf/ pontoon	26	16	19	18	11	90
Sewage pumpout facilities	2	3	2	0	0	7
Strategies / designs	46	2	16	0	0	64
Vessel storage	4	3	3	1	0	11
Dredging	0	0	1	0	0	1
Other	12	9	3	2	0	26
Total	179	70	67	38	19	373

Other includes non-powered vessel Facilities, slipway facilities, vessel maintenance facilities etc.

8.2 Related policy, plans and programs

- [Ports and Maritime Administration Act 1995](#)
- [Maritime Infrastructure Plan 2019-2024](#)
- [Maritime Safety Plan 2026](#)
- [Marine Estate Management Strategy 2018-2028](#)
- [South Coast Boating Network Plan](#)
- [Sydney Harbour Boating Destinations](#)
- [Maritime Infrastructure Delivery Office](#)
- [Maritime Infrastructure Stimulus Program](#)
- [Boating Now Program](#)
- [Boating Now Review](#)
- [Boating Infrastructure and Dredging Scheme](#)

8.3 Other supporting information

- [NSW Recreational Boater Survey 2023](#)
- [Transport for NSW Procedure for Aboriginal Cultural Heritage Consultation and Investigation \(PACHCI\)](#)
- [NSW Boat Ramp Locator](#)
- [MIDO Projects Map](#)
- [Environmentally Friendly Mooring Research Program](#)
- [NSW webcam vision of coastal bars and alpine waters](#)

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