

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



PRINCES HIGHWAY UPGRADE

**PROJECT
PIPELINE
STATUS**



STATUS: Announced

VALUE: \$2.4bn AUD

SECTOR: Road

JURISDICTION: NSW, Commonwealth

PROCUREMENT APPROACH: Traditional procurement, Unknown

TYPE: Greenfield

The Princes Highway upgrade is a series of projects to improve one of NSW's main routes from Sydney to the Victorian border. It is expected more than \$15 billion will be invested over the next 20 years to duplicate the entire Princes Highway between Nowra and the Victorian Border.

Albion Park Rail Bypass

The \$630 million Albion Park Rail bypass will extend the M1 Princes Motorway between Yallah and Oak Flats to bypass Albion Park Rail.

Berry to Bomaderry upgrade

The \$450 million Berry to Bomaderry upgrade will provide around 10.5 kilometres of four lanes of new divided highway, two lanes in each direction, between Mullers Lane at Berry, and the Cambewarra Road roundabout in Bomaderry.

Nowra Bridge Project

The \$310 million Nowra Bridge upgrade will provide a new four-lane bridge over the Shoalhaven River at Nowra. All four lanes would be northbound traffic, with the current southbound bridge (built in 1881) converted into pedestrian and cycleway and the current three-lane northbound bridge converted into only southbound traffic.

Princes Highway Duplication

The NSW Government has committed \$960 million to further upgrade the Princes Highway along the South Coast to complete the duplication process.

The projects include:

- duplicate sections of the Princes Highway from Jervis Bay Road to Sussex Inlet Road
- build the Moruya Bypass, and
- start detailed planning work for the Milton and Ulladulla Bypass and upgrades for the Princes Highway from Burrill Lake to Batemans Bay.

In February 2020, Infrastructure Australia identified the duplication as a Priority Initiative with a near term (0-5 years) problem timeframe.



RELATED RESOURCES

[Project website](#)

[Federal Department of Infrastructure project website](#)

[IA Infrastructure Priority List](#)

[NSW Infrastructure Pipeline](#)

Media releases

[Media Release - 21/11/2019](#)

[Media Release - 06/03/2019](#)

Federal funding

The 2019-20 Federal Budget allocated \$500 million towards the Princes Highway corridor in NSW as part of a \$1 billion commitment to support implementation of the Princes Highway Corridor strategy.

Ahead of the 2019 Federal election, the Federal Government announced that up to \$400 million of this funding would be dedicated to the Milton to Ulludulla Bypass. It is unclear how the remaining funding will be allocated to projects along the corridor. In November 2019, \$145 million of the \$500 million allocated by the Federal government was brought forward to facilitate project development and expedite construction commencement, including the Milton-Ulladulla Bypass. This funding is expected to flow immediately and over the next three years.

NSW funding

The 2019-20 NSW Budget allocates \$322 million over four years of a \$960 million commitment made during the 2019 State election to fund various upgrades to the Highway between Nowra and the Victorian border.

This is on top of a further \$1.2 billion allocated over the forward estimates to projects already announced or underway on the Highway, including Albion Park Rail Bypass, Berry to Bomaderry Upgrade, the New Nowra Bridge, and Batemans Bay Bridge Replacement.

Last reviewed: 17/04/2020

NEW NOWRA BRIDGE

PROJECT PIPELINE STATUS



STATUS: Recently closed

VALUE: \$342M AUD

SECTOR: Road

JURISDICTION: NSW, Commonwealth

PROCUREMENT APPROACH: Traditional procurement

TYPE: Greenfield

The proposed new Nowra Bridge would be a four-lane bridge to be built over the Shoalhaven River at Nowra in order to ease congestion on the Pacific Highway. All four lanes would be northbound traffic, with the current southbound bridge (built in 1881) converted into pedestrian and cycleway and the current three-lane northbound bridge converted into only southbound traffic.

In the 2018-19 Federal Budget, the Federal Government allocated \$155 million towards the project in the next 10 years, however details of the funding profile and commencement date are not provided.

The Federal Government's commitment is with the expectation that the NSW Government would provide the other half of the required funding. The Federal Government has already committed \$10 million to planning, with the NSW Government committing \$1.6 million.

In June 2018, the NSW Government confirmed its commitment to funding 50 per cent of the project in the 2018-19 NSW Budget. The spend will match the Federal Government's commitment of \$155 million, announced in May.

The preferred option report was released for consultation in February 2018. Out of six possible options, the preferred option is a new four lane bridge with a grade intersection upgrades. The new bridge would be west of the existing bridges. Intersection upgrades will include:

- Illaroo Road intersection, including adding turning lanes
- Bridge Road intersection, with access to Pleasant Way removed
- A new Pleasant Way intersection further to the south, and
- Additional lanes on the Princes Hwy between Bolong Road and Bridge Road.

The environmental assessment was released for public consultation in August and September 2018.

In February 2020, the design and construction contract for the project was awarded to Fulton Hogan.

Early works will commence in February 2020, with major work to commence in late-2020 and completion expected by mid-2024.

Infrastructure Australia identifies the project as a Priority Project on its Infrastructure Priority List. Previously, the project was included under the broader Shoalhaven River Crossing capacity initiative, which IA identified as a Priority Initiative. In August 2019, Infrastructure Australia approved the business case for the project and added the project to its Priority List as a Priority Project.

Last reviewed: 28/02/2020

PRINCES HIGHWAY DUPLICATION



PROJECT PIPELINE STATUS

STATUS: Prospective pipeline

SECTOR: Road

JURISDICTION: NSW, Commonwealth

PROCUREMENT APPROACH: Unknown

TYPE: Greenfield

In March 2019, the NSW Government in March 2019 committed to further upgrade the Princes Highway along the South Coast ultimately via duplicating the entire Princes Highway between Nowra to the Victorian border. This includes:

- duplicating sections of the Princes Highway from Jervis Bay Road to Sussex Inlet Road
- building the Moruya Bypass, and
- starting detailed planning work for the Milton and Ulladulla Bypass and upgrades for the Princes Highway from Burrill Lake to Batemans Bay

The 2019-20 NSW Budget allocates \$322 million over four years out of an additional \$960 million commitment during the State election to fund various upgrades to the Highway between Nowra and the Victorian Border.

In February 2020, Infrastructure Australia identified Princes Highway safety and capacity improvements, that encompasses the duplication, as a Priority Initiative.

In April 2020, Arup was appointed to deliver the strategic business case for the projects from south of Nowra to the Victorian border.

In July 2020, the Victorian Government allocated an additional \$50.7 million to enable the duplication of the full 43 kilometre section between Traralgon and Sale, as well as a range of safety improvements for the highway. Concurrently, the Federal Government committed additional funding of \$70.6 million to the Traralgon and Sale section.

Last reviewed: 10/07/2020

PRINCES HIGHWAY UPGRADE - MILTON TO ULLADULLA BYPASS

PROJECT PIPELINE STATUS



STATUS: Prospective pipeline

SECTOR: Road

JURISDICTION: NSW, Commonwealth

PROCUREMENT APPROACH: Unknown

TYPE: Greenfield

In March 2019, the NSW Government committed to further upgrades to the Princes Highway along the South Coast ultimately via duplicating the entire Princes Highway between Nowra to the Victorian border. This includes a bypass between Milton and Ulladulla.

In May 2019, the Federal Government announced that up to \$400 million of their \$500 million commitment to the Princes Highway in NSW would go to the Milton to Ulladulla Bypass. This will be the first project to be funded under their commitment to the Princes Highway. The Bypass will remove the need to go through 20 separate intersections and improve road safety.

In February 2020, Infrastructure Australia identified Princes Highway safety and capacity improvements, that encompasses the bypass, as a Priority Initiative.

In March 2020, community consultation began on the identified corridor for Milton to Ulladulla Bypass, shown in the Shoalhaven Local Environmental Plan. The consultation closed in mid-April 2020 with a preferred route to be determined following further investigation.

Last reviewed: 17/04/2020