

# Infrastructure Priority List:

## High Priority Projects

Problem category	Location	Proponent's proposed delivery timescale <sup>1</sup>	Problem description	Proposed project
Urban Congestion	NSW	Near term	Connectivity in outer western Sydney	<b>M4 motorway upgrade (Parramatta to Lapstone)</b>
Urban Congestion	NSW	Near term	Sydney inner west road congestion	<b>WestConnex</b>
Urban Congestion	Qld	Near term	Southern Brisbane-Ipswich road network capacity	<b>Ipswich Motorway Rocklea–Darra</b>
National Connectivity	WA	Near term	Perth freight network capacity	<b>Perth Freight Link</b>

## Priority Projects

Problem category	Location	Proponent's proposed delivery timescale <sup>1</sup>	Problem description	Proposed project
Urban Congestion	Qld	Near term	M1 Pacific Motorway capacity	<b>M1 Pacific Motorway upgrade – Mudgeraba to Varsity Lakes</b>
National Connectivity	National	Longer term	Freight connectivity Melbourne-Brisbane	<b>Inland Rail (Melbourne to Brisbane via inland NSW)</b>

<sup>1</sup> Proponent's Proposed Delivery Timescale refers to the timescale in which the proponent is proposing to deliver the project:  
Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

<sup>2</sup> Construction of Stage 2 was yet to commence at the time of assessment

# Infrastructure Priority List:

## High Priority Initiatives

Problem category	Location	Problem timescale <sup>3</sup>	Initiative development stage	Problem description	Proposed initiative
Urban Congestion	NSW	Near term	Business case development	Sydney rail network capacity	<b>Sydney Metro (high frequency rail connection from Chatswood to Bankstown via Sydney CBD)</b>
Urban Congestion	NSW	Near term	Business case development	Sydney corridor congestion: Northern Beaches, Parramatta Road, Victoria Road	<b>Bus Rapid Transport: Northern Beaches, Parramatta Road, and Victoria Road</b>
Urban Congestion	NSW	Medium term	Business case development	Connection between inner south urban growth area and Sydney CBD	<b>Southern Sydney to CBD public transport enhancement</b>
Urban Congestion	Qld	Near term	Business case development	Brisbane CBD public transport capacity	<b>Cross River Rail (passenger rail connection to and through Brisbane CBD)</b>
Urban Congestion	SA	Near term	Business case development	Adelaide outer north east suburbs access to CBD	<b>Gawler Line rail upgrade*</b>
Urban Congestion	Vic	Near term	Business case development	Connectivity between Eastern Freeway and Melbourne CBD	<b>Hoddle Street capacity upgrade*</b>
Urban Congestion	Vic	Near term	Business case development	Melbourne outer south east suburbs access to CBD	<b>Cranbourne &amp; Pakenham rail lines upgrade*</b>
Urban Congestion	Vic	Near term	Business case development	Melbourne rail network capacity	<b>Melbourne Metro Rail (Melbourne CBD rail simplification and capacity upgrade)</b>
Urban Congestion	Vic	Near term	Business case development	Connectivity between West Gate Freeway and Port of Melbourne and CBD North	<b>Road connection between West Gate Freeway and Port of Melbourne and CBD North</b>
Urban Congestion	Vic	Near term	Business case development	Melbourne M80 Western Ring Road congestion	<b>M80 Western Ring Road upgrade</b>
Urban Congestion	Vic	Near term	Business case development	Melbourne south east road network congestion	<b>Cranbourne &amp; Pakenham lines – level crossings removal</b>
Urban Congestion	Vic	Near term	Initiative development	Connectivity between Melbourne's Eastern Freeway and CityLink	<b>Improve the connection between Eastern Freeway and CityLink‡</b>
Urban Congestion	WA	Near term	Options assessment	Perth northern corridor capacity	<b>Perth CBD – north corridor capacity‡</b>
Urban Congestion	National	Near term	Initiative development	National urban road network congestion	<b>Network Optimisation Portfolio*‡</b>

<sup>3</sup> Problem Timescale refers to the timescale in which a problem is likely to have a material impact on national productivity:

Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

\* Initiative includes a significant 'better use' component

‡ Infrastructure Australia Audit identified gap

<b>Problem category</b>	<b>Location</b>	<b>Problem timescale<sup>3</sup></b>	<b>Initiative development stage</b>	<b>Problem description</b>	<b>Proposed initiative</b>
National Connectivity	NSW	Near term	Business case development	Sydney Port Botany Rail freight capacity	<b>Port Botany freight rail duplication</b>
National Connectivity	NSW	Near term	Business case development	Sydney freight rail network capacity	<b>Chullora Junction upgrade</b>
National Connectivity	NSW	Longer term	Business case development	Sydney aviation capacity	<b>Western Sydney Airport</b>
National Connectivity	Qld	Near term	Options assessment	Freight rail access to Port of Brisbane	<b>Port of Brisbane dedicated freight rail connection<sup>‡</sup></b>
National Connectivity	National	Near term	Initiative development	National strategic planning for future freight initiatives	<b>National Freight and Supply Chain Strategy<sup>‡</sup></b>
Corridor Preservation	NSW	Near term	Options assessment	Future connectivity between Western Sydney and Central Coast / Illawarra	<b>Preserve corridor for Outer Sydney Orbital road and rail / M9</b>
Corridor Preservation	NSW	Near term	Options assessment	Future fuel connection to Western Sydney Airport	<b>Preserve corridor for Western Sydney Airport fuel pipeline</b>
Corridor Preservation	NSW	Near term	Options assessment	Future rail connection to Western Sydney Airport	<b>Preserve corridor for Western Sydney Airport rail connection</b>
Corridor Preservation	NSW	Near term	Options assessment	Future freight rail bypass of Newcastle urban area	<b>Preserve corridor for Lower Hunter freight rail realignment</b>
Corridor Preservation	NSW	Near term	Options assessment	Future freight rail capacity to Eastern Creek intermodal and Sydney Main West Line	<b>Preserve corridor for Western Sydney Freight Line and Intermodal Terminal access</b>
Corridor Preservation	Vic	Near term	Business case development	Future connectivity between Melbourne outer south west and outer north	<b>Preserve corridor for Melbourne Outer Metropolitan Ring Road / E6<sup>‡</sup></b>
Corridor Preservation	National	Near term	Business case development	Future connectivity between east coast capital cities	<b>Preserve corridor for East Coast High Speed Rail<sup>‡</sup></b>

<sup>3</sup> Problem Timescale refers to the timescale in which a problem is likely to have a material impact on national productivity:  
Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

\* Initiative includes a significant 'better use' component

‡ Infrastructure Australia Audit identified gap

# Infrastructure Priority List:

## Priority Initiatives

Problem category	Location	Problem timescale <sup>3</sup>	Initiative development stage	Problem description	Proposed initiative
Urban Congestion	NSW	Near term	Business case development	Inner city access to Sydney CBD	<b>Active transport (walking and cycling) access to Sydney CBD</b>
Urban Congestion	NSW	Near term	Initiative development	Connectivity between Parramatta–Sydney CBD	<b>Western line CBD to Parramatta upgrade<sup>‡</sup></b>
Urban Congestion	NSW	Medium term	Options assessment	Public transport access to Parramatta CBD	<b>Public transport access to Parramatta CBD</b>
Urban Congestion	NSW	Medium term	Options assessment	Connectivity between Wollongong–Sydney CBD	<b>Extend M1 from Waterfall to Sydney motorway network</b>
Urban Congestion	NSW	Longer term	Options assessment	Sydney road network cross-harbour and Northern Beaches connectivity	<b>WestConnex Stages 4a and 4b: Western Harbour Tunnel and Beaches Link</b>
Urban Congestion	Qld	Near term	Business case development	Gold Coast transport capacity	<b>Gold Coast Light Rail – Stage 2 (connecting existing Gold Coast light rail to Brisbane heavy rail at Helensvale)</b>
Urban Congestion	Qld	Near term	Business case development	Road network capacity Brisbane–Gold Coast	<b>M1 Pacific Motorway – Gateway Motorway merge upgrade</b>
Urban Congestion	SA	Near term	Business case development	Adelaide north-south urban road network capacity	<b>Adelaide north-south corridor upgrade (remaining sections)</b>
Urban Congestion	SA	Medium term	Options assessment	Adelaide public transport capacity	<b>AdeLINK Tram Network (Adelaide tram network expansion)</b>
Urban Congestion	Vic	Near term	Business case development	Melbourne urban road network congestion	<b>Melbourne level crossings removal</b>
Urban Congestion	Vic	Medium term	Initiative development	Access to Melbourne airport	<b>Melbourne Airport to CBD public transport capacity<sup>‡</sup></b>
Urban Congestion	Vic	Medium term	Initiative development	Melbourne outer western suburbs access to CBD	<b>Melton Rail Line upgrade<sup>**</sup></b>
Urban Congestion	Vic	Medium term	Initiative development	Connectivity between M80 and Eastlink in outer NE Melbourne	<b>Complete Metro Ring Road from Greensborough to the Eastern Freeway<sup>‡</sup></b>
Urban Congestion	Vic	Longer term	Initiative development	Melbourne outer northern suburbs access to CBD	<b>Melbourne outer northern suburbs to CBD capacity upgrade<sup>‡</sup></b>
Urban Congestion	WA	Near term	Business case development	Public transport access to Perth airport	<b>Perth–Forrestfield Airport Rail Link</b>

<sup>3</sup> Problem Timescale refers to the timescale in which a problem is likely to have a material impact on national productivity:

Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

\* Initiative includes a significant 'better use' component

‡ Infrastructure Australia Audit identified gap

<b>Problem category</b>	<b>Location</b>	<b>Problem timescale<sup>3</sup></b>	<b>Initiative development stage</b>	<b>Problem description</b>	<b>Proposed initiative</b>
Urban Congestion	WA	Medium term	Initiative development	Perth urban road network capacity	<b>Perth major east-west and southern corridor capacity upgrades ‡</b>
Urban Congestion	ACT	Medium term	Options assessment	Canberra CBD to north transport corridor congestion	<b>Canberra CBD to north corridor</b>
Urban Congestion	ACT	Medium term	Options assessment	Canberra public transport capacity	<b>Canberra public transport improvements</b>
National Connectivity	NSW	Near term	Business case development	Melbourne–Brisbane connectivity	<b>Newell Highway upgrade</b>
National Connectivity	NSW	Medium term	Business case development	Sydney–Brisbane connectivity	<b>New England Highway upgrade</b>
National Connectivity	NSW	Near term	Business case development	Sydney–Brisbane connectivity	<b>Pacific Highway (A1) – Coffs Harbour Bypass Stage 1</b>
National Connectivity	NSW	Near term	Business case development	Sydney–Brisbane connectivity	<b>Pacific Highway (M1) – extension to Raymond Terrace Stage 1</b>
National Connectivity	NSW	Near term	Business case development	Access to Western Sydney and Western Sydney Airport	<b>Western Sydney roads upgrade ‡</b>
National Connectivity	NSW	Near term	Business case development	Freight rail access to Port Kembla	<b>Freight rail access to Port Kembla</b>
National Connectivity	NSW	Near term	Options assessment	Road network connectivity to Moorebank Intermodal Terminal	<b>Moorebank Intermodal Terminal road connection upgrade</b>
National Connectivity	NSW	Longer term	Business case development	Sydney freight rail network capacity	<b>Northern Sydney Freight Corridor Stage 2 (additional track West Ryde to Rhodes and Thornleigh to Hornsby)</b>
National Connectivity	NSW	Longer term	Business case development	Sydney South to Moorebank rail freight capacity	<b>Southern Sydney Freight Line upgrade</b>
National Connectivity	NSW	Longer term	Options assessment	Freight rail capacity constraint in suburban Newcastle	<b>Lower Hunter freight corridor construction</b>
National Connectivity	NSW	Longer term	Options assessment	Connectivity between Newcastle, Wollongong and Sydney CBD	<b>Newcastle–Sydney and Wollongong–Sydney rail line upgrades</b>
National Connectivity	NSW	Longer term	Options assessment	Access to Western Sydney Airport	<b>Western Sydney Airport public transport connection</b>
National Connectivity	Qld	Near term	Various stages	Queensland coastal cities connectivity	<b>Bruce Highway upgrade</b>
National Connectivity	Qld	Near term	Business case development	Queensland north coast rail congestion	<b>Beerburrum to Nambour rail upgrade</b>

<sup>3</sup> Problem Timescale refers to the timescale in which a problem is likely to have a material impact on national productivity:

Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

\* Initiative includes a significant 'better use' component

‡ Infrastructure Australia Audit identified gap

<b>Problem category</b>	<b>Location</b>	<b>Problem timescale<sup>3</sup></b>	<b>Initiative development stage</b>	<b>Problem description</b>	<b>Proposed initiative</b>
National Connectivity	Qld	Medium term	Options assessment	Land and sea access to Port of Gladstone	<b>Gladstone Port land and sea access upgrade</b>
National Connectivity	Qld	Medium term	Business case development	Mt Isa–Townsville rail capacity	<b>Mount Isa–Townsville rail corridor upgrade</b>
National Connectivity	Qld	Near term	Business case development	Cunningham Highway – Yamanto to Ebenezer / Amberley congestion	<b>Cunningham Highway – Yamanto to Ebenezer / Amberley upgrade</b>
National Connectivity	SA	Near term	Business case development	Access to Cooper Basin (South Australia)	<b>Strzelecki Track sealing and mobile coverage</b>
National Connectivity	SA	Medium term	Business case development	South Australia bulk port capacity	<b>South Australian regional mineral port development</b>
National Connectivity	SA	Medium term	Options assessment	South Australia road freight network capacity	<b>Sturt Highway High Productivity Vehicle capacity enhancement, including Truro bypass</b>
National Connectivity	SA	Medium term	Options assessment	Freight rail connection to Gawler Craton mineral province	<b>Gawler Craton rail access</b>
National Connectivity	SA	Longer term	Options assessment	Freight connectivity Melbourne–Perth	<b>Melbourne–Adelaide–Perth rail upgrade</b>
National Connectivity	Tas	Medium term	Options assessment	Tasmania Derwent River crossing capacity	<b>Derwent River crossing capacity</b>
National Connectivity	Tas	Medium term	Options assessment	Tasmania freight network planning	<b>Burnie to Hobart freight corridor strategy</b>
National Connectivity	Vic	Near term	Business case development	Freight rail connection Murray Basin to Ports of Geelong and Portland	<b>Murray Basin rail upgrade</b>
National Connectivity	Vic	Near term	Initiative development	Melbourne aviation capacity	<b>Melbourne Airport third runway<sup>‡</sup></b>
National Connectivity	Vic	Longer term	Initiative development	Melbourne container terminal capacity	<b>Melbourne container terminal capacity enhancement<sup>‡</sup></b>
National Connectivity	WA	Medium term	Initiative development	Perth airport capacity	<b>Perth Airport third runway<sup>‡</sup></b>
National Connectivity	WA	Longer term	Initiative development	Perth container terminal capacity	<b>Perth container terminal capacity enhancement<sup>‡</sup></b>
National Connectivity	National	Near term	Business case development	Rail freight capacity constraint on ARTC network	<b>Advanced Train Management System implementation on ARTC network<sup>*</sup></b>
Remote infrastructure	WA	Near term	Options assessment	Constrained road access to remote WA communities	<b>Improve road access to remote WA communities<sup>‡</sup></b>

<sup>3</sup> Problem Timescale refers to the timescale in which a problem is likely to have a material impact on national productivity:

Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

\* Initiative includes a significant 'better use' component

‡ Infrastructure Australia Audit identified gap

<b>Problem category</b>	<b>Location</b>	<b>Problem timescale<sup>3</sup></b>	<b>Initiative development stage</b>	<b>Problem description</b>	<b>Proposed initiative</b>
Remote infrastructure	NT	Near term	Business case development	Infrastructure services for remote NT communities	<b>Provision of enabling infrastructure and essential services to remote NT communities (Wadeye, Tiwi Islands, Jabiru)</b>
Remote infrastructure	NT	Near term	Business case development	Constrained access to the Tanami region	<b>Upgrade Tanami Road</b>
Opportunity for Growth	Qld	Medium term	Options assessment	Opportunity to develop industry and agriculture in Fitzroy region	<b>Lower Fitzroy River water infrastructure development<sup>‡</sup></b>
Opportunity for Growth	SA	Near term	Options assessment	Opportunity to develop industry and agriculture in Northern Adelaide region	<b>Northern Adelaide Plains water infrastructure development</b>
Opportunity for Growth	Tas	Near term	Business case development	Opportunity for improved agricultural water supply in Tasmania	<b>Tasmanian irrigation schemes (Tranche 2)</b>
Opportunity for Growth	Tas	Near term	Business case development	Opportunity to stimulate economic growth and productivity in Tasmania	<b>Relocation of University of Tasmania STEM facilities to Hobart CBD</b>
Water Security	NT	Medium term	Options assessment	Darwin water supply security	<b>Darwin region water supply infrastructure upgrades</b>
Waste water treatment	Tas	Near term	Options assessment	Tasmanian waste water treatment environmental compliance	<b>Tasmanian sewerage infrastructure upgrades</b>
Resilience	NSW	Near term	Business case development	Flood mitigation in Hawkesbury-Nepean Valley	<b>Hawkesbury-Nepean Valley flood management</b>
Efficient Markets	National	Near term	Options assessment	Constrained East Coast gas supply	<b>Connect gas suppliers to eastern gas markets</b>

<sup>3</sup> Problem Timescale refers to the timescale in which a problem is likely to have a material impact on national productivity:  
Near term: within 5 years | Medium term: within 10 years | Longer term: within 15 years

\* Initiative includes a significant 'better use' component

‡ Infrastructure Australia Audit identified gap