

Infrastructure Priority List – December 2013

Infrastructure Priority List Update – December 2013				
Early stage	Real potential	Threshold	Ready to proceed	
Initiatives in this category address a nationally significant issue or problem, but the identification or development of the right solution is at an early stage.	Initiatives in this category clearly address a nationally significant issue or problem and, there has been a considerable amount of analysis of potential solutions.	Initiatives in this category have strong strategic and economic merit, and are only not ready to proceed due to a small number of outstanding issues.	Initiatives in this category meet all of Infrastructure Australia's criteria.	
<ul style="list-style-type: none"> Brisbane to Gold Coast Transport Strategy (Qld) Brisbane Inner Rail (Qld; \$302) Inner Sydney Regional Bike Network (NSW; \$185m) Sydney Light Rail; (NSW; \$1600m) Growth area transport package (Vic; \$bc) Airport Rail Line (WA; \$2,015m) Canberra Transit Corridor (ACT; \$bc) Capacity Improvements and Expansion of the Metropolitan Commuter Rail Network (NSW; \$785m) Melton Rail Line Duplication and Electrification (Vic; \$bc) South Australia National Managed Motorway Project - South Eastern Freeway, Stirling to Crafers (SA; \$4,57m) Tram Route 86 Demonstration project, Stages B and C (Vic; \$bc) 	<ul style="list-style-type: none"> Perth Rapid Transit (WA; \$1,882m) Western Sydney bus and road upgrades – North West integration package (NSW; \$800m) NSW National Managed Motorways – M4 Motorway (NSW; \$400m) Dandenong Rail Capacity (Vic; \$700m - \$1,200m)* South Rd Upgrade (SA; \$1,670m) Queensland National Managed Motorways – Bruce Highway, Carseldine to Caboolture (Qld; \$123m) 	<ul style="list-style-type: none"> Melbourne Metro (Vic; BCR 1.2; \$9,000 - \$11,000m) Brisbane TransitWays – Northern and Eastern (Qld; BCR 1.8; \$116m) Ipswich Motorway (Qld; BCR 3.2; \$558m) Adelaide East – West Bus Corridor (SA; BCR 1.7; \$350m) 	<ul style="list-style-type: none"> Victorian National Managed Motorway - Monash Freeway, High Street to Warrigal Road (Vic; BCR 10.5; \$19.7m) Victorian National Managed Motorway - Monash Freeway, Warrigal Road to Cycle Road (Vic; BCR > 5.2; \$137.1m) Brisbane Cross River Rail – core project (Qld; BCR 1.34; \$4,445m) 	Transforming our cities
<ul style="list-style-type: none"> Port Botany and Sydney Airport Transport Improvement Plan (NSW; \$478m) Port of Hastings (incl. Peninsula Link rail freight corridor) (Vic; \$bc) Port Heiland – Great Northern Highway Overpass (WA; \$170m) Port Hedland Inner Harbour – Capacity Enhancements (WA; North West Iron Ore Alliance; Hancock; \$500m - \$1000m) Transforming the Pilbara; Pilbara Cities (WA; \$2,900m) Eyre Peninsula Port Proposals (SA; Centrex; \$bc) 	<ul style="list-style-type: none"> Newcastle Port – Kooragang Island Connectivity (NSW; \$85m) Western Interstate Freight Terminal (Vic; \$bc) Bunbury Outer Ring Road Stage 2 and 3 (WA; \$675m) Bell Bay Intermodal Expansion Project (Tas; \$bc) Melbourne International Freight Terminal (Vic; \$bc) Abbot Point Multi-Purpose Harbour (Qld; \$3,300m, \$2010 real) Smart Port ICT (Vic; \$bc) 	<ul style="list-style-type: none"> Gateway Motorway Upgrade North (Qld; BCR 4.9; \$1,300m) Northern Connector (SA; BCR 8.5; \$1,104m) Dakalee Port (potential equity injection) (WA; BCR 1.2; \$5,400m (\$2010 real) Darwin East Arm Port Expansion (potential equity injection) (NT; BCR 2.2, \$338m) National Ports Strategy – 30 year plans for ports and landside connections 	<ul style="list-style-type: none"> Gateway Motorway Upgrade North (Qld; BCR 4.9; \$1,300m) Northern Connector (SA; BCR 8.5; \$1,104m) Dakalee Port (potential equity injection) (WA; BCR 1.2; \$5,400m (\$2010 real) Darwin East Arm Port Expansion (potential equity injection) (NT; BCR 2.2, \$338m) National Ports Strategy – 30 year plans for ports and landside connections 	Competitive international gateways

Note: Green text indicates a submission that has moved into a new category since the 2013 Report to COAG - the 'National Infrastructure Plan'. Capital costs and benefit cost ratios (BCRs) cited here are those estimated by the proponent in their latest submission to Infrastructure Australia, unless denoted by *. Some project capital costs have been withheld at the request of the proponent.

* Indicative cost ranges only

Items in italics relate to Infrastructure Australia's strategy papers or its proposed sector reforms

National freight network	<ul style="list-style-type: none"> • Mount Isa – Townsville Rail Corridor Upgrade (QLD; \$675m) • Bruce Highway Road Safety (Old \$600m) • Westconnex (NSW; \$10,000m - \$13,000m) • Scome – rail level crossing (NSW; \$65m - \$80m) • Singleton – Gowrie Gates underpass (NSW; \$25m) • Outer Metropolitan Ring Road (Vic; \$1bc) • Murray Basin Transcontinental Rail Link (Vic; \$1bc) • Burnie to Hobart Freight Corridor (Tas; \$1bc) • Northern Sydney Road Freight Access – F3-M2 (NSW; \$4,750m – (\$2008)) • Australian Digital Train Control System (Australian Railways Association; \$20m) 	<ul style="list-style-type: none"> • Toowoomba Second Range Crossing (Old; \$1660m) • Warrego Highway Upgrade Program – Helidon to Morven (Old; \$635m) • Landsborough to Beerburum rail duplication (Old; \$770m) • Automatic Train Protection system (NSW; \$1200m) • East West Link (Vic; \$6,000m - \$8,000m Stage 1)* • High Productivity Freight Vehicles Upgrade Package (Vic; \$60m - \$110m)** • High Capacity Test Line Signalling – Pilot Project (Vic; \$2,500m-\$3,500m)*** • Perth to Darwin National Highway – Swan Valley Bypass (WA; \$700m - \$800m) • Perth Metropolitan Grade Separation Program (WA; \$650m) • North South Rail Freight Corridors including Northern Sydney Freight (Australian Rail Track Corporation and NSW \$n/a) • Advanced Train Management System (Australian Rail Track Corporation; \$500m) • East West Rail Freight Corridor (Australian Rail Track Corporation; \$n/a) • Green Triangle Freight Transport Project (SAVIC; \$1bc) 	<ul style="list-style-type: none"> • F3 Widening – Tuggerah to Doyalson (NSW; BCR 2.1; \$230m) • M80 Ring Road Upgrade (Vic; BCR 2.2 \$1,050m) • North West Coastal Highway – Minilya to Barradale (WA; BCR 1.8; \$217m) • Leach Highway/High Street upgrade (WA; BCR 1.6; \$100m) • Great Northern Highway – Muchea to Wubin (WA; BCR 1.3; \$361m) • National Land Freight Strategy 	<ul style="list-style-type: none"> • Pacific Highway Corridor Upgrades (NSW; BCR = 1.5; \$8,400m(\$2010 real))
Adaptable and secure water supplies		<ul style="list-style-type: none"> • Tasmanian Irrigation Schemes (Tas; \$184m) • Water and Sewerage Reform (Tas; \$1,000m) 	<ul style="list-style-type: none"> • Infrastructure Australia proposes reforms around planning for water security independent pricing, competition in bulk supply and consumer choice over levels of reliability 	
A true national energy market		<ul style="list-style-type: none"> • Mid-West Energy – Stage 2 (WA; \$280m) 	<ul style="list-style-type: none"> • Infrastructure Australia supports ongoing reforms to further develop market arrangements that encourage efficient investment and flexibility in Australia's energy infrastructure. 	
Essential Indigenous infrastructure		<ul style="list-style-type: none"> • Anangu Pitjantjatjara Yankunytjatjara (APY) Lands – road upgrades (SA; \$106m) 	<ul style="list-style-type: none"> • Tanami Road Upgrades (NT; \$196m) 	
Digital Infrastructure			<ul style="list-style-type: none"> • National Broadband 	
Total capex (est)	\$24,885m - \$28,410m	\$25,880m - \$29,530m	\$20,287m - \$22,287m	\$11,002m
Total estimated infrastructure priority list capital costs:	\$82,054m - \$91,225m			

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***Cost shown for the network and not just for the pilot project

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