

# 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.

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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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#### SUPPORTING AGENCIES



## METRONET - BYFORD EXTENSION



### PART OF METRONET

**STATUS:** Credibly proposed

**VALUE:** \$491M AUD

**SECTOR:** Rail

**JURISDICTION:** WA, Commonwealth

**PROCUREMENT APPROACH:** Traditional procurement

**TYPE:** Greenfield

METRONET was the WA Government's headline transport election commitment at the 2017 state election. First proposed in 2013, the project will significantly expand Perth's current heavy rail network.

The proposed 7.5 kilometre Byford Extension of the Armadale line is estimated to cost \$491 million.

The project includes:

- replacement of the Thomas Road level crossing with a road-over-rail bridge, and
- construction of the new, street-level station adjacent to the emerging Byford Town Centre, 8 kilometres south of Armadale Station.

The new Byford Station includes:

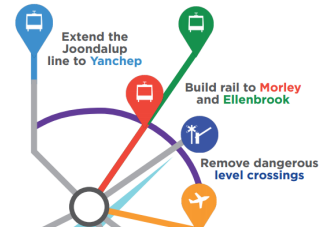
- 600 parking bays
- a bus interchange, and
- a pedestrian crossing over the railway line.

Work on Armadale Station includes:

- expanding the platforms for six-car trains
- constructing a new Australind platform
- extending the pedestrian overpass, and
- redeveloping the bus interchange.

The 2017-18 WA Budget confirmed the Public Transport Authority will spend \$2.1 million across 2017-18 and 2018-19 to undertake planning for the extension.

The Federal Government allocated \$241 million towards the line as part of the \$1.05 billion funding allocation for METRONET in the 2018-19 Budget. The funding will be provided between FY2019-20 and



### RELATED RESOURCES

[Election Commitment](#)

[FY2017/18 State Budget Factsheet - METRONET](#)

[Project Website](#)

[DIRDC - 10 Year Investment in Infrastructure booklet](#)

#### Media Releases

[Media Release - 24/08/2020](#)

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

[Media Release 27/04/2018](#)

FY2024-25.

In June 2018, tenders opened to prepare a business case for the \$491 million Byford Extension.

The business case is being prepared in two stages, with the first section submitted to IA for assessment in September 2019. The second stage of the business case was submitted to Infrastructure Australia in August 2020.

The main Construction Contract is expected to be awarded mid-2021, with construction to commence before the end of 2021.

**Last reviewed:** 28/08/2020

