

# 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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## METRONET

### PROJECT PIPELINE STATUS



**STATUS:** Credibly proposed

**SECTOR:** Rail

**JURISDICTION:** WA, Commonwealth

**PROCUREMENT APPROACH:** Alliance, Traditional procurement, Unknown

**TYPE:** Greenfield

METRONET was the WA State Government's headline transport election commitment at the 2017 WA State election. First proposed in 2013, when funded the project will significantly expand Perth's current heavy rail network. The \$2.95 billion first stage of METRONET taken to the 2017 State election will involve almost 60 kilometres of new track through:

- construction of a new rail line to Morley and Ellenbrook
- construction of the Thornlie to Cockburn link, the first section of a circle line intersecting all existing and proposed METRONET first stage rail lines
- extension of the Joondalup line to Yanchep
- extension of the Armadale line to Byford, and
- level crossing removals on the Armadale line.

The first stage also includes the under-construction Forrestfield – Airport rail link, which is expected to open in 2020, as well as station upgrades, improved signalling on the Midland line and the removal of four level crossings across the Armadale, Midland and Fremantle lines.

The WA Government has also indicated the first stage will include planning work for an inner suburb light rail system.

Rolling stock for METRONET has been proposed to be at least 50 per cent manufactured locally as part of the project.

As part of the 2017-18 State Budget, \$1.34 billion has been allocated over the next four years to start work on stage one METRONET priority projects.

In the 2017-18 Federal Budget, the Government announced that \$792 million would be allocated towards METRONET, which would be sourced from the reallocated \$1.2 billion Federal commitment to the now cancelled Perth Freight Link. METRONET's Federal funding is subject to a positive assessment of its business cases by Infrastructure Australia (IA).

The 2019-20 WA Budget allocated an additional \$266.6 million to METRONET over the forward estimates. This brings total funding for the project over the forward estimates to \$4.1 billion.

In the 2018-19 Federal Budget, the Federal Government allocated a further \$1.05 billion between FY2018-19 and FY2024-25 towards the project.



### RELATED RESOURCES

[Project website](#)

[METRONET - Stage 1 Summary](#)

[IA Infrastructure Priority List 2019](#)

[Industry Briefing presentation - July 2018](#)

[Industry Briefing brochure - July 2018](#)

[2013 WA Treasury costing](#)

[FY2017/18 State Budget Factsheet - METRONET](#)

[DIRDC - 10 Year Investment in Infrastructure booklet](#)

#### Media releases

[Media Release - 24/07/2020](#)

[Media Release - 19/05/2020](#)

[Media Release - 26/11/2019](#)

[Media Release - 16/01/2019](#)

[Media Release - 07/05/2017](#)

[Media Release - 27/04/2018](#)

[Media Release - 09/02/2018](#)

The WA Government announced on 26 November 2019 that an industry briefing for the METRONET project will be held on December 11.

IA identifies "Perth rail network capacity" as a near term (0-5 years) Priority Initiative in its Infrastructure Priority List.

Separately, in February 2018 the WA Government released a design tender for a new rail operations control centre, which would likely assist in the operation of the planned Automatic Train Control signalling system. The Government committed \$7.4 million over two years toward planning for the new system.

In January 2019, Turner & Townsend was appointed to provide program management services to the project.

The Federal Government announced that Federal planning approvals for METRONET projects will be fast-tracked under a bilateral model between the Federal and State governments, with the aim of reducing the approval times by up to 50 percent from an average of 3.5 years to 21 months.

**Last reviewed:** 28/01/2020

## METRONET - BYFORD EXTENSION



**STATUS:** Credibly proposed

**VALUE:** \$491M AUD

**SECTOR:** Rail

**JURISDICTION:** WA, Commonwealth

**PROCUREMENT APPROACH:** Traditional procurement

**TYPE:** Greenfield

METRONET was the WA Government's headline transport election commitment at the 2017 state election. First proposed in 2013, the project will significantly expand Perth's current heavy rail network.

The proposed 7.5 kilometre Byford Extension of the Armadale line is estimated to cost \$291 million.

The 2017-18 WA Budget confirmed the Public Transport Authority will spend \$2.1 million across 2017-18 and 2018-19 to undertake planning for the extension.

The Federal Government allocated \$241 million towards the line as part of the \$1.05 billion funding allocation for METRONET in the 2018-19 Budget. The funding will be provided between FY2019-20 and FY2024-25.

In June 2018, tenders opened to prepare a business case for the \$491 million Byford Extension.

The business case is being prepared in two stages, with the first section submitted to IA for assessment in September 2019. Further work is being undertaken on the second stage of the business case, which will be submitted to Infrastructure Australia for assessment at a later date.

Works are currently scheduled to commence in 2021.

**Last reviewed:** 12/09/2019

# METRONET - LEVEL CROSSING REMOVALS - ARMADALE LINE

PROJECT  
PIPELINE  
STATUS

Prospective pipeline

Credibly proposed

Announced

Under procurement

Preferred bidder  
announced

Recently closed

STATUS: Under procurement

VALUE: \$415M AUD

SECTOR: Rail

JURISDICTION: WA,Commonwealth

PROCUREMENT APPROACH: Unknown

TYPE: Greenfield

## Project Scope

The WA Government's headline transport project, METRONET, includes scope for the removal of several of the 31 level rail-road crossings on the Transperth network. Crossings will be removed by either elevating or sinking the rail; elevating or sinking the road, or a combination of both.

There are seven level crossings nominated to date, on the Armadale line:

- Denny Avenue in Kelmscott
- Hamilton Street in Cannington
- Wharf Street in Cannington
- William Street in Cannington
- Mint Street in Carlisle
- Oats Street in Carlisle, and
- Welshpool Road in Welshpool

## Key Dates

**June 19 2020:** Entries will close for community input for concept designs on details such as final station locations, designs and potential uses for new public spaces.

## Procurement

### Denny Avenue

In May 2019, requests for Expressions of interest were issued for the design and construction of the Denny Avenue level Crossing Removal Solution. Two contracts will be awarded:

- Design and Construction of Rail Works
- Design and Construction of Road Works

In September 2019, three contractors were approached to provide tenders for the Rail contract. The contractors were Downer EDI, Decmil, and John Holland.

In December 2019, Downer EDI were announced as the preferred bidder for the Rail Works Contract. In February 2020, Downer EDI was also announced as the preferred bidder for the Road Works Contract.

In May 2020, the design and construction contract for the Level Crossing Removal was awarded to Downer EDI.

#### **Mint Street, Oats Street and Welshpool Road Package**

In September 2019, the WA Government announced a package would be formed by Mint St, Oats St and Welshpool Road crossings. Expressions of interest for engineering and planning consultants will be sought in late 2019.

#### **Hamilton Street, Wharf Street and William Street**

In September 2019, the WA Government announced a package would be formed by Hamilton St, Wharf St and William St crossings. Expressions of interest for engineering and planning consultants will be sought in late 2019.

#### **Caledonia Avenue**

As of September 2019, the Caledonia Avenue crossing is still in planning phase. Initial assessments have ruled out elevating or lowering the railway.

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## **Funding**

The 2019-20 WA Budget allocated \$415 million to remove three level crossings along the Armadale line (Mint St, Oats St & Welshpool Rd). \$207.5 million will be spent on three level crossing removals in the four years to FY2022-23. A further \$207.5 million will be spent on these level crossing removals beyond FY2022-23. This will be jointly funded by the WA and Federal Governments on a 50/50 split.

The re-election of the Federal Government in the 2019 Federal election guarantees the Commonwealth's \$207.5 million contribution towards the project.

The 2018-19 WA Budget allocated \$69 million in funding for the Denny Avenue Level Crossing Removal project.

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## **Project History**

**Jun 2020:** WA Government announced plans the removal of six level crossings, construction of up to 2.8 kilometres of an elevated rail system and redevelopment of up to four stations.

**Sep 2019:** WA Government announced split planning packages, with three additional crossings (Hamilton St, Wharf St & William St) **May 2019:** FY2019-20 WA Budget allocated \$415 million towards Mint St, Oats St & Welshpool Rd Crossings

**May 2019:** Expressions of Interest called for Denny Avenue Level Crossing Removal project

**2018:** 2018/19 WA State budget allocates \$69 million towards Denny Avenue Level Crossing

**2017:** METRONET was the WA Government's headline transport election commitment at the 2017 state election

**2013:** METRONET project proposed

**Last reviewed:** 19/06/2020

## METRONET - MORLEY TO ELLENBROOK LINE

PROJECT  
PIPELINE  
STATUS



**STATUS:** Under procurement

**VALUE:** \$1bn AUD

**SECTOR:** Rail

**JURISDICTION:** WA,Commonwealth

**PROCUREMENT APPROACH:** Alliance

**TYPE:** Greenfield

### Project Scope

METRONET was the WA Government's headline transport election commitment at the 2017 state election. First proposed in 2013, the project will significantly expand Perth's current heavy rail network.

The proposed 21-kilometre rail line will include stations at Morley, Noranda, Malaga, Whiteman Park and Ellenbrook, with a future station to be developed at Bennett Springs East.

The line will travel from Bayswater, down the middle of the Tonkin Highway north of Marshall Road, along New Lord Street, before finishing in the centre of Ellenbrook.

Infrastructure Australia identifies the project as a Priority Project on its Infrastructure Priority List. The project was previously included in the broader 'Transport connectivity between Morley and Ellenbrook' initiative, which Infrastructure Australia identified as a Priority Initiative on its Infrastructure Priority List.

### Key Dates

- **22 March 2018:** A community information session was held by the WA Government to discuss the results of the Morley-Ellenbrook Line community survey.
- **September 2019:** The Railway (METRONET) Amendment Bill 2019 was introduced into WA Parliament. The Bill will authorise the construction of the Morley-Ellenbrook Line.
- **January 2020:** Early works begin on Bayswater precinct, relocating trees.
- **February 2020:** The METRONET Bill was passed by both houses of WA Parliament. The WA Government also confirmed that procurement for the project will commence in early-2020.
- **April 2020:** Major earth works to begin for the new Bayswater Station precinct.

### Funding

The 2017-18 WA Budget confirmed the Public Transport Authority will spend \$20 million across 2017-18 and 2018-19 to undertake planning for the Morley-Ellenbrook rail line.

The Federal Government allocated \$500 million towards the line as part of the \$1.05 billion funding allocation towards METRONET in the 2018-19 Budget. The funding will be provided between FY2018-19 and FY2023-24.

## Procurement

- **26 October 2017:** A tender for the concept planning for the line was released, closing on 7 December 2017. A team of Arup, Roberts Day and EY were awarded the contract in April 2018.
- **January 2020:** The WA Government issued a Request for Proposals for the main works contract. RFPs are due on 17 March 2020, with bidder short-listing to take place in mid-2020. Contract award is expected later in 2020.
- **March 2020:** The WA Department of Planning, Lands and Heritage called for tenders for the provision of consulting services to develop the Morley Station Precinct Concept Master Plan (CMP). Morley Station will form part of the Morley to Ellenbrook line within the broader METRONET project. Tenders were open until 3 April.
- **April 2020:** The Western Australian Government announced a shortlist of two proponents to design and build METRONET's new Morley-Ellenbrook Line through an Alliance contract. The Ellenbrook Alliance (CPB Contractors and Downer EDI) and MELconrx Consortium (led by Laing O'Rourke Australia Construction) will progress to the tender phase. The contract includes the design, construction and commissioning of 21 kilometres of a new fully electrified rail line with supporting systems and five new stations.
- **May 2020:** The Evolve Bayswater Alliance (Coleman Rail) was awarded the contract to design and build the new Bayswater Station project, a hub for three METRONET lines including the Morley to Ellenbrook line.

## History

- **18 November 2019:** The first of two environmental assessment applications was submitted to the Environmental Protection Agency (EPA) with respect to the Bayswater to Malaga Rail Works portion of the project. The second environmental assessment application is scheduled to be delivered to the EPA by early-2020 due to the more complex environmental values with respect to the remainder of the project area covering Malaga to Ellenbrook.
- **26 November 2019:** The WA Government announced that an industry briefing for the Line and the wider METRONET project will be held on December 11.
- **March 2020:** New project areas in Bayswater and Forrestfield have been added to the existing METRONET East Redevelopment Scheme, which currently comprises of the Midland region. The areas will be integrated through new train stations, with the Redevelopment Scheme to be in effect by late 2020.



# METRONET - ROLLING STOCK PROCUREMENT



**STATUS:** Recently closed

**VALUE:** \$1.3bn AUD

**SECTOR:** Rail

**JURISDICTION:** WA,Commonwealth

**PROCUREMENT APPROACH:** Other

**TYPE:** Greenfield

METRONET was the WA Government's headline transport election commitment at the 2017 WA state election. First proposed in 2013, the project will significantly expand Perth's current heavy rail network.

As part of the WA Government's 15 year railcar strategy, a total of 246 Electric Multiple Unit (EMU) railcars will be delivered through the circa \$1.6 billion contract to service METRONET Stage 1 projects and the wider Perth rail network. The new railcars will be six-car sets, which provide additional passenger capacity compared to the three-car sets currently in operation. In addition, the contract will also see the replacement of the Australind diesel fleet.

The first 102 EMU railcars will be procured to provide for METRONET Stage 1 projects and will be delivered progressively over 2021-2024 as follows:

- 36 cars in 2021 before the Thornlie-Cockburn line and Joondalup line extension to Yanchep opens
- 30 cars in 2022
- 30 cars in 2023, and
- 6 cars in 2024.

The remaining 144 EMU railcars will be delivered over a seven year period starting from 2022, to replace the A-series fleet, which first entered service in 1992.

The WA Government has also placed a target of at least 50 per cent local content for the manufacture of the railcars, with assembly and whole of life maintenance to be undertaken in WA.

The 2017-18 WA State Budget confirmed \$322.7 million will be spent between 2017-18 and 2020-21 (and a further \$185.5 million beyond the forward estimates period) to procure the new railcars.

An industry briefing explaining the procurement process and local content requirements for the railcars was hosted by the WA Government held on 26 October 2017.

In April 2018 prequalification tenders were released for the design, construction and maintenance of the EMU railcars along operation and maintenance of EMU assembly and maintenance facilities. Tenders were due by 7 June, with up to three respondents shortlisted for the Request for Tender (RFT) stage. In August 2018 three respondents were shortlisted, including:

- Alstom;
- Momentum West (a CAF UGL joint venture); and
- a Downer (EDJ Rail) - Bombardier joint venture.

RFTs were due by December 2018.

In August 2019 Alstom were announced as the preferred supplier for the railcars.

Aurecon was awarded the design contract for the assembly and maintenance facility at Bellevue in May 2019.

On 23 September 2019, the WA Government released a Request for Tender for construction of the assembly and maintenance facility. The RFT closes on 29 October 2019, with the contract to be awarded by the end of 2019.

On 10 December 2019, the Western Australian Government announced that contract close had been reached with Alstom for a \$1.3 billion rolling stock contract. The contract involves delivery and maintenance of 246 new railcars and also includes the construction of a new manufacturing and assembly plant in Bellevue. The railcars are expected to progressively enter service over a seven-year period. The first new railcars will run on the existing Perth rail network from 2022 and operate on the METRONET rail network when complete. The contract is \$347 million under the original \$1.6 billion cost estimate

Construction of the first stage of the facility is to start in 2020 and be completed by 2021. The full facility will be completed by 2023.

**Last reviewed:** 13/12/2019

## METRONET - THORNIE TO COCKBURN LINK AND YANCHEP RAIL EXTENSION

### PROJECT PIPELINE STATUS



**STATUS:** Recently closed

**VALUE:** \$1.25bn AUD

**SECTOR:** Rail

**JURISDICTION:** WA,Commonwealth

**PROCUREMENT APPROACH:** Alliance

**TYPE:** Greenfield

METRONET was the WA Government's headline transport election commitment at the 2017 state election. First proposed in 2013, the project will significantly expand Perth's current heavy rail network.

The 17.5 kilometre Thornlie to Cockburn Link (TCL) is the first section of the proposed METRONET Circle Line.

The project is expected to include:

- circa three kilometre rail duplication between Beckenham and Thornlie stations
- 14.5 kilometre rail extension to connect Thornlie and Cockburn Central stations
- relocation of circa 11 kilometres of freight lines, and
- new stations at Nicholson Road and Ranford Road, including park and ride facilities and bus interchanges.

The proposed Yanchep Rail Extension (YRE), a 14.5 kilometre Joondalup Line extension to Yanchep, will

see three new stations built at Alkimos, Eglinton and Yanchep.

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## Key Dates

**Aug 2018:** Request for Proposal Open (RFP)

**31 Oct 2018:** RFP Closed

**Apr 2019:** Shortlisted consortia announced

**24 Nov 2019:** Preferred bidder announced

**17 Dec 2019:** Contractual close

**Early 2020:** Commence construction

**Mid 2022:** Expected commencement of operations on YRE

**Mid 2023:** Expected commencement of operations on TCL

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## Funding

The Commonwealth Government is providing \$700 million towards the projects, with the WA Government providing the remaining \$356 million.

The 2017-18 WA State Budget confirmed \$423 million will be spent between FY2017-18 and FY2020-21 (and a further \$112.8 million in FY2021-22) on TCL. \$440.8 million will be spent over the period FY2017-18 to FY2020-21 (and a further \$79.4 million in FY2021-22) on YRE. Following a revision to scope of the project, the Thornlie-Cockburn Link budget has risen from \$474 million to \$716 million.

## Procurement

Shortlist:

- METROconnex, comprising Coleman Rail, Clough and Georgiou Group
- NEWest Alliance, comprising CPB Contractors and Downer

Successful Tenderer: NEWest Alliance

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## Project History

**Dec 2019:** The total cost of the project was revised to \$1.25 billion

**Dec 2019:** Contract closed with NEWest Alliance

**Aug 2019:** The EPA recommended TCL for environmental approval

**Jun 2019:** A tender for geotechnical groundwater investigation for both YRE and TCL was released. Tenders are due by 18 July.

**May 2019:** The EPA recommended first section of YRE, between Butler and Eglinton for environmental approval. The section section is being assessed by the EPA.

**Apr 2019:** WA Government announces two shortlisted

**Nov 2018:** IA released their evaluation of the business cases for each project, finding that TCL's benefits would 'marginally exceed its costs', while YRE's benefits would 'certainly exceed its costs'. As a result IA added TCL and YRE to their Infrastructure Priority List as a Priority Project and High Priority Project respectively.

**Aug 2018:** The WA Government released a Request for Proposals (RFP) for the alliance contract.

**Jul 2018:** At an industry briefing the WA Government announced the main works for the YRE and TCL projects will be delivered under a single competitive Alliance contract. Forward (early) works for each project will be delivered as a separate design and construct contracts.

**Last reviewed:** 28/01/2020