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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The Western Highway in Victoria is the principal road link between Melbourne and Adelaide. The Victorian State Government has been upgrading the Highway between Burringame and Stawell since 2013 with 55 kilometres of highway duplicated between Ballarat and Buangor.

The Western Highway Duplication project will:

- add an extra lane in each direction between Burringame and Stawell
- install safety barriers
- upgrade intersections
- introduce protected turning lanes, and
- build service lanes.

The project has been split into three sections for planning and delivery purposes.

The Federal Government has committed $501.3 million and the Victorian State Government has committed $171 million for the project.

The 2019-20 Federal Budget committed an additional $360 million to the Western Highway Duplication – Ararat to Stawell which will see funding contributions each year between FY2020-21 and FY2026-27.

Section 1 the Ballarat to Beaufort has finished construction.

Section 2 Beaufort to Ararat has a 12.5 kilometre portion remaining the Buangor to Ararat section which involves:

- adding two lanes in each direction, including extra turning lanes
- building a new bridge over the railway line
- building two bridges over Hopkins River
- adding an interchange at Hillside Road, with entry and exit ramps, and
- building 6 kilometres of new road to the south of the existing Western Highway.

In February 2018 a joint venture between CPB Contractors and Seymour Whyte Constructions won the
Construction began in March 2018 and is expected to be completed in 2020.

Section 3, the Ararat to Stawell section involves:

- adding two lanes in each direction with a central median to separate traffic
- upgrading intersections to improve safety and move traffic more efficiently
- building a new access to the highway, with intersections that connect to local roads
- building a bypass to the north of Great Western
- building new bridges at Delahoy Road and Bests Road, and
- adding an underpass below Sandy Creek Road.

Early works have begun on the project.

The Western Highway in Victoria is the principal road link between Melbourne and Adelaide. The Victorian State Government has been upgrading the highway between Burrumbeet and Stawell since 2013 with 55 kilometre of highway duplicated between Ballarat and Buangor.

As part of this package the Ararat to Stawell section involves:

- adding two lanes in each direction with a central median to separate traffic
- upgrading intersections to improve safety and move traffic more efficiently
- building new access to the highway, with intersections that connect to local roads
- building a bypass to the north of Great Western
- building new bridges at Delahoy Road and Bests Road, and
- adding an underpass below Sandy Creek Road.

In April 2019, the 2019-20 Federal Budget committed $360 million to the project.