The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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STATUS DEFINITIONS

**Prospective pipeline**
Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

**Credibly Proposed**
The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement.

**Announced**
The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

**Under procurement**
The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

**Preferred bidder announced**
A preferred bidder has been selected and is in exclusive negotiations.

**Recently closed**
Projects that have progressed to contractual close remain on ANZIP for 12 months.

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The Melbourne Metro Project was a key election commitment of the Victorian Government. It will deliver a new rail line across Melbourne CBD, featuring two nine-kilometre tunnels and five new underground stations at Arden, Parkville, CBD North, CBD South and Domain. The project will route trains independently from the City Loop, and increase capacity on Melbourne’s train network. Sixty five new high capacity metro trains will run on the line.

The project will be delivered as five separate works packages, including:
- early works;
- tunnel and stations works;
- rail infrastructure works;
- rail system works; and
- wider network enhancement works.

The project is being led by Rail Projects Victoria (formerly the Melbourne Metro Rail Authority). Works commenced in 2017 and are expected to be completed by 2026.

In January 2017, Infrastructure Australia added the Melbourne Metro Tunnel project to the High Priority Project list.

John Holland was appointed Managing Contractor for the $324 million early works contract in June 2016. Early works on the Project received formal planning approval in April 2017.

In March 2018, a draft Planning Scheme Amendment to enable works along the Sunbury, Cranbourne and Pakenham lines was released for public comment, with comments due by 21 April.

Last reviewed: 19/02/2018
| STATUS: Announced |
| SECTOR: Rail |
| JURISDICTION: VIC |
| PROCUREMENT APPROACH: Unknown |
| TYPE: Greenfield |

The Melbourne Metro Tunnel Project will deliver a new rail line across Melbourne CBD, featuring two nine-kilometre tunnels and five new underground stations at Arden, Parkville, CBD North, CBD South and Domain. The project will be delivered as five separate works packages.

Wider Network Enhancements involves works which are required across the wider existing above ground rail network such as track modifications and signalling system upgrades.

Due to the varying nature and location of the works entails, the 2016 Melbourne Metro Business Case indicates procurement will be conducted on a ‘case by case’ basis to allow for work components to be packaged together, with other projects or separately.

Last reviewed: 19/02/2018

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