

Table 1: Infrastructure Australia's Reform and Investment Priorities (Proponent, Proponent BCR(1) (2) (3))

	Early Stage	Real Potential	Threshold	Ready to Proceed
	Initiatives address a nationally significant issue or problem, but the identification or development of the right solution is at an early stage.	Initiatives in this category clearly address a nationally significant issue or problem and there has been a considerable amount of analysis of potential solutions.	Initiatives in this category have strong strategic and economic merit, and are only not ready to proceed due to a small number of outstanding issues.	Initiatives in this category meet all of Infrastructure Australia's criteria.
Transforming Our Cities	Melton Rail Line Duplication and Electrification (Vic; \$1,300m)	Brisbane Inner City Rail Capacity Upgrade (Qld; \$14,000m)	Support for commitment to urban plans for all cities by 2012	Melbourne Metro Stage 1 (Vic; BCR = 1.5 (including WEBS), Capex = \$4,900m)
	Sydney's Future Public Transport Network (NSW; n/a)	Melbourne Metro Stage 2 (Vic; tbc)	Jurisdictions to satisfy the Council of Australian Governments criteria in their urban plans	Integrated Transit Corridor Development - Route 86 Demonstration, Project (Vic; BCR = 4.0; Capex = \$28m)
	Gold Coast Rail (SE Qld Mayors; \$2.875m)	Managed Motorway Proposals: NSW, Victorian, South Australian and Western Australian proposals (NSW, SA, WA, Vic; \$3,200m)	Jurisdictions to commit to common standards for public transport assessment	
	North-West Sydney to CBD Rail Link (AIS; \$7,000m)	Integrating Sydney's Motorway Network	South West Rail Link (NSW; \$2,400m)	
	Hobart: A World Class, Liveable, Waterfront City (Tas; \$90m)	Moreton Bay Rail Link (Moreton Bay Regional Council/ Qld; \$1,100m)	Eastern Busway (Stages 2b and 3) (Qld; \$825m)	
		Darra-Springfield Rail and Road project (Qld; \$2400m)	Managed Motorways Proposals - SE Queensland (Qld; \$782m)	
Adaptable and Seawater Water Supplies	An Innovation Strategy for Tasmania: Focus on Food Bowl Concept (Tas)	Water Security Program (ACT; \$551m)	Northern Link Road Tunnel (BCC; \$1,780m)	Infrastructure Australia proposes reforms around planning for water security, independent pricing, competition in bulk supply and consumer choice over levels of reliability
	Non-Urban Water Metering (SA; \$105m)	Tasmanian Water and Sewerage Reform (Tas; \$1,000m)		
A Tilted National Energy Market		Installation of Low Flow Bypasses in the Mount Lofty Ranges (SA; \$4.7m)		
		Smart Grid Demonstration Pilot Project (ACT; \$150m)	Infrastructure Australia supports proposed reforms to regulatory provisions regarding connection of remote renewable energy generation and electricity transmission connections between states.	
Competitive International Gateways	Eyre Peninsula Port Proposals (SA, Centrex/WP ; \$1bc)	Heywood Interconnector Upgrade (SA; \$80m)		
	Port of Hastings (incl. Peninsula Link rail freight corridor) (Vic; \$1bc)	Mid-West Energy - Stage 2 (WA; \$795m)		
	Port Hedland Inner Harbour - Capacity Enhancements (WA, NWIOA, Hancock; \$3,400m)	Abbot Point Multi Purpose Harbour (Qld; \$2890m)	Oakey Port (potential equity injection) (WA; \$4,000m)	
	Road and Rail Access and Port Upgrades at Bunbury (WA, BPA/BWA/SWDC; \$756m)	Bell Bay Intermodal Expansion Project (Tas; \$150m)	Darwin Port Expansion (potential equity injection) (NT; \$336m)	
	Pilbara Cities (WA; \$2,900m)	Smart Port ICT (Vic; \$16m)	Moorebank Intermodal Terminal (Comm/NSW; \$1bc)	
		Melbourne International Freight Terminal (Vic; \$260m)		
		Gateway WA - Perth Airport and Freight Access (WA; \$600m)		
		Road Freight Access to Port Botany and Kingsford Smith Airport - M5 East (NSW; \$4000m)		

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Competitive International Gateways <i>(continued)</i>	Road Freight Access to Port of Brisbane and Brisbane Airport – Port of Brisbane Motorway Upgrade (QLD; \$934m) Road Freight Access to Port of Melbourne – Westlink (Vic; \$5,000m) Freight Access to Port of Adelaide – Northern Connector (SA; \$1,120m)			
National Freight Network	Australian Digital Train Control System (ARA; \$20m) Mount Isa – Townsville Rail Corridor Upgrade (QLD; \$788m) Bruce Highway Corridor Upgrades (QLD; n/a) Transcontinental Rail Link – Mildura to Menindee (MDC; \$400m)	East West Rail Freight Corridor (ARTC; \$n/a) North South Rail Freight Corridors (including Northern Sydney Freight; \$n/a) Eastern Goldfields Railway – Freight Gateway Upgrade (West Net; \$75m) Advanced Train Management System (ARTC; \$500m) Western Interstate Freight Terminal (Vic; \$2,314m) Green Triangle Freight Transport Project (SA/Vic; \$340m)		Adelaide Rail Freight – Goodwood and Torrens Junction (SA, BCR = 1.5; capex = \$418m) Federal Highway Link to Monaro Highway – Majura Parkway (ACT, BCR = 4.0; capex = \$220m) Pacific Highway Corridor Upgrades (NSW, BCR = 1.5; capex = c. \$6,000m)
A National Broadband Network				National Broadband Network
Essential Indigenous Infrastructure	Submissions regarding indigenous infrastructure have been referred to the Coordinator-General for Remote Indigenous Services			
Total capex	\$19,634m	\$41,522m	\$10,123m	\$11,566m
Total estimated Infrastructure Priority Pipeline capital costs: \$82,845m				

(1) See project summaries at Appendix C for explanation of proponent acronyms

(2) Potential Private Sector Involvement – Many publicly driven projects could be structured to be part-supported or enhanced by private investment and most privately sponsored projects could be made certain and potentially enhanced by government funding and/or regulation and/or customer support. The opportunity for user pay principles is particularly relevant for projects in the telecommunications, energy and water sectors as well as ports, road and rail freight and urban motorways in the transport sector.

(3) Unless stated otherwise, the capital cost and benefit cost ratios are those estimated by the proponent.