Stage 1 Submission

# [*Insert proposal name*]

[The following boxes are provided for information and can be deleted prior to submission.]

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| How to use this template: * During **Stage 1** of Infrastructure Australia’s Assessment Framework, proponents (you) will identify and define current or emerging problems and opportunities to be considered for inclusion on the Infrastructure Priority List. You will document the analysis in your Stage 1 submission to Infrastructure Australia (us).
* We will assess your Stage 1 submission to determine whether you have:
	+ provided robust evidence that clearly defines the problems and opportunities, including the **root causes, timing and magnitude**.
	+ demonstrated that addressing the problems and opportunities will result in **nationally significant** social, economic and / or environmental benefits
* The Assessment Framework has been designed to align with other national, state and territory frameworks. **We accept submissions that conform to the relevant state or territory guidelines, so long as they include all the required information as set out in this document**. Before using this template, you should review the Stage 1 volume of the Assessment Framework and cross-reference your submission against our **Stage 1 Assessment Criteria and Submission Checklist** to ensure you have met our requirements.
* We encourage you to engage with us as early as you can when developing a proposal, so that we can provide advice to strengthen your submission and clarify any assessment requirements.
* From 14 September 2022, proponents are also required to provide information on greenhouse gas (GHG) emissions as part of Stage 1, 2 and 3 submissions to Infrastructure Australia. This template has been updated to note the new information requirements for Stage 1. Please refer to the [*Guide to assessing greenhouse gas emissions (interim)*](https://www.infrastructureaustralia.gov.au/guide-assessing-greenhouse-gas-emissions-interim) which outlines the new information to be submitted, and provides guidance on some key considerations related to GHG emissions.
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| Key terms: **Assessment Criteria:** three overarching criteria we use to assess the merit of every proposal, at every stage of the Assessment Framework – Strategic Fit, Societal Impact and Deliverability.**Project:** an infrastructure intervention that is developed through the lifecycle stages of project initiation, planning, delivery and completion. A suite of related projects to address a common problem or opportunity will create a program.**Proponent:** organisations or individuals who prepare and submit infrastructure proposals to us for assessment. To be a proponent of a business case (a Stage 3 submission), the organisation must be capable of delivering that proposal.**Proposal:** proposals are listed on the Priority List at the key stages of project development – specifically early-stage (Stage 1), potential investment options (Stage 2) and investment-ready proposals (Stage 3). Proposals that have been delivered would be assessed in Stage 4.**Program**: a proposal involving a package of projects that are clearly interlinked by a common nationally significant problem or opportunity. The package presents a robust and holistic approach to prioritise and address the projects, and there is a material opportunity to collaborate and share lessons across states, territories or agencies. The projects can be delivered in a coordinated manner to obtain benefits that may not be achieved by delivering the interventions individually. |

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| Lodging your submission: Contact us to discuss your proposal before submission and to arrange a secure file transfer facility for your submission. You can contact us via email at proposals@infrastructureaustralia.gov.au or call us on **02 8114 1900**. |

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| What makes problems and opportunities nationally significant?The *Infrastructure Priority List* presents an evidence-based list of nationally significant infrastructure proposals. The *Infrastructure Australia Act (2008)* defines nationally significant infrastructure as being:1. transport infrastructure; and
2. energy infrastructure; and
3. communications infrastructure; and
4. water infrastructure;

in which investment or further investment will **materially improve national productivity**. **As a guide, for a proposal to be considered nationally significant, it should concern problems and opportunities that will have more than $30 million per annum impact on the economy (nominal, undiscounted). We also take potential unquantified social benefit considerations into account.**The monetised impact reflects the economic cost of the problems and/or value of the opportunities, not the financial (capital) cost of addressing them.We expect potential impacts cited in submissions to be quantified and supported by evidence, but recognise that some types of social and environmental impacts (such as irreversible environmental damage, loss of cultural heritage, or health and safety impacts) may not be readily quantifiable, particularly during the early stages of project development.**Alongside the impact on the economy, the following characteristics can make a proposal nationally significant:*** The proposal will contribute to the Australian Government fulfilling its declared strategic priorities (for example, Net Zero Emissions targets or Closing the Gap targets).
* The proposal affects or is likely to affect more than one state or territory, such as a network utility operation.
* The proposal relates to an asset or location that is unique and will have a materially positive effect on national identity or cultural standing.
* The proposal relates to an asset that is critically important for access/connectivity, where the only alternatives are cost-prohibitive example (for example, water pipeline, freight rail line, road corridor). This would be most relevant for access/connectivity during a critical incident and/or for assets serving remote communities.

For each of these characteristics, a proposal should demonstrate its broad impact on the wider community or infrastructure system. That is, it should not be limited to the local area and instead have wide-reaching influence. National significance does not require the asset to operate nationally, or provide a service which impacts the entirety of Australia. Rather the asset, and its functioning, must be significant from a national perspective.For Stage 2 and Stage 3 submissions to be considered for the Priority List, we require them to address a problem and/or realise an opportunity that is nationally significant.**If a proposal is not designated as nationally significant, it cannot be included on the Infrastructure Priority List. However, this does not preclude you from seeking or receiving Australian Government funding for that proposal.**  |

# Stage 1: Defining problems and opportunities

## Proposal information

In preparing this document, please refer to the [Stage 1](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-stage-1-defining-problems-and-opportunities) volume of the Assessment Framework and relevant technical guides. If you require any assistance, you can contact us via email at proposals@infrastructureaustralia.gov.au, or by telephone on **02 8114 1900**.

### Document control details

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| --- | --- | --- | --- |
| PROPOSAL NAME[[1]](#footnote-2)  |  | PROPONENT ORGANISATION |  |
| VERSION[[2]](#footnote-3) |  | DATE SUBMITTED | DD/MM/YYYY |
| CHANGES FROM PREVIOUS VERSION (IF APPLICABLE) |
|  |

### Prepared by (point of contact for us to engage on specific technical matters)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| NAME |  | JOB TITLE |  | ORGANISATION |  |
| CONTACT DETAILS | Phone | Mobile | Email |
| DATE | DD/MM/YYYY |  |

### Approved by (point of contact for formal engagement on the status of the submission)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| NAME |  | JOB TITLE |  | ORGANISATION |  |
| CONTACT DETAILS | Phone | Mobile | Email |
| DATE | DD/MM/YYYY |  |

### Confidentiality

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| *Please identify if any of the information provided to Infrastructure Australia in this template is confidential. Please provide a brief explanation of the reasons for the request of confidentiality.**Information submitted confidentially will not be released or published by Infrastructure Australia without the written consent of the proponent.*  |

## Step one: Identify problems and opportunities

See **Section 2.2** of the [Stage 1](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-stage-1-defining-problems-and-opportunities) volume of the Assessment Framework for detailed guidance and areas to be addressed in this section.

### Description of the problems and/or opportunities

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| *Please describe the problems and/or opportunities as a succinct statement that clearly identifies the issues to be resolved and the opportunities to be realised. You should refer to Section 3 of our Stage 1 volume, which describes our Assessment Criteria and threshold for determining if the problems and opportunities are nationally significant.*Explain how the identified problems and opportunities directly relate to sustainability and if they have GHG emission impacts. |

### Location of the problems and/or opportunities

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| *Please describe and include supporting materials such as maps, coordinates, etc. to provide an accurate description of the area impacted by the problems and opportunities.* |

### Alignment of the problems and/or opportunities with relevant government policy objectives, strategies and other problems/opportunities/programs

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| *Please provide details and evidence demonstrating how the problems and/or opportunities you have identified align with:** *relevant government priorities - For example, alignment with relevant government transport, land use, environmental and planning strategies,*
* *national, state, territory and/or sectoral net zero emissions targets or interim targets, strategies and policies (e.g. decarbonising transport, recycled first etc.), and*
* *other problems, programs and projects.*

*You should also outline any alignment or response to the 2019 Australian Infrastructure Audit, the 2021 Australian Infrastructure Plan or an existing Infrastructure Priority List proposal.* |

## Step two: Determine the root cause of the problems and opportunities

See **Section 2.3** of the [Stage 1](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-stage-1-defining-problems-and-opportunities) volume of the Assessment Framework for detailed guidance and areas to be addressed in this section.

### Root causes of the problems and opportunities, including time period

In the table below, please describe the underlying reasons or factors that lead to the problems and opportunities (rather than their symptoms), as well as any future milestones or constraints (for example, targets for policy interventions or opening of a major project).

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| **Root causes** | **Time period** |
| 1. *E.g. if the problem is crowding on trains, an underlying root issue may be demand growth driven by employment growth at destinations on the rail line*.
 | *E.g. problem is significant from 2023. Connecting train line becomes operational in 2026, further enhancing crowding.* |
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| Add additional rows as required |  |
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## Step three: Quantify the cost of the problems and value of the opportunities, in monetary terms where possible

See **Section 2.4** of the [Stage 1](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-stage-1-defining-problems-and-opportunities) volume of the Assessment Framework for detailed guidance and areas to be addressed in this section.

### Information about the problems and opportunities

Using the table on the next page, please quantify and monetise the problems and opportunities, including quantification of the expected impact on Australia’s GHG emissions from scope 1, 2, and 3 emissions.

Note: the monetised value is the economic cost of the problems and value of the opportunities, not the financial (capital) cost of addressing them. See **Section 2.4** of the[Stage 1](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-stage-1-defining-problems-and-opportunities) volume for worked examples of identifying and quantifying the value of problems and opportunities.

Please attach to your submission any reports that include this information.

| **Problem / opportunity** | **Qualitative description** | **Quantitative evidence** | **Annual monetised value of problem/opportunity ($m, nominal, undiscounted, applicable year)** | **Attached document reference (if relevant)** |
| --- | --- | --- | --- | --- |
| **Near-term (0-5 years)** |  |
| Problem/opportunity 1 | e.g. congestion on corridor | e.g. travel speed of 40 km/hr in AM peak, compared to free flow of 80km/hr | e.g. $60 million, in 2021 |  |
| Problem/opportunity 2 | e.g. GHG emissions released under current scenario | e.g. CO2 equivalent savings from scope 1,2 and 3 activities under a more efficient scenario |  |  |
| Problem/opportunity 3 |  |  |  |  |
| **Medium term (5-10 years)** |  |
| Problem/opportunity 1 |  |  |  | As above |
| Problem/opportunity 2 |  |  |  |  |
| Problem/opportunity 3 |  |  |  |  |
| **Longer term (10-15 years)** |  |
| Problem/opportunity 1 |  |  |  | As above |
| Problem/opportunity 2 |  |  |  |  |
| Problem/opportunity 3 |  |  |  |  |
| Add additional rows as required |  |  |  |

### Present value of the problems and / or opportunities

To understand the size of the problems and/or opportunities compared to the appropriateness of any potential solution, please provide the present value, based on the monetised values provided in **Section 3.1**. See the [Guide to economic appraisal](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-guide-economic-appraisal)for guidance on discounting to calculate present values and page 2 for our national significance definition.

|  |  |
| --- | --- |
| **Problem / opportunity** | **Present value ($m, real, base year)** |
| Problem / opportunity 1 | $ |
| Problem / opportunity 2 | $ |
| Problem / opportunity 3 | $ |
| **Total** | **$** |

### Stakeholders impacted

In the table below, please list the stakeholders impacted by the problems and/or opportunities you have identified. Stakeholders can be any individual, group of individuals, organisations, or political entity that may be impacted by the problem or who would benefit from realisation of the opportunity.

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| --- | --- | --- |
| **Problem / opportunity** | **Stakeholder(s)** | **Impact(s)** |
| Problem / opportunity |  |  |
| Problem / opportunity |  |  |
| Problem / opportunity |  |  |
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#### Stakeholder endorsement

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| Please describe the level of stakeholder engagement you have undertaken in identifying the problems and opportunities. Provide supporting materials to demonstrate the activities and outcomes, such as engagement plans or consultation outputs/minutes, which show how the problems and opportunities align with the needs and values of identified stakeholders. |

### Description of assumptions about future trends in drivers

Please describe the assumptions about future trends you used to quantify and monetise the problems and/or opportunities, including any simplifying assumptions you made. Alternatively, you can attach an assumptions book.

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| **Assumption** | **Detail** |
| e.g. population growth |  |
| e.g. climate scenarios considered, including physical and transition risks |  |
| e.g. demand forecasting |  |
| e.g. behaviour or technology change |  |
| e.g. policy change |  |
| e.g. simplifying assumptions – standard parameter values, data from existing comparable studies or existing willingness to pay surveys |  |
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| Add additional rows as required |  |

## Step four: Consider Deliverability of the potential responses

See **Section 2.5** of the [Stage 1](http://www.infrastructureaustralia.gov.au/publications/assessment-framework-stage-1-defining-problems-and-opportunities) volume of the Assessment Framework for detailed guidance and areas to be addressed in this section.

### Suitability of potential responses

Consider the range of potential responses to the problems and opportunities. The aim is not to develop solutions, but to consider if possible solutions exist, if they can be delivered for less than the present value of the monetised problems and/or opportunities (**Section 3.1**), and any key risks. This includes high-level consideration of how climate scenarios could impact the deliverability of potential responses.[[3]](#footnote-4)

Outline how potential responses are likely to contribute to achieving state or federal net zero targets and describe the proposal’s impact on Australia’s emissions.

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| **Potential responses** | **Can a value-for-money solution be delivered?** | **Major enablers, constraints and risks** |
| e.g. a new dam | e.g. order of magnitude capital cost is less than the monetised cost of the problem | e.g. market capacity, untested technologies, susceptibility to climate impacts, major environmental impacts, GHG emission impacts, community opposition |
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### Proposed planning, delivery and operating agencies

Would you see yourself developing the business case and/or delivering and operating the infrastructure solution, or are other entities required to do so?

In the table below, please identify who will be involved at each stage and the level of engagement (if any) undertaken to date.

You should also explain if the proposal’s emissions will be required to be reported under the delivery entity’s *National Greenhouse and Energy Reporting Act 2007* (NGER Act) obligations and/or state and territory requirements.

|  |  |  |
| --- | --- | --- |
| **Project phase** | **Proposed entity** | **Level of engagement (if any) undertaken to date** |
| Planning and business case |  |  |
| Delivery[[4]](#footnote-5) |  |  |
| Operations |  |  |

1. 1 Title of the underlying problems and opportunities, rather than the anticipated solution. See IPL for examples. [↑](#footnote-ref-2)
2. First issue to Infrastructure Australia should be version 1, with version updated for subsequent submissions. [↑](#footnote-ref-3)
3. Please refer to the [Guide to risk and uncertainty analysis](https://www.infrastructureaustralia.gov.au/guide-risk-and-uncertainty-analysis), Ch. 5 Climate risks and uncertainties. [↑](#footnote-ref-4)
4. An appropriate delivery entity will need to be in place to complete Stage 3. [↑](#footnote-ref-5)