

MAY 2019

Marine and Safety Tasmania

# Infrastructure Plan



# MAST

**MARINE and SAFETY TASMANIA**  
*making boating better*

## Purpose

The draft marine Infrastructure Plan sets the parameters and guidelines for the delivery of new and updated recreational boating facilities and services in Tasmania over the next five years by Marine and Safety Tasmania (MAST).

MAST wishes to continue to ensure that funds invested in infrastructure are used efficiently and effectively and that these funds are supplemented, where possible, with additional funds from facility owners. These owners may be local Councils, Hydro Tasmania, Inland Fisheries Service and other organisations who are prepared to offer the public access to their marine facilities. MAST will also continue to source separate State Government and Commonwealth Funding where available.

It is MAST's aim to provide the recreational boating public with the best infrastructure possible and to ensure there remains transparency around where registration and licence fees are spent.

## Boating in Tasmania

There are over 30 000 registered recreational boats in Tasmania - this equates to 1:17 people owning a boat. Since June 1998, registrations have increased 134%. This increase is greater than any other state, noting that there are differing requirements across jurisdictions. There are in excess of 60 000 licence holders, resulting in 1:8 Tasmanians holding a boat licence.

The average sized boat in Tasmania is 5.2 metres with approximately 90% of the fleet being trailerable. The typical boater in Tasmania is 49-54 years of age and goes out 18 times a year for a period of four hours.

MAST owns a low number of facilities used by recreational boats around the state. The majority of boat ramps, adjacent pontoons and walkways are owned and managed by local councils.



The recreational boating industry in Tasmania is worth in excess of \$385 million. The industry covers a broad range of sectors with chandleries, boat sales and repairs, mechanics, sail makers and many more.

It is estimated there are in excess of 1,300 people directly employed in the recreational boating industry. Many of these are small businesses with less than five employees.

## Improving maritime infrastructure

MAST has been improving maritime infrastructure for over 20 years.

The Recreational Boating Fund (RBF) commenced in 1998. The Fund is derived from a percentage of the registration fees being set aside specifically for the upgrade of marine infrastructure including ramps, walkways and navigation aids. Part of the criteria is that the funding is not for parking facilities, toilets or access roads.

The Fund is open to registered boat owners to make application for improvements.

When the Fund first started in 1998, 45% of the \$30.00 registration fee was used. In 2006 this fell to 26%. In 2017-2018 it had risen to 47.7%.

In 1998 marine infrastructure for recreational boats was very run down. In the past, many ramps were built with leftover concrete with no engineering design used and normally by the local progress association or community group. When the RBF first started, there were often over 30 projects selected from a pool of funds of \$180,000.



The average cost per project over the first four years was \$6,872, as most of these were selected to make the infrastructure safer and better for users following years of neglect. The average cost per project over the last four years has been \$47,447.

By the end of the current financial year, 475 projects will have been funded for a total of \$17 million. Of this amount, \$4.14 million has come from facility owners such as Council and Hydro Tasmania. A further \$558,000 has been used from the other funding tier, the MAST licence renewals.

In earlier years it was not unusual to receive 80-100 applications per annum, but this has now averaged out to around 35 per annum over the last three years.

Public meetings are held in different parts of the state to ascertain boat owner's comments regarding the RBF applications. After these meetings, the Board selects the successful projects which are then announced by the Minister's Office.

The Licence funding commenced in 2003. This was as a result of MAST making boat licences renewable every three years. Public meetings were held around the state to discuss this renewal process as previously not all licences were renewable. The public opted to make recreational power boats licences renewable, provided the revenue raised was put back into boating infrastructure and services.

The initial licence fee was \$10.00 per annum (\$30.00 for three years) which would be subject to CPI into the future. The most recent renewal fee for three years was \$47.40 or almost \$16.00 per annum, an increase of just \$6.00 in 15 years.

# Improving maritime infrastructure



Recommendations are provided to the MAST Board for the delivery of projects under this Fund. Since 2003, \$8.29 million has been spent on projects funded under this system, with an additional \$2.87 million coming from facility owners. Many of these projects resulted from an audit of facilities around the state conducted by the Recreational boating team in 2005.

In some instances, the RBF and Licence funds have been combined on particular projects.

In summary, by the end of this Financial Year 2018-2019, a total of 508 projects will have been funded for a combined value of \$25.31 million from the RBF and Licence funds.

Both funding streams have delivered great outcomes for the boating public and have, without question, contributed to the high standing MAST has within the boating community. Staff often hear at public meetings and when in the field “at least we know where our money is going, it’s the only organisation we don’t mind paying fees to”.

Total contributions from Councils and other sources is in excess of \$7.0 million which has resulted in MAST being some seven years in front of where it would have been in improving infrastructure across the State.

# The need for a five year plan

Over a number of years, the time taken to obtain approvals from the various agencies and councils has increased significantly. As a result, there has been a need to carry forward expenditure from both funding streams from one financial year to the next. This creates uncertainty in the delivery of projects.

## The need for a five year plan

With the complexities of marine construction, delays are also experienced through a shortage of suitable contractors and adverse weather conditions. Historically, the best time for construction is late summer, autumn and very early into winter. However, with the delays experienced due to the approvals process, this is not always achievable.

A five year Infrastructure Plan will enable MAST to define the projects it wishes to undertake over this period. This will allow MAST to obtain all the necessary approvals and cost estimates, plus appoint contractors well in advance of the scheduled construction time frame.

The Infrastructure Plan will also provide time for MAST to consult with facility owners about proposed improvements. This, in turn, provides the facility owners time to budget for contributions towards the improvements.

It is important that flexibility remains within the Plan and that it remains under regular review. It may need to be amended if strategic direction changes with projects for certain reasons and to meet user needs and expectations.

Funding for the projects will be provided through the combination of both the RBF and Licence Funds, providing \$1.3 million annually, depending on registration renewal and licence renewal uptake. This amount may increase over the five year period if there is an increase in registrations and licences. This funding may also increase with contributions from facility owners.

In addition to the \$1.3 million, there will be an amount of \$300 000 provided annually in the small project fund described later in this document. The total spend on infrastructure through the funding remains the same as it is now at \$1.6 million per annum.



# Proposed Projects

Project	Comments
Bellerive	Install berthing pontoon behind proposed new breakwater
Port Davey	Install berthing pontoon at Melaleuca, and repair Claytons jetty in collaboration with the Parks and Wildlife Service (PWS)
Apex Pt - Nubeena	Reconfigure and rebuild Apex Point boat ramp
Little Swanport	Reconfigure boat ramp car and trailer parking in collaboration with PWS and Glamorgan Spring Bay Council
Penguin	Improvements to low tide boat ramp
Burnie	Install berthing pontoon and extend breakwater
Thureau Hills	Install walkway at Thureau Hills in collaboration with Hydro Tasmania
St Helens town ramp	Install additional pontoon at town boat ramp
Bicheno	Extend western walkway
Stanley Harbour	Install berthing pontoon
Pirates Bay	Extend walkway at boat ramp
Dover	Reconfigure and rebuild boat ramp
Margate	Install wave attenuator at Dru Point boat ramp
Colebrook	Install low lake level boat ramp at Craighourne Dam
Port Sorell	Lift height of car park / manoeuvring area and rebuild walls on north west and south east sides
Devonport	Public berth – dependent on private pontoon development
Coles Bay	Extension to Freemans Jetty to increase berthing at boat ramp
Statewide	General boating services – signage, navigation aids, marine radio, education and other

## Small Project Fund

As well as the projects funded through the Infrastructure Plan, MAST will also provide \$300 000 per annum to fund smaller projects up to \$50 000 which the public may still apply for under the RBF and applied criteria. Examples of such projects may include navigation aids, fendering, small walkway, single ramp overlay, redecking a pine walkway, solar lights etc. The RBF will become an open fund all year round, with no specific end date for applications.

Through this process, stakeholders may also suggest larger projects to be included in the Infrastructure Plan.



# Consultation

Feedback on the Draft Infrastructure Plan is encouraged and written submissions can be lodged at [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au). Submissions close 30 June 2019.

The content of this Plan will also be discussed at the Recreational Boating Forums to be held on the following dates:

## Devonport

Monday, 6 May at Mersey Yacht Club (7pm)

## Launceston

Tuesday, 7 May at Tamar Yacht Club (7pm)

## St Helens

Wednesday, 8 May at St Helens Marine Rescue (12noon)

## Hobart

Wednesday, 8 May at Bellerive Yacht Club (7pm)

