

National Infrastructure Priority List—July 2010

	Early Stage	Real Potential	Threshold	Ready to Proceed
	Initiatives 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.
Transforming Our Cities	<p>Melton Rail Line Duplication and Electrification (Vic, \$1,300m)</p> <p>Sydney's Future Public Transport Network (NSW; n/a)</p> <p>Gold Coast Rail (SE Qld Mayors; \$2,875m)</p> <p>North-West Sydney to CBD Rail Link (AIS; \$7,000m)</p> <p>Hobart: A World Class, Liveable, Waterfront City (Tas; \$90m)</p>	<p>Brisbane Inner City Rail Capacity Upgrade (Qld; \$14,000m)</p> <p>Melbourne Metro Stage 2 (Vic; tbc)</p> <p><i>Managed Motorway Proposals: NSW, Victorian, South Australian and Western Australian proposals (NSW, SA, WA, Vic; \$3,200m)</i></p> <p><i>Integrating Sydney's Motorway Network</i></p> <p>Moreton Bay Rail Link (Moreton Bay Regional Council/ Qld; \$1,100m)</p> <p>Darra-Springfield Rail and Road project (Qld; \$2400m)</p>	<p><i>Support for commitment to urban plans for all cities by 2012</i></p> <p><i>Jurisdictions to satisfy the Council of Australian Governments criteria in their urban plans</i></p> <p><i>Jurisdictions to commit to common standards for public transport assessment</i></p> <p>South West Rail Link (NSW; \$2,400m)</p> <p>Eastern Busway (Stages 2b and 3) (Qld; \$825m)</p> <p><i>Managed Motorways Proposals – SE Queensland (Qld; \$782m)</i></p> <p>Northern Link Road Tunnel (BCC; \$1,780m)</p>	<p>Melbourne Metro Stage 1 (Vic, BCR = 1.5 (including WEBs). Capex = \$4,900m)</p> <p><i>Integrated Transit Corridor Development - Route 86 Demonstration, Project (Vic; BCR = 4.0; Capex = \$28m)</i></p>
Adaptable and Secure Water Supplies	<p>An Innovation Strategy for Tasmania: Focus on Food Bowl Concept (Tas)</p> <p><i>Non-Urban Water Metering (SA; \$105m)</i></p>	<p>Water Security Program (ACT; \$551m)</p> <p>Tasmanian Water and Sewerage Reform (Tas; \$1,000m)</p> <p>Installation of Low Flow Bypasses in the Mount Lofty Ranges (SA; \$47m)</p>		<p><i>Infrastructure Australia proposes reforms around planning for water security, independent pricing, competition in bulk supply and consumer choice over levels of reliability</i></p>
A True National Energy Market		<p><i>Smart Grid Demonstration Pilot Project (ACT; \$150m)</i></p> <p>Heywood Interconnector Upgrade (SA; \$80m)</p> <p>Mid-West Energy – Stage 2 (WA; \$795m)</p>	<p><i>Infrastructure Australia supports proposed reforms to regulatory provisions regarding connection of remote renewable energy generation and electricity transmission connections between states.</i></p>	
Competitive International Gateways	<p>Eyre Peninsula Port Proposals (SA; Centrex/WP ; \$tbc)</p> <p>Port of Hastings (incl. Peninsula Link rail freight corridor) (Vic; \$tbc)</p> <p>Port Hedland Inner Harbour – Capacity Enhancements (WA, NWIOA, Hancock; \$3,400m)</p> <p>Road and Rail Access and Port Upgrades at Bunbury (WA, BPA/BWA/SWDC; \$756m)</p> <p>Pilbara Cities (WA; \$2,900m)</p>	<p>Abbot Point Multi Purpose Harbour (Qld; \$2890m)</p> <p>Bell Bay Intermodal Expansion Project (Tas; \$150m)</p> <p><i>Smart Port ICT (Vic; \$16m)</i></p> <p>Melbourne International Freight Terminal (Vic; \$260m)</p> <p>Gateway WA – Perth Airport and Freight Access (WA; \$600m)</p> <p>Road Freight Access to Port Botany and Kingsford Smith Airport – M5 East (NSW; \$4000m)</p>	<p>Oakajee Port (potential equity injection) (WA; \$4,000m)</p> <p>Darwin Port Expansion (potential equity injection) (NT; \$336m)</p> <p>Moorebank Intermodal Terminal (Comm/NSW; \$tbc)</p>	

Competitive International Gateways <i>(continued)</i>		Road Freight Access to Port of Brisbane and Brisbane Airport – Port of Brisbane Motorway Upgrade (Qld; \$934m) Road Freight Access to Port of Melbourne – Westlink (Vic; \$5,000m) Freight Access to Port of Adelaide – Northern Connector (SA; \$1,120m)		
National Freight Network	Australian Digital Train Control System (ARA; \$20m) Mount Isa – Townsville Rail Corridor Upgrade (QLD; \$788m) Bruce Highway Corridor Upgrades (QLD; n/a) Transcontinental Rail Link – Mildura to Menindee (MDC; \$400m)	East West Rail Freight Corridor (ARTC; \$n/a) North South Rail Freight Corridors (including Northern Sydney Freight; \$n/a) Eastern Goldfields Railway – Freight Gateway Upgrade (West Net; \$75m) Advanced Train Management System (ARTC; \$500m) Western Interstate Freight Terminal (Vic; \$2,314m) Green Triangle Freight Transport Project (SA/Vic; \$340m)		Adelaide Rail Freight – Goodwood and Torrens Junction (SA, BCR = 1.5; capex = \$418m) Federal Highway Link to Monaro Highway – Majura Parkway (ACT, BCR = 4.0; capex = \$220m) Pacific Highway Corridor Upgrades (NSW, BCR = 1.5; capex = c. \$6,000m)
A National Broadband Network				National Broadband Network
Essential Indigenous Infrastructure	Submissions regarding indigenous infrastructure have been referred to the Coordinator-General for Remote Indigenous Services			
Total capex	\$19,634m	\$41,522m	\$10,123m	\$11,566m
Total estimated Infrastructure Priority Pipeline capital costs: \$82,845m				