

ANZIP AUSTRALIA NEW ZEALAND INFRASTRUCTURE PIPELINE

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.

CONTACT

Infrastructure Partnerships Australia
95 Pitt Street Sydney NSW 2000
P / 02 9152 6000
F / 02 9152 6005
E / anzip@infrastructure.org.au

PRESENTED BY



GOVERNMENT SPONSORS



THE TREASURY
Kaitohutohu Kaupapa Rauwa



Australian Government
Australian Trade and Investment Commission



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.

Disclaimer

The information on this website is provided for informational purposes only and should not be relied upon as a substitute for financial, legal, investment, professional or other advice. Nothing on this site constitutes an offer to users (except if expressly indicated to the contrary).

Infrastructure Partnerships Australia Limited does not assume a duty of care in relation to the website users and does not make representations regarding the quality, accuracy, currency or completeness of the information on this website. Infrastructure Partnerships Australia Limited is not liable to the users of this website for any loss or damage however caused resulting from use of this website or the information on this website.

PRESENTED BY



GOVERNMENT SPONSORS



SUPPORTING AGENCIES



WESTERN SYDNEY AIRPORT

PROJECT PIPELINE STATUS



STATUS: Announced

VALUE: \$5.3bn AUD

SECTOR: Other transport

JURISDICTION: Commonwealth, NSW

PROCUREMENT APPROACH: Traditional procurement

TYPE: Greenfield

The Western Sydney Airport (WSA) will deliver Sydney a second airport at Badgerys Creek in Sydney's west.

The Federal Government released a revised Airport Plan in 2016 and Key Functional Specifications report in June 2017. These documents will govern the design of the airport.

WSA is being developed by the Federal Government-owned Western Sydney Airport Corporation (WSA Co.) in stages in response to passenger demand. Stage 1 will see a single runway airport constructed with capacity for up to 10 million passengers a year. Future stages would include the construction of a second runway and enhanced facilities, however this is not expected until around 2050.

WSA Co. announced in November 2017 that the Stage 1 main works will be procured as three separate contracts, comprising:

- Package 1: Bulk Earthworks and Airside Civil Works
- Package 2: Terminal and Speciality Works, and
- Package 3: Landside Civil and Building Works.

The Department of Infrastructure and Regional Development (DIRD) had previously anticipated Stage 1 main works would likely be procured through a traditional two stage Design & Construct contract process.

Stage 1 main works packages will involve construction of:

- a 3.7-kilometre runway, aprons, taxiways and other appropriate aviation facilities
- a terminal with a floor area of up to 90,000 square metres
- car-parking facilities for around 11,500 cars, and
- onsite roads and utilities.

Stage 1 is scheduled for completion in 2026.

In January 2018, WSA Co. announced it would be delivering the airport under a Delivery Partner model,



RELATED RESOURCES

[Project website](#)

[WSA Co. Corporate Plan 2019-20](#)

[Western Sydney Airport Plan](#)

[IAB Business Case Evaluation](#)

[IA Infrastructure Priority List 2019](#)

[North South Rail Link - Stage one on ANZIP](#)

[NSW Future Transport Strategy 2056](#)

[Western Sydney Infrastructure Plan on ANZIP](#)

[Western Sydney Rail Needs Scoping Study - Discussion Paper September 2016](#)

[Western Sydney Rail Needs Scoping Study Outcomes Report](#)

[Western Sydney Airport Community Information session](#)

[Western Sydney Airport Conference](#)

[Industry Briefing December 2017](#)

[ICN Gateway page](#)

Media releases

[Accenture Media Release 22/06/2020](#)

[WSP Media Release - 5/09/2019](#)

calling for Expressions of Interest (EOIs) for the Delivery Partner role. EOIs for the Project Management (Definition) were also called for. Both EOIs closed on 28 February. In April 2018, WSA Co. announced four parties had been shortlisted for the Delivery Partner role, including:

- Bechtel Infrastructure
- a Jacobs, Mott MacDonald Seymour Whyte Joint Venture
- Laing O'Rourke, and
- WSP.

In June 2018 WSA Co announced that Bechtel Infrastructure had been selected for the Delivery Partner role and the Project Management (Definition) role. Bechtel is scheduled to commence its roles in Q3 2018.

As part of enabling activities, an RFT for the provision of geotechnical investigation services was released in October with JK Geotechnics awarded the contract in November 2017. An RFT for the provision of land survey services was released on 31 October, with Veris awarded the contract in December 2017.

Registrations of Interest (ROIs) for the early earthworks contract opened in December 2017. ROIs closed on 7 March 2018. RFTs were called for on 15 March 2018, with over a dozen companies invited to tender. In June 2018 a CPB Contractors Lendlease Joint Venture were awarded the contract, with construction starting in September 2018. Early Earthworks are expected to be completed prior to commencement of Package 1: Bulk Earthworks and Airside Civil Works at the end of 2019.

Various advisory and assurance roles with WSA Co. and DIRD will be tendered throughout the life of the project.

EOIs for a Project Management and Technical Support services contract with DIRD opened in August 2017 and closed on 1 September. Shortlisted EOI respondents were then invited to participate in a limited Request for Tender (RFT) process, with AECOM awarded the contract in December 2017. AECOM will support DIRD in establishing a project management office, undertaking technical reviews, providing procurement oversight, and undertaking general project management services as required.

EOI's for the Project Management contracts with WSA Co. for the delivery of Package 1 and definition of Packages 2 and 3 were released in January 2018, followed by an RFT in March with the contract to be awarded in May 2018.

In November 2018, the Federal Government awarded the Airport Planning Services contract to Arup. The contract includes working with WSA Co to develop an overarching plan and functionality design for airside and landside facilities.

The architectural design of the terminal and other airport buildings will be delivered under a separate contract that is yet to be procured.

In September 2019, WSP was appointed as independent certifier for design and construction services. The contract includes certification of bulk earthworks, pavement works, terminal and specialty works and landside civils and buildings for the airport.

WSA Co. was established in August 2017, with Paul O'Sullivan appointed as the Chairman. Graham Millett was appointed CEO in February 2018. The Federal Government officially granted WSA Co the lease to the Western Sydney Airport Site in May 2018, formalising WSA Co's right to build and operate the airport.

In March 2019 the Federal Government announced Western Sydney Airport would be officially named Western Sydney International (Nancy-Bird Walton) Airport.

[Media Release - 04/03/2019](#)

[Media Release - 16/11/2018](#)

[Media Release - 24/09/2018](#)

[Media Release - 02/07/2018](#)

[Media Release - 30/06/2018](#)

[Media Release - 15/03/2018](#)

[Media Release - 31/01/2018](#)

[Media Release - 09/05/2017](#)

[Media Release - 02/05/2017](#)

[Media Release - 03/03/2017](#)

[Media Release - 20/12/2016](#)

[Media Release - 12/12/2016](#)

[Media Release - 18/08/2014](#)

In June 2020, Accenture was selected as the Master Technologist for the Western Sydney International (Nancy-Bird Walton) Airport. In this role, Accenture will be responsible for designing the technology architecture and infrastructure required for the project.

Infrastructure Australia lists WSA as a High Priority Project on its Infrastructure Priority List.

Consultations

An industry information session was held on 5 December 2017 by WSA Co. to provide further procurement information on the Main Works, Enabling Activities and WSA Co. professional services contracts.

On 1 November 2017, the Sydney Business Chamber, DIRD and the NSW Department of Industry held the Western Sydney Airport Conference to explore a range of issues, including opportunities to attract industry to the region, procurement, governance, planning and design.

Project Development

The preferred location for Sydney's second airport was set at Badgerys Creek in 1999 after being touted for decades.

Under the 2002 Sydney (Kingsford Smith) Airport Sale Agreement, Sydney Airport had a Right of First Refusal to develop and operate a second Sydney airport. The Right of First Refusal process began in 2014 and took two years to complete, which involved a consultative phase and a contractual phase. The consultation phase began in September 2014, with Sydney Airport accepting the Federal Government's invitation to participate in the consultation process.

In December 2016, the Federal Government issued a 'Notice of Intention' (NOI) to Sydney Airport Group - setting out the formal contractual terms for Sydney Airport Group to develop and operate Western Sydney Airport at Badgerys Creek. The NOI comprises detailed legal documents specifying terms for developing and operating the Western Sydney Airport.

In May 2017, Sydney Airport Group announced it would not accept the NOI for WSA. This was followed by an announcement from the Federal Government that it will build WSA, and not offer the private sector the opportunity to develop WSA.

In the event the NOI was accepted, these terms would form the basis of the contract between Sydney Airport Group and the Federal Government. As the NOI was not accepted, the Government had the option to develop the airport itself, or seek out a new partner under similar terms as those offered to Sydney Airport Group.

The Federal Government's delivery of the project will move forward with terms that are consistent with the terms of the NOI.

Western Sydney Airport Corporation (WSA Co.)

The Federal Government announced in the 2017-18 Budget that up to \$5.3 billion in equity would be invested into the Commonwealth-owned company WSA Co. from 2017-18 to build the airport. WSA Co was established in Q1 FY2017-18. \$8.7 million over 10 years from 2017-18 will be allocated to DIRD and the Department of Finance for shareholder oversight of WSA Co.

Supporting Infrastructure

The Federal and New South Wales governments have also jointly committed \$3.6 billion towards the Western Sydney Infrastructure Plan to support transport access to the new airport and within the region.

In addition both governments are jointly undertook the Western Sydney Rail Needs Study which considered six potential rail links between the WSA and Western Sydney. The Outcomes Report was released in March 2018 along with the Western Sydney City Deal, identifying a North South Rail Link and East West Rail Link as the preferred rail options for Western Sydney. The Federal and NSW governments objective is for the first stage of the North South Rail Link, between the St Marys and the Badgerys Creek Aerotropolis, to be operational in time for the opening of WSA. Both governments will commit up to \$50 million towards business case development for the full North-South Rail Link.

In March 2017, it was announced that a consortium led by SNC-Lavalin will develop the Rail Feasibility Design for rail infrastructure on the Western Sydney Airport site.

The Federal Government indicated in the 2017-18 Budget that part of the \$10 billion National Rail Program announced could be allocated towards a Western Sydney Airport Rail Link, subject to a proven business case.

Last reviewed: 13/04/2018

WSA MAIN WORKS PACKAGE 1 - BULK EARTHWORKS AND AIRSIDE CIVIL WORKS - PACKAGES A AND B

PROJECT PIPELINE STATUS



STATUS: Recently closed

SECTOR: Other transport

JURISDICTION: Commonwealth,NSW

PROCUREMENT APPROACH: Traditional procurement

TYPE: Greenfield

Western Sydney Airport (WSA) will be developed by Federal Government-owned Western Sydney Airport Corporation (WSA Co.) in stages in response to passenger demand. Stage 1 will see a single runway airport constructed with capacity for up to 10 million passengers a year. WSA Co. announced in November 2017 that the main works will be tendered in three separate packages.

Package 1 will comprise:

- earthworks to move and redistribute 25 million cubic metres of soil
- drainage, detention basins and water treatment facilities
- utilities, and
- pavements for the northern runway, taxiways and aprons.

While Registrations of Interest for the package were called for on 9 February 2018, in August 2018, WSA

Co announced that the Package would be split in to three sub packages to allow more businesses to be involved in the project.

Bulk Earthworks Package A comprises the bulk earthworks, utilities relocation and decontamination on the northern sector of the site. As part of this, the northern half of the 1780-hectare site will be levelled, which will involve moving around 11 million cubic metres of earth

Expressions of Interest (EOIs) for the Bulk Earthworks Package A were called for in August 2018.

In November 2018, the Federal Government announced it had shortlisted three consortia for the Request for Tender phase for Package A, including:

- CPB Contractors and Lendlease joint venture,
- Ferroviai Agroman and QH & M Birt joint venture, and
- Salini Impregio.

In September 2019, WSA Co announced a CPB Contractors and Lendlease joint venture had been awarded a contract for packages A & B. Construction is expected to start in early-2020 and be completed in the 2022-23 financial year.

Last reviewed: 05/09/2019

WSA MAIN WORKS PACKAGE 1 - BULK EARTHWORKS AND AIRSIDE CIVIL WORKS - PAVEMENTS PACKAGE



STATUS: Announced

SECTOR: Other transport

JURISDICTION: Commonwealth,NSW

PROCUREMENT APPROACH: Traditional procurement

TYPE: Greenfield

Western Sydney Airport (WSA) will be developed by Federal Government-owned Western Sydney Airport Corporation (WSA Co.) in stages in response to passenger demand. Stage 1 will see a single runway airport constructed with capacity for up to 10 million passengers a year. WSA Co. announced in November 2017 that the main works will be tendered in three separate packages.

Package 1 will comprise:

- earthworks to move and redistribute 22 million cubic metres of soil;
- drainage, detention basins and water treatment facilities;
- utilities; and
- pavements for the northern runway, taxiways and aprons.

While Registrations of Interest for the Package were called for on 9 February 2018, in August 2018, WSA

Co announced that the Package would be split in to three sub packages to allow more businesses to be involved in the project. The Pavements Package comprises all the airside civils within the site.

The Pavements Package is expected to be awarded in mid-2021.

The Package 1 works are scheduled to be completed in mid-2025.

Last reviewed: 30/08/2018

WSA MAIN WORKS PACKAGE 2 - TERMINAL AND SPECIALITY WORKS



STATUS: Under procurement

SECTOR: Other transport

JURISDICTION: Commonwealth, NSW

PROCUREMENT APPROACH: Traditional procurement

TYPE: Greenfield

Western Sydney Airport (WSA) will be developed by Federal Government-owned Western Sydney Airport Corporation (WSA Co.) in stages in response to passenger demand. Stage 1 will see a single runway airport constructed with capacity for up to 10 million passengers a year. WSA Co. announced in November 2017 that the main works will be tendered in three separate packages.

Package 2 will comprise the construction of the terminal building along with airside to landside interface works. This will include: the terminal building, plaza, connections to the rail and bus stations, taxi ranks, carparks, roads, footpaths and all ancillary buildings. The speciality works component includes the following sub-packages:

- the baggage handling system
- security systems
- information technology architecture and network
- aerobridges and fixed links
- apron and associated external utilities, and
- lifts and escalators.

Project Procurement

Architectural design

Jun 2019: Five architectural teams shortlisted for the terminal design

Oct 2019: Cox Architecture and Zaha Hadid Architects selected for the winning design

Construction

Aug 2019: Registration of interest (ROI) opened

Sep 2019: Registration of interest (ROI) closed

Oct 2019: Participant engagement

Jan 2020: Expressions of interest open
Mid 2020: Request for tender
Early - Mid 2021: Contract award
Early 2025: Construction completion

Project History

Oct 2019: The winning design was announced as the Cox Architecture and Zaha Hadid Architects submission.

Aug 2019: WSA Co opened the Registration of Interest process. Parties interested in tendering for Package 2 must submit an ROI by 23 September. WSA Co will then evaluate submissions and undertake market engagement with successful registrants throughout October. The Expression of Interest phase is expected to be opened in January 2020 and be followed by a Request for Tender in mid-2020. It is expected that the contract will be awarded in early to mid-2021. Construction is due to be completed in early 2025.

Jun 2019: Five architectural teams were shortlisted for the terminal design competition including:

- Design Inc & Foster + Partners
- Architectus, Gensler, SAA and Surbana Jurong
- Cox Architecture and Zaha Hadid Architects
- Woods Bagot and RSHP, and
- Hassell and Pascal Watson

Last reviewed: 31/10/2019

WSA MAIN WORKS PACKAGE 3 - LANDSIDE CIVIL AND BUILDING WORKS



STATUS: Announced

SECTOR: Other transport

JURISDICTION: Commonwealth,NSW

PROCUREMENT APPROACH: Traditional procurement

TYPE: Greenfield

Western Sydney Airport (WSA) will be developed by Federal Government-owned Western Sydney Airport Corporation (WSA Co.) in stages in response to passenger demand.

Package 3 will comprise the construction of landside roads, carparks and associated works.

WSA Co intends to commence procurement of Package 3 in 2020 after Package 1 (earthworks, drainage, utilities and airside pavements) has been awarded, which is expected to be in early 2019. Contract award and construction commencement is indicatively scheduled for 2022.

