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
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 proposed M1 Pacific Motorway Extension to Raymond Terrace would link the M1 to the Pacific Motorway. The NSW Government has committed $200 million from Rebuilding NSW towards getting the project ready for construction.

- 15 kilometres of dual carriageway motorway bypassing Hexham and Heatherbrae;
- a 2.6 kilometre bridge over Woodlands Close, the Main Northern Railway, New England Highway and Hunter River; and
- interchanges at Black Hill, Tarro, Tomage and Raymond Terrace.

The environmental assessment of the project was released in 2017, while the concept design is still being finalised.

The NSW Government has committed $200 million from Rebuilding NSW towards getting the project ready for construction, while a further $7 million was put towards planning in the 2016-17 State Budget. Timing for construction is not confirmed and would be dependent on planning approval, future traffic needs and funding availability.

The 2019-20 Federal Budget allocated $1.6 billion towards the project which will see funding contributions each year between FY2021-22 and FY2027-28.

The 2019-20 NSW Budget provided $168.7 million towards the project and the Newcastle Inner City Bypass from Rankin Park to Jesmond.

Infrastructure Australia lists the project as a Priority Initiative in its Infrastructure Priority List with a near term delivery timescale (0-5 years).

Value undisclosed