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.
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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WESTERN HARBOUR TUNNEL

Project Scope
The Western Harbour Tunnel will be the second road tunnel under Sydney Harbour. It is aimed to relieve congestion on the existing harbour bridge and tunnel, as well as the Eastern Distributor and Anzac Bridge.

The tunnel will connect the WestConnex Rozelle Interchange with the Warringah Freeway in North Sydney.

The future Northern Beaches Link Tunnel will also connect with the Warringah Freeway, allowing motorists to travel on a single roadway from the Northern Beaches, through the Western Harbour Tunnel and into the WestConnex roadways system.

Key components of the Western Harbour Tunnel will include:
- twin tunnels, each with three lanes and approximately 6.5 kilometres long
- tunnels to be mostly driven, with the crossing of Sydney Harbour between Birchgrove and Waverton being immersed tubes
- tunnel-to-tunnel connection to the M4-M5 Link near Rozelle Interchange
- future connection options for Beaches Link and Gore Hill Freeway
- surface connections to City West Link at Rozelle and to Warringah Freeway, Falcon Street and Berry Street in North Sydney, and
- ancillary infrastructure to enable ongoing operation of the tunnel

Key Dates
2018: Early works around the Warringah Freeway and Rozelle Interchange
2019: Environmental assessment and planning approval
Early - Mid 2020: Environmental Impact Assessment to be placed on public exhibition for a minimum of
six weeks. Commence construction procurement – pending planning approvals and finalisation of financing arrangements

**July 2020:** The NSW Government announced it will be seeking a Development Partner to assist with the procurement and delivery of the project, with an Expression of Interest process for the Development Partner to follow.

**Early 2022:** Commence construction

**2026:** Open tunnel to traffic

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**Funding**

2019-20 NSW Budget allocated $165 million in FY2019-20 towards planning and preconstruction of both Western Harbour Tunnel and Beaches Link projects.

2018-19 NSW Budget allocated $556.2 million over the forward estimates towards planning and early works of both Western Harbour Tunnel and Beaches Link projects. A further $549 million allocated in the 2018-19 NSW Budget Half-Yearly Review

2017-18 NSW Budget allocated $103 million towards planning works for both the Western Harbour Tunnel and Beaches Link; $1.1 billion of the Restart NSW Fund will be reserved for Western Harbour Tunnel and F6 Corridor extension project.

2017: $77 million committed towards geotechnical investigations

2016: NSW Budget allocated funding to commence planning

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**Project History**

**July 2020:** The NSW Government announced it will be seeking a Development Partner to assist with the procurement and delivery of the project, with an Expression of Interest for the DP expected in August 2020.

**July 2020:** The NSW Government issued a Request for Proposals for the contamination drilling and testing works. Proponents were required to submit a Confidentiality Deed Poll to TfNSW by 16 July 2020.

**February 2020:** DPIE extended the public exhibition period of the EIS from 12 March to 30 March 2020.

**January 2020:** The Department of Planning, Industry and Environment placed the EIS for the project on public exhibition on 29 January 2020. The exhibition period will close on 12 March 2020.

**July 2018:** The NSW Government announced that the Western Harbour Tunnel would be tolled and indicating the Tunnel contract would include the Warringah Freeway Upgrade.

**December 2017:** Secretary’s Environmental Assessment Requirements issued for preparation of the Environmental Impact Statement

**November 2017:** A State Significant Infrastructure Application (SSIA) was lodged to identify topics for a future Environmental Impact Statement (EIS)
April 2017: Coffey and AECOM engaged to conduct geotechnical investigations along the route, including 235 boreholes.

March 2017: Preferred route announced and market sounding process commenced

2014: Project is identified in Infrastructure NSW’s 2014 State Infrastructure Strategy

Further Information

The Western Harbour Tunnel is set to be the first North South road crossing since the Sydney Harbour Tunnel opened in the early 1990s.

Currently, the Sydney Harbour Bridge and Harbour Tunnel corridor carry 80 per cent of all vehicles crossing Sydney Harbour and the Parramatta River. Both are already experiencing increasing levels of congestion.

The Environmental Impact Statement (EIS) for the project is yet to be released, which will include the detailed location of tunnels, portals, ventilation facilities and construction sites along with detailed assessment of proposed construction and operation activities, including cumulative impacts.

Infrastructure Australia lists the project as a Priority Initiative in its Infrastructure Priority List with a medium term problem timeframe (5-10 years).

Last reviewed: 07/08/2020