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.

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.

©Infrastructure Partnerships Australia 2020
The Caulfield to Rowville rail line would see improved transport connections to the Monash National Employment Cluster and Melbourne's south east.

The proposed corridor for the new line would begin at Caulfield Station – linking with the heavy rail network and the existing 3/3a tram line – pass Chadstone Shopping Centre and reach Monash University (Clayton Campus) and the Monash National Employment Cluster (NEC) before continuing to Rowville via Waverley Park.

The new line is proposed to be split into two stages:
- Stage 1: from Caulfield Station to Monash University (Clayton Campus); and
- Stage 2: from Monash University to Rowville.

The Victorian Government committed $3 million towards planning and design of a rail line in the 2018-19 Budget.

Infrastructure Victoria’s (IV) 2016 Options Book recommended better mass transit connections – such as light rail or Bus Rapid Transit (BRT) – to NECs, with Monash noted as an early priority along with Sunshine and Latrobe.

In the 2018-19 Federal Budget, the Federal Government allocated $475 million between FY2018-19 and FY2025-26 towards construction of a rail line to service Monash. Commentary around the announcement indicates the Federal Government would consider a heavy rail line instead of the light rail line proposed by the Victorian Government.

A heavy rail line to Rowville has previously been considered, with Public Transport Victoria (PTV) conducting the Rowville Rail Study between 2010 and 2014. The proposed connection to Rowville spurred from Huntingdale station on the Dandenong Rail corridor. However, the Study concluded that the heavy rail line was dependent on additional capacity being provided to the Dandenong corridor and the inner core of the Melbourne rail network, with interim actions to improve other public transport services to the region recommended.

Last reviewed: 29/05/2018