

Nation Building for the Future

May 2009

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Nation building infrastructure for productivity and prosperity

	New investment
Roads, rail and ports	\$8,453m
Regional Rail Express (Vic)	\$3,225m
East West Rail Tunnel — preconstruction work (Vic)	\$40m
Gold Coast light rail (Qld)	\$365m
Gawler rail line modernisation (SA)	\$294m
Noarlunga to Seaford rail extension (SA)	\$291m
Northbridge rail link (the Hub) (WA)	\$236m
West Metro — preconstruction work (NSW)	\$91m
Brisbane Inner City Rail feasibility study (Qld)	\$20m
O-Bahn track extension (SA)	\$61m
Hunter Expressway (NSW)	\$1,451m
Pacific Highway — Kempsey Bypass (NSW)	\$618m
Ipswich Motorway — additional works (Qld)	\$884m
Bruce Highway — Cooroy to Curra (Section B) duplication (Qld)	\$488m
Oakajee Port common user facilities (WA)	\$339m
Darwin Port expansion (NT)	\$50m
National Broadband Network	Up to \$43,000m
Initial Government investment	\$4,700m
Clean energy infrastructure	\$3,565m
Clean Energy Initiative	\$3,465m
National Energy Efficiency Initiative	\$100m
Education infrastructure	\$2,585m
Education infrastructure	\$2,585m
Health and hospital infrastructure	\$3,172m
Hospital infrastructure	\$1,465m
Better cancer care	\$1,276m
Translational health research	\$430m

Investing in Australia's critical economic infrastructure

The Government is supporting jobs today by building the infrastructure we need for tomorrow. Efficient infrastructure is essential to promoting Australia's future productivity and prosperity.

As a centrepiece of the 2009-10 Budget, the Government is investing \$22 billion to improve the quality, adequacy and efficiency of transport, communications, energy, education and health infrastructure across Australia — the building blocks of the future economy.

Investment in these critical economic infrastructure projects will provide a sustained boost to the economy now, building on economic stimulus measures already taken. In the longer term, it will enhance the productive capacity of the economy.

The Government's commitment to realising world-class infrastructure will drive a more diverse, competitive and sustainable economy that generates substantial and lasting economic, social and environmental benefits.

The Government's investment in nation building infrastructure will support an average of around 15,000 jobs each year, peaking at around 18,000 in 2011-12. In addition, the National Broadband Network will directly support up to 25,000 jobs every year on average over the life of the project.

These measures will help position Australia to take advantage of a bright future beyond the global recession.



In its latest *Going for Growth* report, the OECD found investment in energy, water, transport and telecommunication networks can boost long-term economic output and productivity to a greater extent than other types of physical investment.

Roads, rail and ports

The Government is committed to building world-class infrastructure that enhances the liveability and productivity of our cities. It is investing \$4.6 billion to improve metropolitan rail networks in six of Australia's major cities: Sydney, Melbourne, Brisbane, Perth, Adelaide and the Gold Coast.

A further \$3.4 billion will be invested to achieve the Government's vision for N1, or Network 1 — Australia's busiest freight route linking Melbourne to Cairns and key roads feeding into N1.

Australia's ports are a critical gateway providing Australian businesses with access to global markets. The Government is setting aside \$389 million to help lift export capacity for ports in Western Australia and the Northern Territory.

Smarter regulation, governance, planning and pricing can also make our infrastructure more efficient. The Government will leverage its direct investment in Australia's economic infrastructure by continuing to implement a strategic, nationally coordinated approach to the future development, integration and planning of Australia's critical infrastructure in consultation with the Council of Australian Governments and Infrastructure Australia. The Government is also advancing regulatory reform to move Australia towards single, national transport markets for maritime, rail and heavy vehicles.

National Broadband Network

The Government has established a company to invest up to \$43 billion in a National Broadband Network (NBN) to provide superfast broadband to Australian homes and businesses. The Government will be the majority shareholder and significant private sector investment is expected. The NBN will address under-investment in key national infrastructure, support future growth in the demand for telecommunications services and ready Australia to take advantage of new opportunities in the 21st century.



Clean energy infrastructure

The \$4.5 billion (including \$1 billion in existing funding) Clean Energy Initiative will help support the development of low-emission technologies while also building skills and capacity in the green economy. The Government will establish a new innovation investment body — Renewables Australia, will invest in new Solar Flagship projects, and also invest in a number of Carbon Capture and Storage Flagship projects.

Social infrastructure

The Government is committing \$3.2 billion to invest in hospital infrastructure, cancer care and translational research. This package supports the Government's health care reform agenda and, by focusing efforts on social infrastructure investment, will support increased employment.

The Government will provide \$2.6 billion from the Education Investment Fund (EIF) to ensure our universities and research facilities have 21st century infrastructure.



Building for the future

Infrastructure Australia

The Government is committing \$8.5 billion to nationally significant infrastructure projects on metropolitan rail networks, national road priorities and port infrastructure.

The Government has been guided by advice from Infrastructure Australia in selecting appropriate projects. Funding for these projects will be drawn from monies set aside for the purpose of nation building, including the Building Australia Fund.

Going forward, Infrastructure Australia will continue to play an important role in the provision of advice to inform government and private sector decision-making on infrastructure investment.

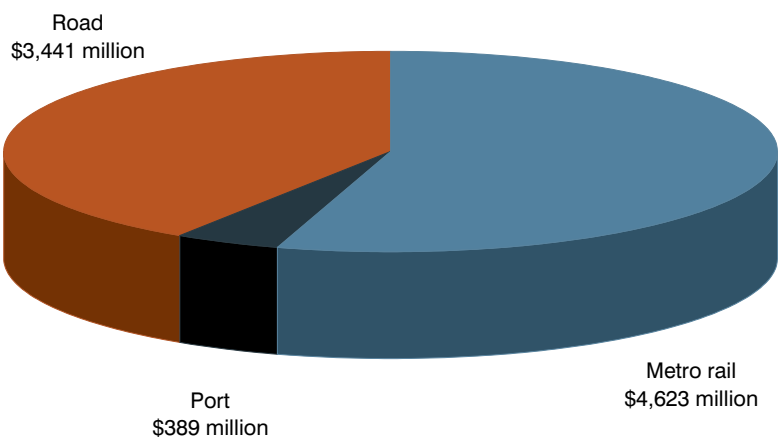
Investing in Australia's rail, roads and ports

Efficient infrastructure is essential to promoting Australia's future prosperity. The Government is acting to provide a sustained boost to the economy now, while also supporting future economic growth by improving the quality and efficiency of Australia's transport networks. More efficient transport networks mean reduced costs to business. At the same time, our cities will be made more liveable and sustainable, helping to support a growing population.

Australia's land transport networks have a critical role to play in supporting economic activity and growth. Investment in our rail and road networks and ports to help lift our export capacity is essential to deliver real and direct benefits to business. This includes through faster, more efficient roads, rail and ports. Less congestion on our roads means goods are moved more quickly and cheaply. More efficient freight networks and export infrastructure mean Australian businesses will have better access to global markets.

Recognising the important social benefits gained from faster, safer and more reliable transport systems, the Government is also investing to make our cities better places to live. Less traffic on our roads will help reduce travel times and costs, make our roads safer and lower greenhouse gas emissions. This investment will improve access to services and help our communities stay connected across regional and rural Australia.

Transport infrastructure spending by category



Metro rail networks

Creating world-class public transport

The Government is committing more than \$4.6 billion to the planning, development and construction of nine metropolitan rail projects in Adelaide, Brisbane, the Gold Coast, Melbourne, Perth and Sydney.

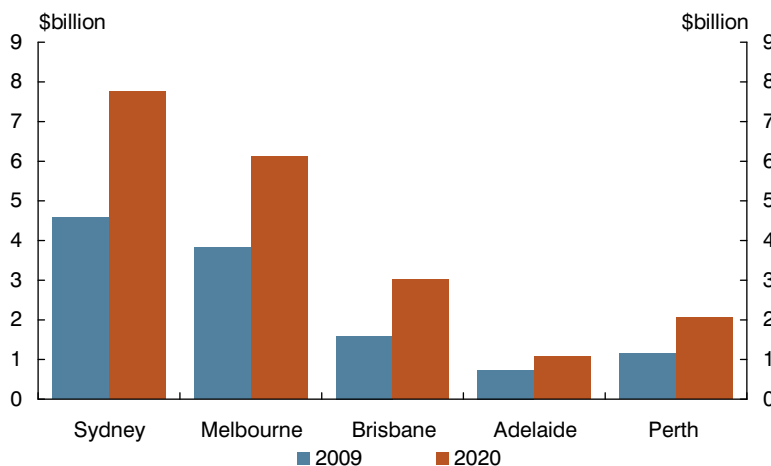
The Government is taking action to improve the liveability and sustainability of our cities through investment in metropolitan rail networks across six Australian cities. The avoidable cost of congestion in our capital cities is already \$10 billion per year. This cost is expected to double by 2020, if no action is taken. Investment in our metropolitan rail networks will ease congestion and lower greenhouse gas emissions by improving the quality, reliability, safety and efficiency of our metropolitan rail systems.

These projects will modernise existing rail systems, enhance capacity and support fast, reliable public transport solutions in Australia's major cities — making it easier and faster to move around.

Metropolitan rail networks provide impetus for urban revitalisation and growth. Targeted investment in these networks will help transform our cities by providing real support for sustainable urban development along major transport corridors as our cities continue to grow.

Continuing the Government's nation building agenda, this investment supports sustainable economic growth and increased productivity and is a cornerstone for urban renewal and transformation into the future.

Projected social cost of congestion in Australia's cities



The growing cost of congestion

The cost of doing nothing about congestion for Australia's capital cities is estimated to rise to around \$20 billion per year by 2020.

Congestion costs are real and substantial — they include traffic delays, increased greenhouse gases, higher vehicle running costs and more road accidents.

Through its investment in Australia's metropolitan rail networks, the Government is acting to ease the growing congestion on our roads.

Regional Rail Express, Vic

Constructing new urban rail routes

The Regional Rail Express will provide a 40-kilometre dual-track link from West Werribee to the Southern Cross Station in central Melbourne via Sunshine. It will segregate V/Line regional rail services from metropolitan rail services and include a new metropolitan rail tunnel linking the western suburbs with Melbourne's central business district.

The Government is providing \$3.2 billion towards this major infrastructure project worth \$4.3 billion in total.

This project involves the extension of platforms and other capital works enabling eight-car trains to operate on the Geelong and Bacchus Marsh rail lines with a new station at Tarneit. Existing track will be duplicated from Sunshine to Kensington and disused track from South Kensington to Southern Cross station will be utilised.

Providing new transport solutions

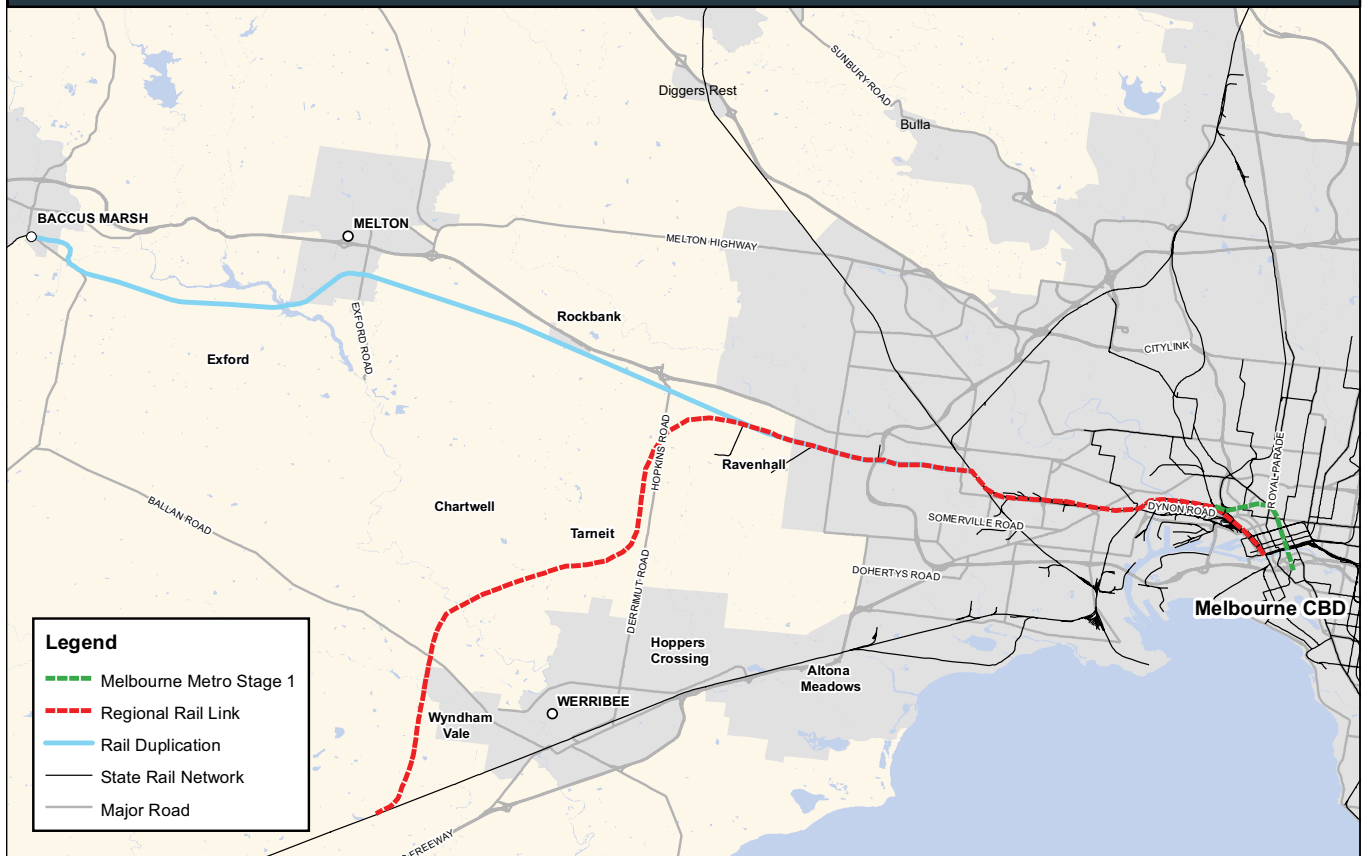
Melbourne's population is growing steadily. This project provides for substantial increases in capacity and reliability for Geelong, Ballarat and Bendigo regional rail services. Once completed, trains from these regional centres will be able to run express into Melbourne without being delayed behind suburban trains.

The project will also free up capacity for extra suburban services from Werribee, Sunbury and Craigieburn along Melbourne's western growth corridor.

Once completed, the Regional Rail Express will deliver capacity for an extra 9,000 regional and suburban passengers every hour.

Construction is expected to commence in 2010 and is scheduled for completion in 2014.

REGIONAL RAIL EXPRESS



East-West Rail Tunnel, Vic

Linking Melbourne's western suburbs and central business district

The Government will provide \$40 million towards pre-construction planning, design and engineering works for the East-West Rail Tunnel in inner-city Melbourne.

The new rail tunnel involves construction of:

- a 17-kilometre, two-track tunnel between Dynon and Caulfield
- seven new stations including Arden Street, Parkville and Domain (St Kilda Road)
- new connections to Melbourne Central and Flinders Street stations linking the western suburbs and the central business district.

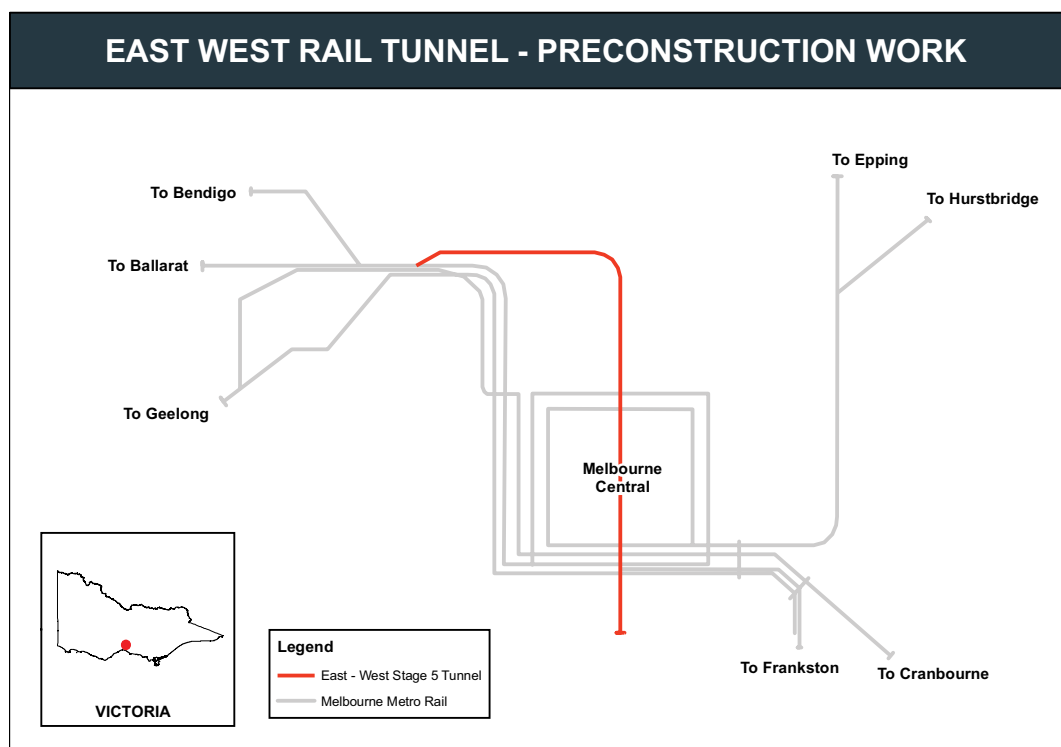
Relieving congested metropolitan rail lines

Melbourne is continuing to experience significant population growth, placing increased pressure on existing transport systems. Rapid growth in demand for metropolitan rail services is expected, especially in Melbourne's north and west. The East-West Rail Tunnel will help alleviate this pressure by providing increased capacity for all northern and western urban rail services.

The East-West Rail Tunnel will deliver real benefits to the wider Melbourne metropolitan area by creating additional capacity for the Melbourne metropolitan rail network — supporting an additional 120 trains during peak periods each day, or an additional 84,000 commuters.

This new underground rail link will benefit the entire metropolitan rail network by creating more rail track in inner-city Melbourne, relieving congested rail lines and improving travel times.

Construction is expected to commence in 2012 and is scheduled for completion in 2018.



Gold Coast light rail, Qld

The Gold Coast is Australia's fastest growing city. This creates an ongoing challenge for the region's public transport systems.

The Government will invest \$365 million in the development of a light rail transit system for the Gold Coast. The construction of a 13-kilometre light rail system will link key activity centres. The new rail system will run from Griffith University (Gold Coast Campus) to Broadbeach via Southport.

An effective public transport system is needed to meet the future needs of the Gold Coast and provide a boost to the vital tourism industry.

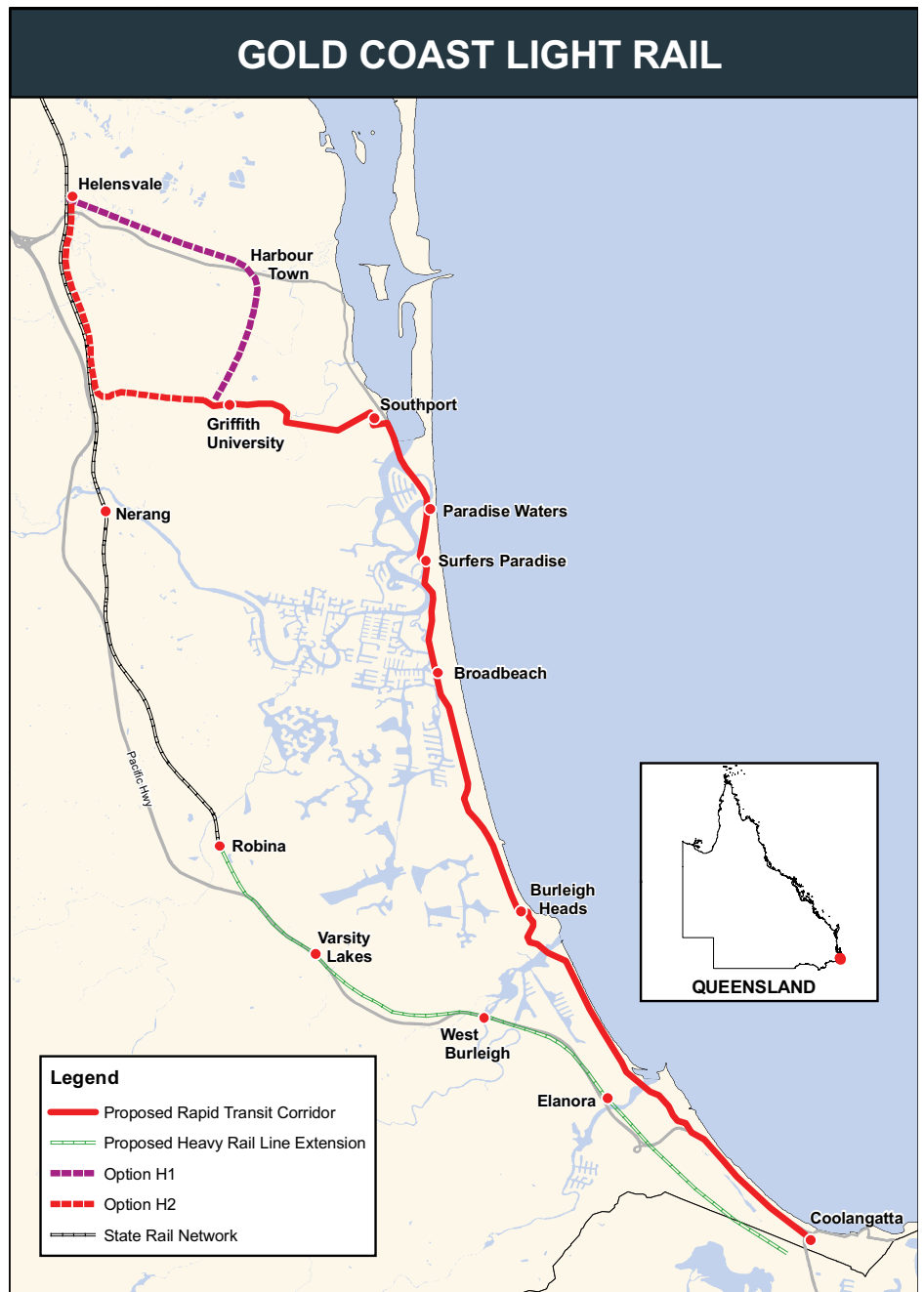
The Gold Coast is currently highly dependent on car transport for its mobile population. Current estimates suggest that the completion of this project will remove up to 40,000 cars from the road network — lowering traffic congestion and saving on road maintenance costs.

Reduced traffic congestion will deliver real and substantial benefits to businesses and households, enhancing the amenity of those living in and visiting the Gold Coast region.

Shorter travel times mean it will be easier for people to move around the Gold Coast region. The light rail system will provide rapid access to key strategic locations, such as education and medical facilities, major retail centres, tourism precincts and business and employment areas along the Gold Coast strip.

Future stages of the project are planned, connecting the Gold Coast light rail with Brisbane.

The total cost of this project is \$894 million with further investment to be provided by the Queensland Government, Gold Coast City Council and the private sector. Construction is expected to commence in 2011 and is scheduled for completion in 2013.



Gawler and Noarlunga rail, SA

Adelaide's public rail transport infrastructure is ageing. Electrification and modernisation are needed to meet increasing passenger demand. The Government is investing \$585 million in Adelaide's metropolitan rail network to increase the speed and frequency of train services.

Gawler rail line modernisation

The Gawler line is an important part of Adelaide's metropolitan rail network, carrying around 34 per cent of Adelaide's rail passengers. The Government is investing \$294 million to improve the speed and frequency of metropolitan train services. Through this investment, the Government is providing direct support for capital works at 24 rail stations.

Resleeping and electrification of the 43-kilometre Gawler line, north of Adelaide's central business district, will speed up the modernisation of Adelaide's metropolitan rail network. It will also provide for cleaner, greener, faster and more frequent services along the Gawler rail line.

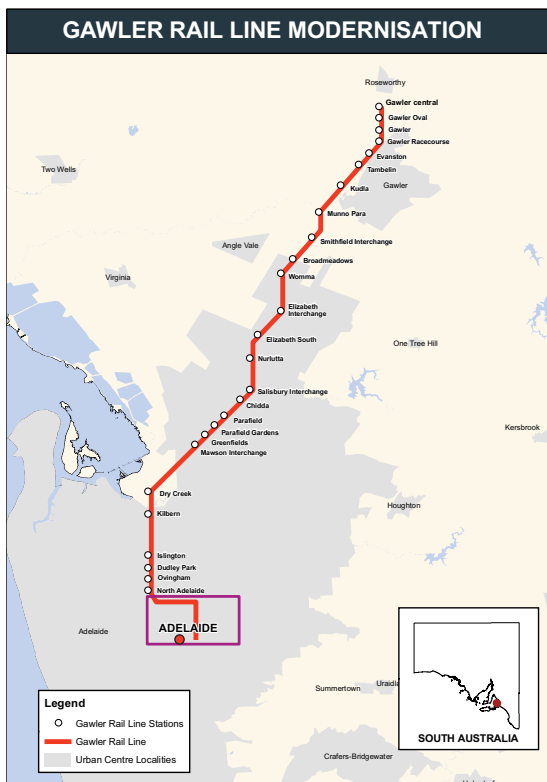
Noarlunga to Seaford rail extension

Adelaide's southern suburbs are experiencing rapid growth, which has created increased demand for public transport services in this region. The Government is investing \$291 million to extend Adelaide's rail line to the south of the city from Noarlunga to Seaford.

The Noarlunga to Seaford rail line is a new 5.5-kilometre rail line which will see the construction of stations at Seaford Meadows and the Seaford rail terminus and a 1.2-kilometre viaduct and bridge over the Onkaparinga River. The construction of the Noarlunga to Seaford rail line will provide much needed access to public transport for households in Adelaide's growing southern suburbs.

This project, along with the Gawler rail line renewal, complements a wider plan, by the South Australian Government, to improve and modernise public transport service across Adelaide's metropolitan rail network.

Both projects are expected to commence in 2010 and are scheduled for completion in 2013.



Northbridge rail link, WA

The Northbridge rail link (the Hub) represents the important first stage of an urban redevelopment project for Northbridge.

The Government is investing \$236 million to sink the central city section of the Perth to Fremantle railway line and construct a new rail platform. This will mean around 50,000 square metres of land will become available for urban redevelopment.

This newly available land offers significant opportunities for development and growth. It will also deliver a wide range of benefits to the Perth central business district — including greater productivity. Better use of land and infrastructure in central Perth will help remove existing constraints by supporting greater economic and social activity, including the development of new retail, food, commercial and residential facilities.

Urban revitalisation and transformation

The Government is helping to build a more vibrant Perth city centre and to revitalise surrounding neighbourhoods.

The Northbridge link is an important measure providing additional capacity in Perth's central business district, and immediate surrounds, to cater for future growth. It will open up land for commercial and residential development.

This project will also improve public amenity for people living and working in central Perth. New public space will become available for cultural, social and recreational activities as well as improving access to public transport services and creating new green spaces in inner Perth.

Finalisation of tenders is expected in late 2009 with construction completed in mid-2014.



Sydney and Brisbane metro rail

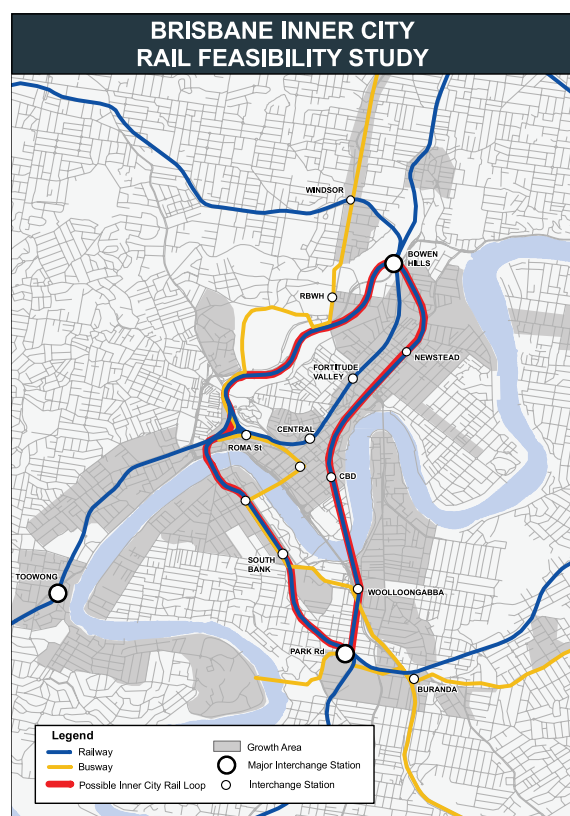
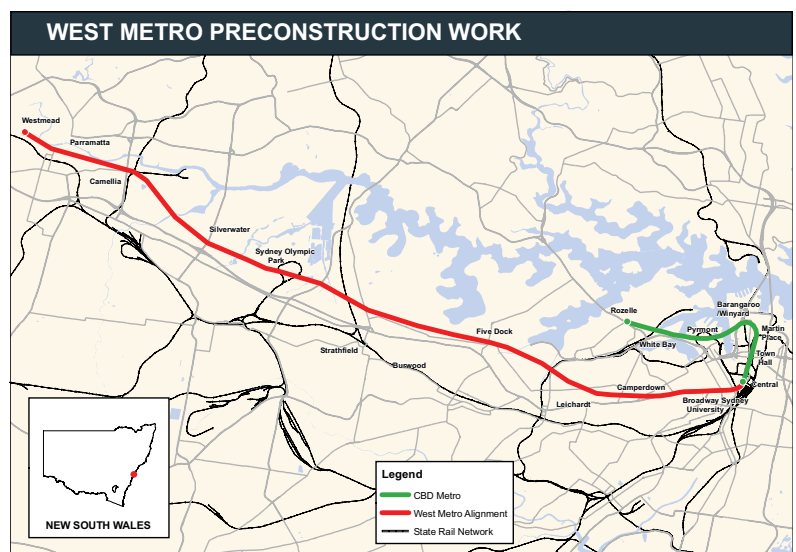
Investing in our rail systems

The Government recognises that a coordinated strategic approach is needed to promote sustainable, well-planned and productive cities. Contributions to the Sydney West Metro and Brisbane Inner City Rail build upon the Government's commitment to invest \$2 billion in Australia's rail networks through the Nation Building Program.

Sydney West Metro — preconstruction work

The Government is investing \$91 million in the Sydney West Metro — a 25-kilometre metropolitan rail line from Central Station to Westmead Hospital, just west of the Parramatta central business district, to improve links between existing and emerging population centres across Sydney.

The Government is providing direct financial support for pre-construction, planning, design and engineering works. This will ensure the project is ready for public tender in 2010.



Brisbane Inner City Rail feasibility study

Two new rail tunnel corridors — north to south and west to north — through inner city Brisbane have been identified to meet growing demand for rail services in Brisbane. The Government is committing \$20 million towards a detailed feasibility and planning study to help determine the optimal rail route and develop a business case to support the project.

The study is expected to be completed in 2010.

O-Bahn track extension, SA

Adelaide's innovative public transport solution

The Government is investing \$61 million in the Adelaide O-Bahn track extension — an innovative public transport solution.

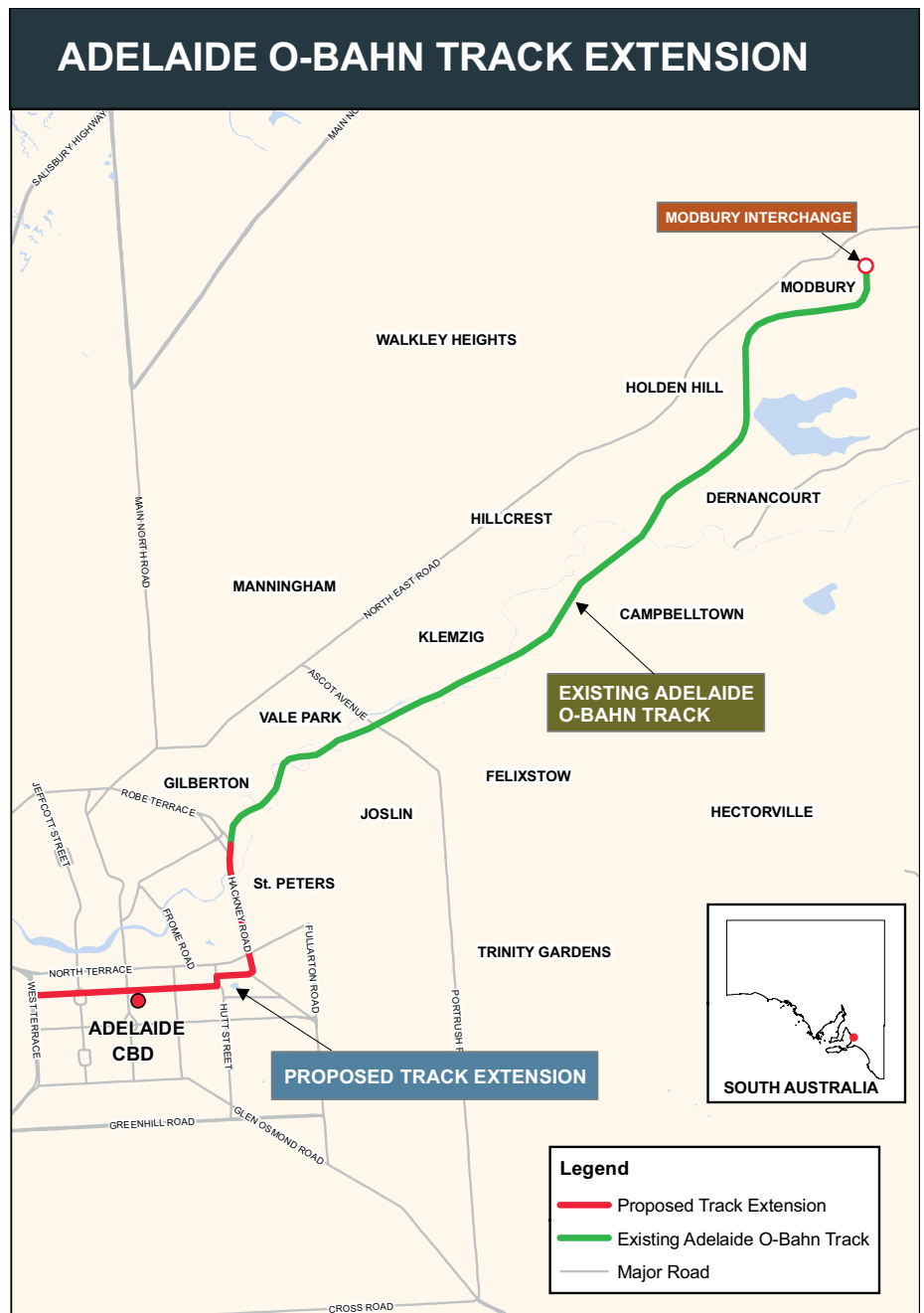
The high-speed Adelaide O-Bahn is a guided busway run on specially designed tracks. It combines features of public buses and light rail to deliver benefits associated with cost, safety, maintenance and flexibility.

The O-Bahn is the most highly used public transport corridor in metropolitan Adelaide. However, the fixed corridor rejoins congested road traffic for several kilometres. This project will remove these buses from peak hour congestion to ease traffic flows.

The O-Bahn will provide dedicated tracks and associated improvements to the final 4.5 kilometres of the O-Bahn in Adelaide's central business district.

Investment in the O-Bahn will ease peak hour traffic congestion in inner-city Adelaide by separating bus and road traffic. This project means faster travel times for O-Bahn passengers, thus delivering wider social and productivity benefits.

Construction is expected to commence in 2009 and is scheduled for completion in 2011.







N1 — Melbourne to Cairns

Investing in Australia's roads

The Government is committed to realising its vision of a modern, efficient national transport network that supports future economic growth and prosperity.

The Government is investing \$27.7 billion in road projects from the Building Australia Fund and Nation Building Program. A well-functioning road network ensures more efficient movement of people and freight and helps drive national productivity.

N1, or Network 1, is the key north-south road freight corridor stretching along the eastern seaboard from Melbourne to Cairns, including the Hume, Pacific and Bruce Highways and key feeder roads. It is one of Australia's busiest road networks and our most important freight route. However, some sections of the N1 pass through small towns and some sections are only single lane. This can present real safety hazards for vehicles travelling on these highways.

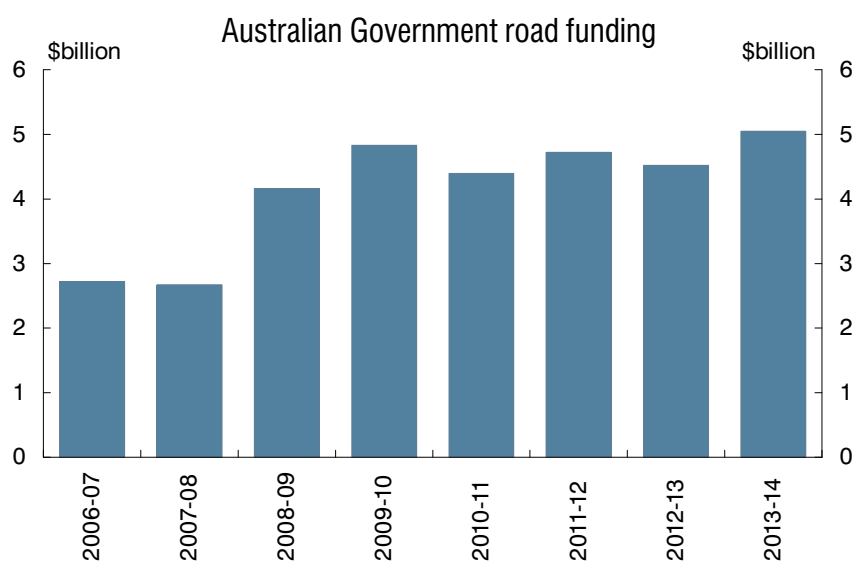
The Government has set a goal for a first-class N1. This involves completing duplications, three-laning, bypasses, flood proofing, gradient reductions and other safety measures to improve the quality of this vital corridor.

The Government is implementing the biggest road investment program in the nation's history.

\$4.8 billion is allocated in 2009-10.

The Government's total commitment amounts to \$27.7 billion over six years.

The Government is acting to provide road infrastructure and safety upgrades across Australia.



NETWORK 1 (N1)



Investing in the N1

The Government has committed \$8.6 billion to upgrade N1 through the Nation Building Program. In the 2009-10 Budget, the Government is making a number of further strategic investments in the N1 including:

- ▶ \$618 million for the Kempsey Bypass on the Pacific Highway in New South Wales
- ▶ \$488 million to duplicate a 12-kilometre section of the Bruce Highway in Queensland between Cooroy and Curra.
- ▶ \$1.5 billion to build the Hunter Expressway — 40 kilometres of dual carriageway between the F3 and the New England Highway and near Branxton in New South Wales
- ▶ \$884 million towards the Ipswich Motorway near Brisbane.

These additional commitments take the Government's investment in the N1 to \$12 billion.



N1 — Melbourne to Brisbane

Australia's future freight task

The national freight task will increase significantly over the next decade. The Government is committed to building a national road network that reduces travel times, improves mobility and safety, and lifts productivity.

Pacific Highway

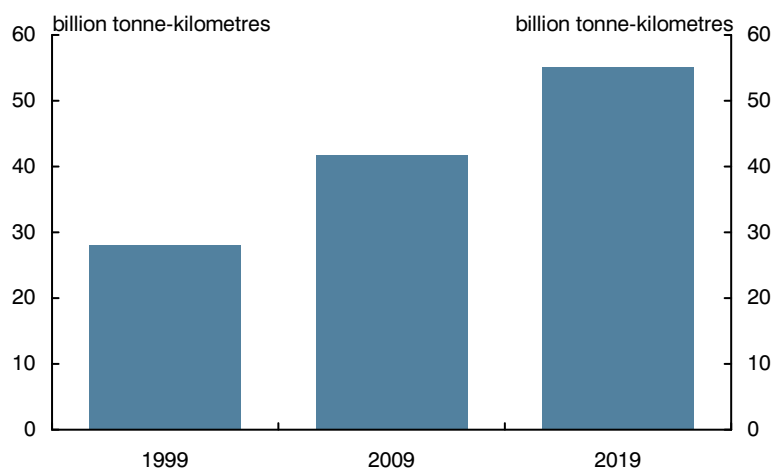
The Pacific Highway is one of Australia's major freight routes. It links Sydney to Brisbane, supports growing populations and an expanding freight industry. This highway is experiencing significant congestion and increased demand. That is why the Government is spending an unprecedented \$3.1 billion on the Pacific Highway. Completion of this project will mean more than 70 per cent of the Pacific Highway will be duplicated, bringing us closer to the Government's longer term commitment to full duplication.

Hume Highway

The Government is investing \$976 million in the Hume Highway duplication through the Nation Building Program. Construction of bypasses at Tarcutta, Woomargama and Holbrook will mean the Hume Highway is fully duplicated.

By 2014, the N1 from Melbourne to Brisbane will have 85 per cent dual carriageway .

National freight task



N1 — Brisbane to Cairns

Bruce Highway

The Bruce Highway is the primary road between Brisbane and Cairns. It serves regional cities and towns, and is a key freight route serving Queensland's export gateways. The Government will spend a record \$2.6 billion over the next five years to improve safety and efficiency on the Bruce Highway as part of its Nation Building Program.

Projects to be completed along the Bruce Highway include an upgrade to the southern approach towards Mackay, significant safety upgrades in far north Queensland (including 60 overtaking lanes between Curra and Cairns and additional rest areas) and the Cardwell Range realignment.

The Government is also acting now to accelerate construction work on roads linking to the Bruce Highway as part of the Nation Building Program. The Government will work with the Queensland Government to identify priority projects going forward as part of a longer-term plan for the Bruce Highway.

The Government continues to make a significant contribution to the Ipswich Motorway. New funding of \$884 million brings the Government's total investment to over \$2.5 billion.



Making Australia's roads safer

The Government is providing \$120 million to eliminate black spots and \$100 million to install boom gates at high-risk rail crossings across Australia in 2009-10.

Hunter Expressway, NSW

Connecting key regions

The Government will contribute \$1.5 billion towards a new dual carriageway between the F3 and the New England Highway near Branxton. The project will provide six strategic interchanges along the route to service local communities and provide significant traffic relief to the New England Highway between Weakleys Drive and Branxton.

region, an effective connection will provide benefits for regional economic and social activity.

The New South Wales Government is contributing \$200 million to this project.

The total cost of the project is estimated at \$1.7 billion. Construction is expected to commence in 2010 and is scheduled for completion in 2013.

Relieving congestion

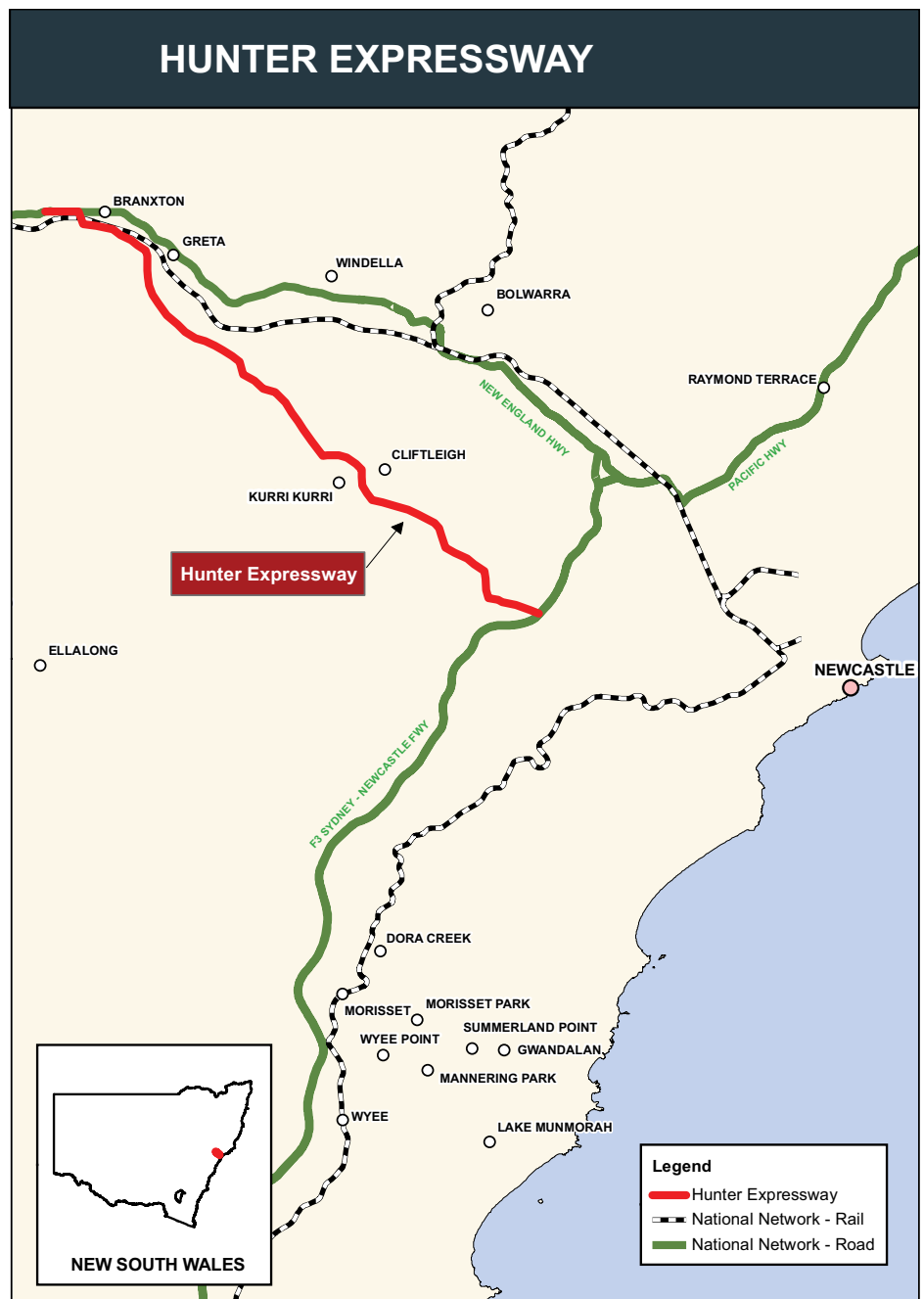
The Hunter Expressway will provide for a new and more direct route between central Queensland and western New South Wales as well as the Port of Newcastle and Sydney. The new dual carriageway will relieve congestion with a reduction of around 15,000 to 30,000 vehicles per day between the Rutherford, Maitland and Thornton regions and Newcastle.

Saving time

The new dual carriageway will reduce travel times between Newcastle and Branxton by 28 minutes. Faster travel times mean lower costs for all road users.

Roads for the future

Increased employment levels are projected in the lower Hunter area in line with a growing population. This means there are greater demands on transport infrastructure from businesses in the region. With the projected increases in the freight task in this



Kempsey Bypass, NSW

Linking growing communities and major cities

The Pacific Highway is the principal road route from Sydney to Brisbane and is an important link for communities along the northern New South Wales coast.

The Government is investing \$618 million for the construction of a 14.5-kilometre dual carriageway bypass of the Kempsey and Frederickton townships on the mid-north coast of New South Wales. This means building a new road to the east of the existing Pacific Highway. Important features of the new bypass include:

- construction of approximately 2.2 kilometres of bridging over the Macleay River floodplain
- grade-separated interchanges at South Kempsey and Frederickton.

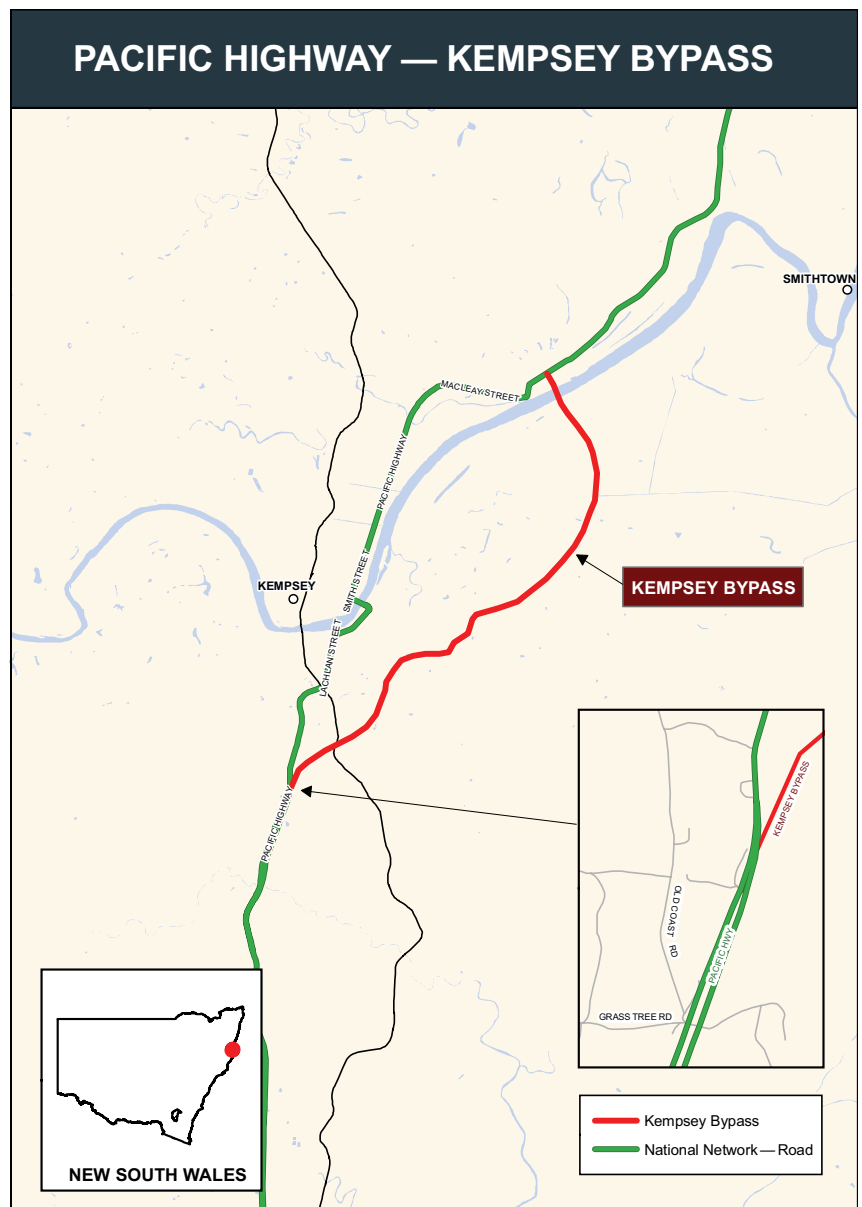
Construction is expected to commence in 2010 and is scheduled for completion in 2014.

Improving road safety and reducing congestion

Construction of the Kempsey Bypass will improve highway safety through the provision of a four-lane divided highway, diverting congested traffic from the Kempsey area.

Current traffic volumes in this section of the highway are around 10,000 vehicles per day, increasing to around 22,000 at holiday times. Heavy vehicles constitute around 21 per cent of road traffic. The project is expected to help eliminate traffic bottlenecks around Kempsey, particularly during holiday periods.

The project will also improve travel conditions during flood events and provide improved amenity to the wider community by directing heavy vehicles away from the towns of Kempsey and Frederickton. Overall, the Kempsey Bypass will significantly improve road safety, reduce travel times and vehicle operating costs for road users, and reduce highway maintenance costs.



Ipswich Motorway, Qld

Upgrading the Ipswich Motorway

The Government will provide an additional \$884 million to undertake additional works on the Ipswich Motorway.

The Ipswich Motorway serves Brisbane's south-west industrial and transport hub. Seventy per cent of all Brisbane's road and rail freight is destined for the Wacol-Rocklea-Acacia Ridge area.

The mainly four-lane motorway carries more than 80,000 vehicles a day and traffic is often congested in peak periods. Vehicle numbers are expected to grow as the Ipswich region becomes home to 800,000 people, as proposed in the Queensland Government's strategy for the development of south-east Queensland.

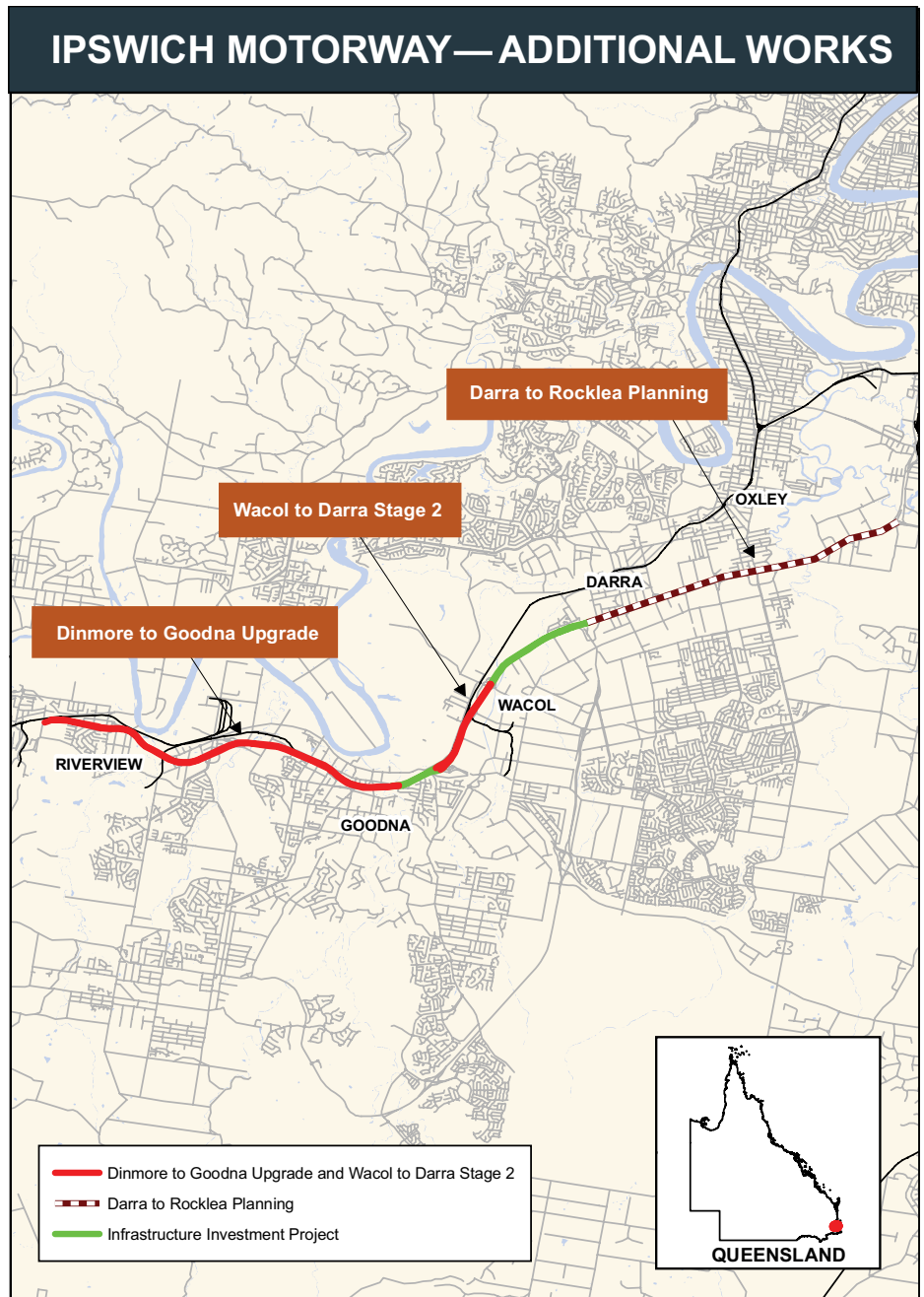
From 2001 to 2006, 465 accidents occurred along the Ipswich Motorway.

The Government's additional investment will:

- provide for additional works on the Ipswich Motorway between Dinmore and Goodna
- support initial planning for an upgrade from Darra to Rocklea.

Completion of the Ipswich Motorway upgrade will deliver greater road safety. It will also help relieve traffic congestion.

Construction of the project is underway and is scheduled for completion in late 2012.



Bruce Highway, Qld

Bruce Highway — Corroy to Curra (Section B) duplication

The Government will provide \$488 million to upgrade the Bruce Highway. This will address capacity, safety and route reliability issues relating to a 12-kilometre section between Cooroy and Curra in south-east Queensland.

The Bruce Highway is the primary road link between Cooroy and Curra — two growing regional centres. These population centres service major industries and export gateways in the region.

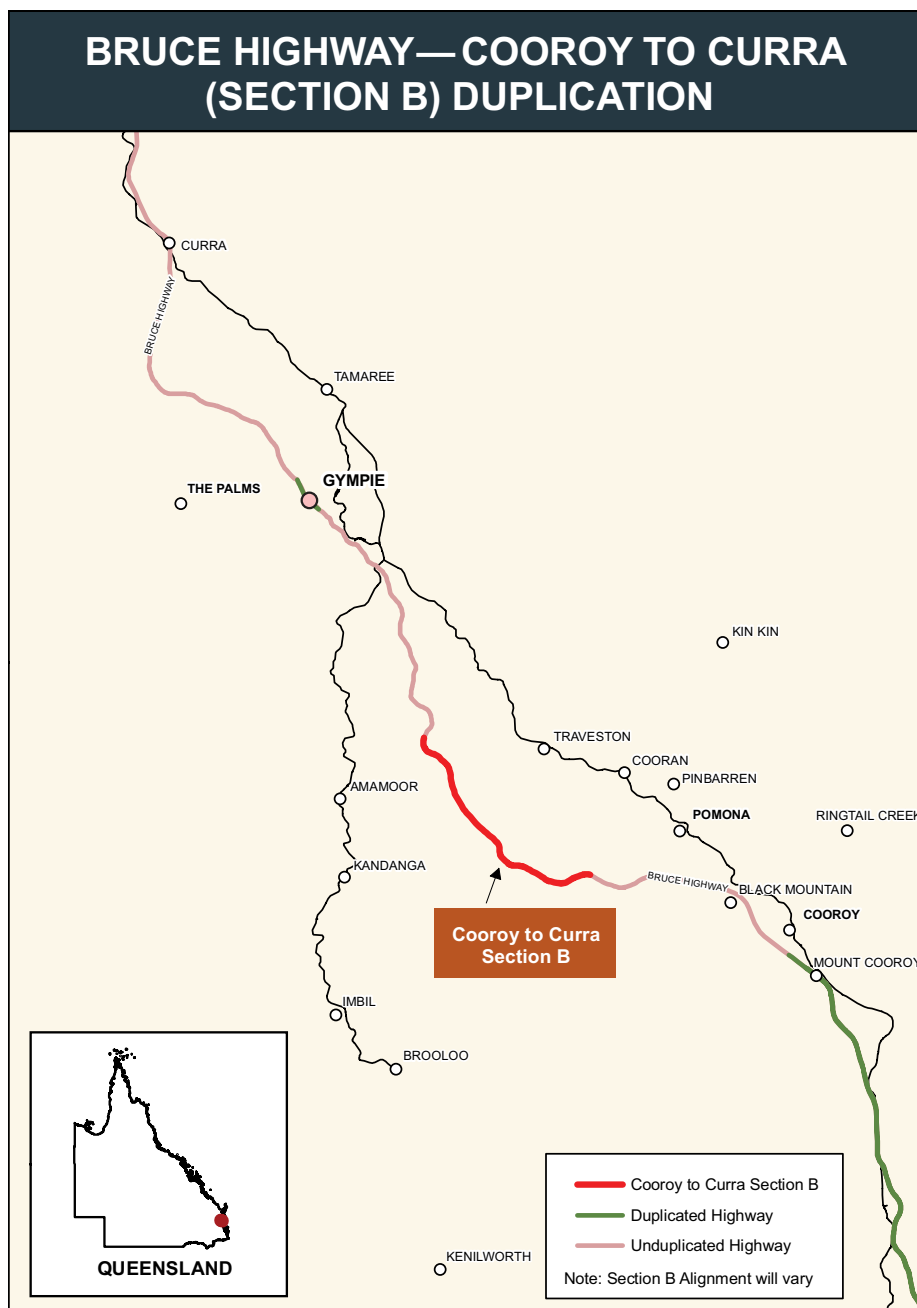
Better, safer roads for growing regional centres

A high crash area, from July 2002 and March 2009 there were 13 road fatalities along this section of the Bruce Highway.

Through this Government commitment, a four-lane divided carriageway, 12 kilometres in length, will replace the existing two-lane section of the road.

Widely spaced intersections along this section of highway combined with a wide median strip and restricted access to local traffic will ease capacity constraints and support greater efficiency, as well as improving road safety.

The total value of this investment is \$613 million, with the Queensland Government committing \$125 million to the project. Construction is expected to commence in 2009 and is scheduled for completion in 2012.





Port and freight infrastructure

Modern seaport facilities

It is critical that Australia's national gateways — our seaports and airports — are modern, efficient and able to cope with growing demand as the global economy recovers. Our export infrastructure, including ports and airports, is a gateway for Australian business.

Before the economic downturn, capacity constraints and infrastructure bottlenecks were evident in some of Australia's key export gateways. Addressing these bottlenecks will mean that Australia is well-positioned, as the global economy recovers, to take advantage of the many opportunities and benefits that will emerge.

From farm gate to international markets

Australia's trade gateways must be internationally competitive to prosper in an increasingly connected and competitive global economy. The land-side supply chains and infrastructure networks must also be efficient and flexible. This will facilitate Australian commodities getting to market and at a lower cost.

The Government will set aside \$339 million for a multi-user and multi-functional Oakajee Port common user facilities in Western Australia and \$50 million towards the Darwin Port expansion, subject to the outcome of further work currently underway.

This builds on the Government's commitments, through the Nation Building Program, to expand capacity and relieve bottlenecks around New South Wales export infrastructure by investing:

- \$150 million to improve landside access to Port Botany
- \$300 million to develop an inter-modal terminal at Moorebank in south-west Sydney.

Smarter regulation, governance, planning and pricing can also make our ports more efficient. The Government is leveraging its direct investment in Australia's international gateways by adopting a strategic, nationally coordinated approach to the future development and planning of Australia's port and freight infrastructure in consultation with the Council of Australian Governments and Infrastructure Australia.

New frameworks for aviation

The Government is also committed to improving the competitiveness and efficiency of Australia's airports and aviation industry and is currently developing the nation's first aviation White Paper. This will provide the aviation industry and infrastructure owners with the certainty needed to make long-term planning and investment decisions.



The Hunter Valley coal chain

The Hunter Valley coal chain is the world's largest coal export supply system. Hunter Valley coal production is forecast to increase from under \$100 million tonnes per annum (mtpa) to over 200 mtpa by 2014 and possibly up to 300 mtpa. The Government-owned Australian Rail Track Corporation (ARTC) is investing over \$1 billion to improve coal carrying capacity in the region to realise its Hunter Valley Investment Strategy.

In the December 2008 Nation Building Package, the Government provided a \$1.2 billion equity injection to the ARTC to finance its Hunter Valley rail expansion and to upgrade other key sections of the national rail network.

This is in addition to the \$2 billion committed to rail infrastructure by the Government from the Nation Building Program for a range of rail projects across the nation including at Port Botany in New South Wales, Geelong Port in Victoria, and Bell Bay in Tasmania.

The Government is acting now to position Australia for future economic growth.

Oakajee Port, WA

Oakajee Port common user facilities

Located approximately 20 kilometres north of Geraldton, Oakajee deepwater port and rail common use infrastructure is a critical gateway for the region's growing iron ore industry.

The Government is committing \$339 million for the development of Oakajee Port common user facilities, subject to further work and consideration of the project by Infrastructure Australia. Going forward, the Government will seek to leverage this investment to secure private sector equity.

This funding is for the development of common use water, power and road infrastructure to support the Oakajee Port.

The Port will service mining needs in the mid-west region of Western Australia, and is therefore an important investment supporting Australia's future economic growth.

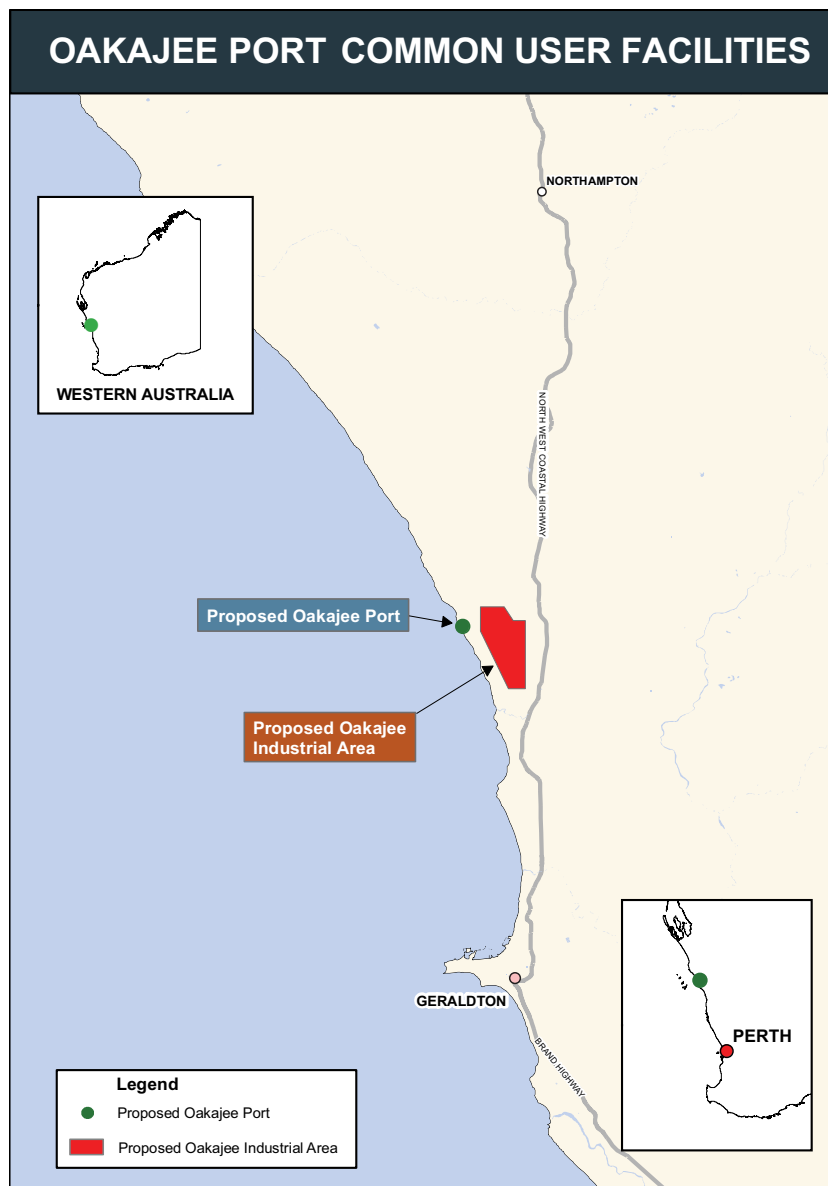
Supporting future export-led growth for Australia

A deepwater port at Oakajee will enable the loading of cape-sized vessels — these are the optimal vessel for the efficient transportation of iron ore. The current port at Geraldton cannot accommodate these vessels, meaning that investment in a new, deepwater port at Oakajee is vital to avoid future infrastructure bottlenecks.

It is anticipated that Oakajee Port will handle up to 35 million tonnes of iron ore exports annually over the next 20 years, contributing to the economic development of the region.

Construction of Oakajee's deepwater port is essential to secure the productivity, resource efficiency and competitiveness of Australia's exports into the future. Such infrastructure projects are critical to the export gateways that will secure Australia's future growth and prosperity.

The total cost of the development is \$4 billion. Construction is expected to commence in 2010-11 and to be completed in 2013-14.



Darwin Port expansion, NT

Developing Darwin Port

The Darwin Port is a major export gateway for the Northern Territory and the primary method of transportation linking the Northern Territory to markets across the Asia-Pacific region.

The Government is committing \$50 million towards the development of Darwin Port to accommodate large ships suited to the transportation of bulk resources and commodities, subject to further work and consideration of the project by Infrastructure Australia. Going forward, the Government will seek to leverage this investment to secure private sector equity.

This investment will be used to undertake design and engineering works with the objective of greatly increasing the Port's capacity to handle goods for export.

Improving Australia's export competitiveness

Investment to expand Darwin Port will double the capacity of existing facilities. As part of this project:

- new berthing capacity will be created
- shiploading facilities will be built
- rail spurs and dump infrastructure will be improved.

Together, these developments are designed to increase export capacity and reduce export costs — thus improving the competitiveness of Australia's critical export gateways. This project will support future economic growth across the region and Australia more broadly.

Construction is expected to commence in 2010-11 and additional berths could be operational from 2012-13.

DARWIN PORT EXPANSION





Building a superfast broadband network

Australia's National Broadband Network

The Government has established a company to build and operate a new superfast National Broadband Network.

The company will invest up to \$43 billion over eight years to roll out the network.

It will be majority Government-owned, with significant private sector investment expected.

A network for the 21st century

Australia needs a new superfast broadband network to provide our communications framework both now and in the future. Our existing telecommunications networks are facing increasing demand for broadband services and cannot support our future needs.

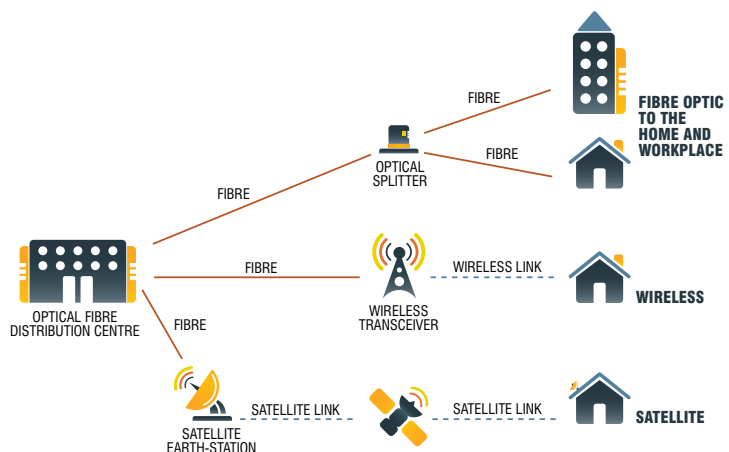
The Government has established a company to roll out and operate a new fibre optic network across the nation to 'future proof' our telecommunications networks and offer faster access in the years to come. The National Broadband Network is the single largest nation building infrastructure project in Australian history.

The objective is to connect up to 90 per cent of homes and workplaces with broadband speeds of up to 100 megabits per second (Mbps). This is enough to support the use of high-definition video conferencing by businesses, and for enhanced education and health applications.

In other parts of Australia, households, businesses and communities will have consistent broadband speeds of at least 12 Mbps delivered through next generation wireless and satellite technologies. This is much faster than existing speeds generally available in many areas.

It is anticipated that the network will be rolled out in Tasmania from mid-2009 and in the rest of Australia from 2010.

National Broadband Network technologies



Creating and securing jobs

The largest nation building project in Australian history

Construction of the superfast broadband network will be a nation-building enterprise. It will support jobs now and enhance the capacity of the economy into the future.

Building the network will create jobs across many industries. This is a vast project that will cross our nation involving network design, surveying routes, digging trenches, laying the cable and developing software.

The network will directly support up to 25,000 jobs a year, on average, over the eight-year life of the project. At its peak, the network is expected to support 37,000 jobs.

Investing in the future

Superfast broadband will shore up longer term business opportunities. Better access to information, tools and services offers the ability to improve the way businesses work.

By helping Australian businesses to work smarter, the National Broadband Network will make our companies more competitive.

Superfast broadband will help secure jobs into the future.



Combining our efforts to build a national network

Many types of workers will be needed to roll out the superfast National Broadband Network. Across Australia, the project will draw together a large and diverse workforce. At its peak, it is expected to support up to 37,000 jobs including:

- ▶ network designers
- ▶ construction workers
- ▶ engineers
- ▶ planners
- ▶ logistics experts
- ▶ project managers
- ▶ software and system specialists.



More opportunities for business

Benefits for small business

Small businesses will benefit from fast and affordable broadband.

Everyday business activities — such as ordering, delivery, stock management and accounting — can be improved with broadband-based tools.

Superfast broadband offers small businesses a better ability to compete, no matter where they are located. Small businesses, particularly in rural and regional areas, will have improved access to domestic and international markets.

Small Business Online

Complementing superfast broadband, the Government will provide \$10 million over two years to help small businesses improve their online capabilities.

Eligible organisations will receive grants to equip small businesses to get online and improve their e-commerce facilities. This will enable them to take up opportunities from the digital economy.

Roll-out opportunities

Businesses involved in telecommunications and related sectors will have significant opportunities to participate in and benefit from the roll-out of the superfast broadband network. The project will need the input of businesses across the country, including small business, to support the roll-out of the network, in areas such as construction, surveying, planning and software development.

Long-term benefits

Australian businesses working globally and locally will have a more reliable and superfast broadband network, enabling greater use of e-commerce. The network will help Australian business to work smarter and innovate.

- Businesses will be able to work smarter and to reduce costs by using broadband-based tools.
- Businesses can save time and money by using high-definition video conferencing instead of travel.
- Businesses can improve their supply chains by communicating faster and in 'real time'.

Superfast broadband is an investment in the nation's future prosperity.



Why superfast broadband?

Australia needs to be internationally competitive

Superfast broadband is critical for Australia's economic growth and international performance.

Australia needs superfast broadband to meet the rapid growth in demand for information and telecommunications services. This trend is set to continue, driven by innovative internet services and new applications. Compared to other countries, Australia is trailing in telecommunications infrastructure and services.

The National Broadband Network company will invest in a new network capable of meeting our current and future needs. The company will also provide much-needed competition in the telecommunications sector. This will encourage lower prices and higher quality services for consumers.

Retailers using the new network will have a level playing field. The wholesale-only structure of the new company and other regulatory changes will address problems that currently limit effective competition in Australia's telecommunications market.

Superfast broadband will help drive productivity and strengthen our economy.

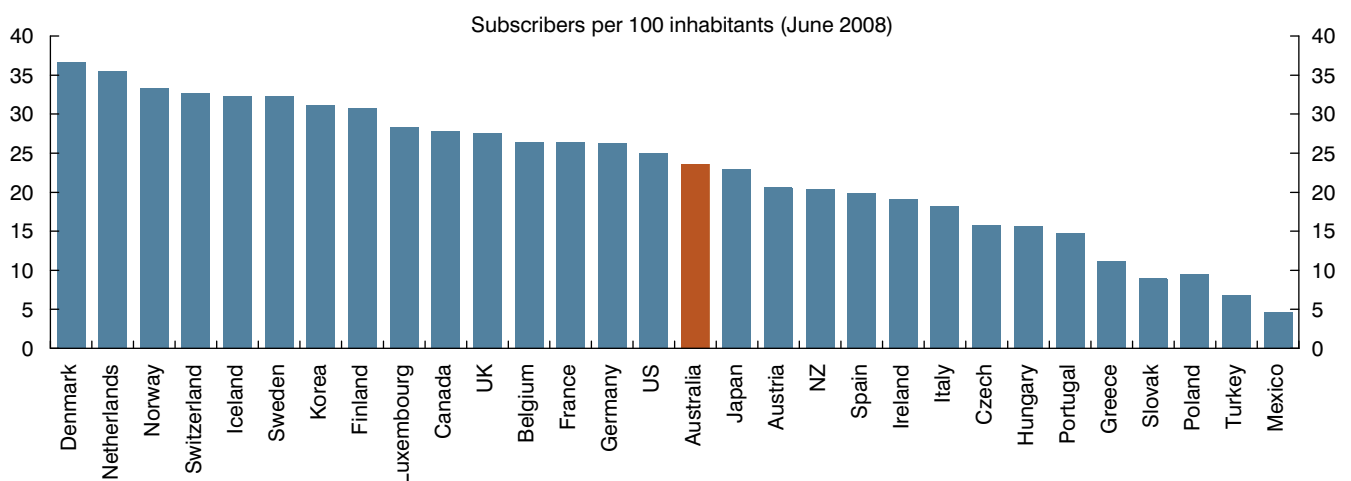


International comparison

Out of the 30 OECD countries Australia is ranked:

- ▶ 16th for broadband take-up
- ▶ 20th for the average monthly subscription price for broadband
- ▶ 3rd most expensive for fixed line services for small and medium-sized enterprises.

Broadband take-up (OECD countries)





Linking rural and regional Australia

Tasmania first

The roll-out of the National Broadband Network will begin in Tasmania. The Tasmanian network will be a mix of fibre optic and wireless services.

Tasmanians will be the first beneficiaries of local jobs created during the project.

Rural and Regional NBN Initiative

Complementing the national network roll-out, the Government will provide \$80 million, comprising:

- ▶ \$60 million for an enhanced Digital Regions Initiative for local projects
- ▶ \$5 million for NBN Coordinators to promote broadband take-up in regional communities
- ▶ \$15.3 million for the ABC's Regional Broadband Hubs creating community broadband material.

Overcoming the tyranny of distance

High-speed broadband will revitalise our regions, provide new job opportunities, drive efficiency and improve the delivery of social services. High-speed broadband in regional and remote Australia will help connect communities, families and friends.

In regional and remote areas, wireless and satellite technologies will make broadband services available to every home and workplace. Reliable broadband will help overcome the challenges of distance that arise from the size of our nation.

The National Broadband Network will improve people's lives by offering more convenient access to specialist services, information sources and tools. Better access to broadband will support e-health initiatives and enhance remote learning opportunities.

Improving the backbone of the network

The Government is investing \$250 million to address priority 'blackspots' in the major network transmission links in regional Australia. This is a key part of the new National Broadband Network. It will drive competition and assist the coverage of broadband services and mobile networks in rural and regional Australia.



Bringing superfast broadband to you

Households

The new National Broadband Network company will improve competition by changing the telecommunications marketplace. Consumers will have greater choice, access to more innovative services and opportunities to save time and money by using online services.

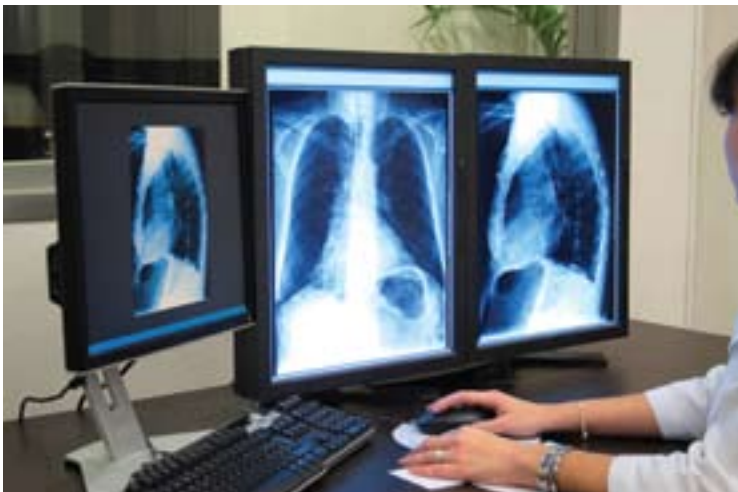
Health

The new network will improve access to medical services and enable continued improvements in e-health and tele-health. Use of superfast broadband services will also improve the efficiency of health systems and processes.

Education

Superfast broadband will improve access to online learning resources and conferencing facilities. A key part of the Government's Digital Education Revolution is supporting the roll-out of fibre links to Australian schools.

The new network will be complemented by Government initiatives such as the Vocational Education Broadband Network which will provide a high-speed broadband network for the Australian training system. This will increase flexibility in the place and pace of learning.



Improving our lives

Superfast broadband brings better access to a digital lifestyle.

- ▶ Students can use the internet to access online lectures and to download education materials.
- ▶ Families and friends can catch up using web cams and share video files and digital photos.
- ▶ Everyone will have faster access to online services — helping with online transactions, doing business from home and accessing social activities and entertainment.

Continuous download speed	Time to download average compressed movie (1GB of data)
100 Mbps	1m 20s
30 Mbps	4m 27s
12 Mbps	11m 7s
256 kbps	8h 41m
56 kbps	1d 16h



Clean Energy Initiative

The new Clean Energy Initiative will drive significant investment in a broad range of low-emission technologies along the innovation chain and in clean energy infrastructure.

Recognising the importance of innovation in moving towards a low-carbon future, the Government will invest \$4.5 billion (including \$1 billion in existing funding) in a new Clean Energy Initiative.

The Clean Energy Initiative will deliver substantial assistance to help support the development of low-emission technologies while also building the necessary infrastructure and skills and capacity in the move to a low-pollution future.

The Clean Energy Initiative will comprise three new core elements:

- the establishment of Renewables Australia, a new renewable technology innovation body
- investment in up to four new commercial-scale Solar Flagship projects
- investment in large-scale Carbon Capture and Storage (CCS) demonstration projects.

The Clean Energy Initiative will strengthen Australia's climate change response and will encourage significant innovation in clean energy generation and low-emission technologies.



Carbon Capture and Storage Flagships

The Government will provide \$2.0 billion over nine years for the Carbon Capture and Storage (CCS) Flagships program. This program will support the development of industrial-scale demonstration projects for CCS technology in Australia.

The portfolio of projects is expected to include a carbon dioxide storage hub with pipeline infrastructure, as well as integrated CCS projects to demonstrate a range of technologies to capture carbon dioxide from coal-fired power stations.

Projects will be subject to a competitive process with the Government contributing up to one-third of the cost.

The Flagships program represents a significant contribution to the G8's target for the development of CCS. The G8's target is for 20 industrial-scale projects to be committed worldwide by 2010, to support the wide-ranging deployment of CCS by 2020.

Together with the existing \$400 million National Low Emissions Coal Initiative and the Cooperative Research Centre for Greenhouse Gas Technologies, the new CCS Flagships program will complement the recently launched Global CCS Institute.

These programs will accelerate the development and deployment of CCS in Australia, and ensure that Australia continues to be a world leader in the development of CCS technology.

The successful deployment of CCS will facilitate Australia's transition to a low-pollution economy, generate jobs of the future, and help preserve the value of Australia's coal exports.



Renewables Australia

The Government will establish a new independent innovation body — Renewables Australia — to promote the development, commercialisation and deployment of renewable technologies.

With initial Government funding of \$465 million over four years, Renewables Australia will have the flexibility to promote new and existing renewable technologies. The new body will facilitate investment across the whole innovation chain, including investment in essential renewable-related systems such as renewable energy transmission infrastructure.

Renewables Australia will support collaborative, high-priority technology research with the ultimate aim of progressing new technologies and lowering the cost of existing technologies in the market place.

Renewables Australia will support growth in skills and capacity in renewable technologies whilst also forming important alliances with governments, industry and communities in promoting the development of renewable technologies.

The new body will be overseen by an expert board, ensuring that renewable technologies with strategic national importance are identified and properly supported.

Renewables Australia will create a significantly enhanced presence for Australia in the renewable technology field and will help prepare Australia for a low-pollution economy.



Solar Flagships and Energy Efficiency

Solar Flagships

The Government will invest \$1.5 billion over six years in a new Solar Flagships program. The program will aim to establish an additional 1,000 megawatts of solar electricity generation capacity in Australia. This is similar to the generation capacity of a coal-fired power station, and three times the size of the world's largest operating solar energy project.

The Solar Flagships program will be used to demonstrate a range of solar technologies, including solar thermal and solar photovoltaic, by developing up to four individual generation facilities within the national grid. The specific technologies to be employed will be based on a competitive assessment.

This investment will help accelerate the development, demonstration and deployment of promising solar energy technologies, whilst also building skills and capacity in the solar industry.

Together with the existing \$100 million Australian Solar Institute, the new Solar Flagships program will develop Australia's potential to become a world leader in large-scale solar electricity generation.

National Energy Efficiency Initiative

In addition to the Clean Energy Initiative, the Government will provide a \$100 million grant for the National Energy Efficiency Initiative.

The goal is to create an energy network in one location that integrates a 'smart grid' with 'smart meters' in homes. This leading-edge project will be of sufficient scale to demonstrate best practice and inform national roll-outs and government policy. This will enable greater energy efficiency, reduced emissions and use of alternative energy sources such as solar power.





Investing in 21st century education and research facilities

Priority projects funded through the EIF

Investing in priority infrastructure now will help to position Australia at the forefront of research in key future industries.

Examples of the priority projects funded through the EIF include:

- ▶ a \$55 million contribution to the Queensland Institute of Medical Research to expand its research into genetics and population health, cancer and cell biology, immunology and infectious diseases
- ▶ \$45 million towards an Institute for Marine and Antarctic Studies at the University of Tasmania to help create a marine science precinct on the Hobart waterfront
- ▶ \$44 million for a Wollongong based Australian Institute for Innovative Materials to improve commercialisation by taking research beyond the scale-up and proof-of-concept stage.

See Appendix A for full list of projects.

Building world-class research capabilities

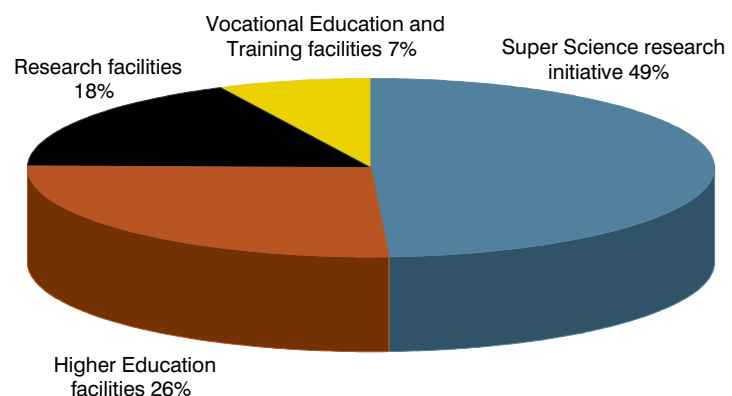
Recognising the importance of infrastructure to Australia's universities and public research agencies, the Government will provide \$2.6 billion from the Education Investment Fund (EIF) for priority infrastructure projects.

This builds on the significant capital investment already made, including \$500 million in the 2008-09 Budget, \$1 billion for Teaching and Learning Capital Funds and \$580 million for the first EIF funding round.

The Government is delivering education infrastructure that supports the responses to the Bradley and Cutler reviews and ensures our research institutes have the facilities they need for the 21st century. Public sector research will benefit from:

- \$481 million for 11 teaching and learning higher education projects
- \$322 million for eight research-based higher education projects
- \$901 million for the Super Science initiative to build capacity in key future industries including space, marine, climate and nuclear science
- \$132 million for 12 vocational education and training projects
- \$750 million for the third EIF funding round
 - \$250 million of this will be partnered with up to \$400 million under the Clean Energy Initiative to form a \$650 million Sustainability Round.

Breakdown of immediate-start EIF funding for education and research





Building the Education Revolution

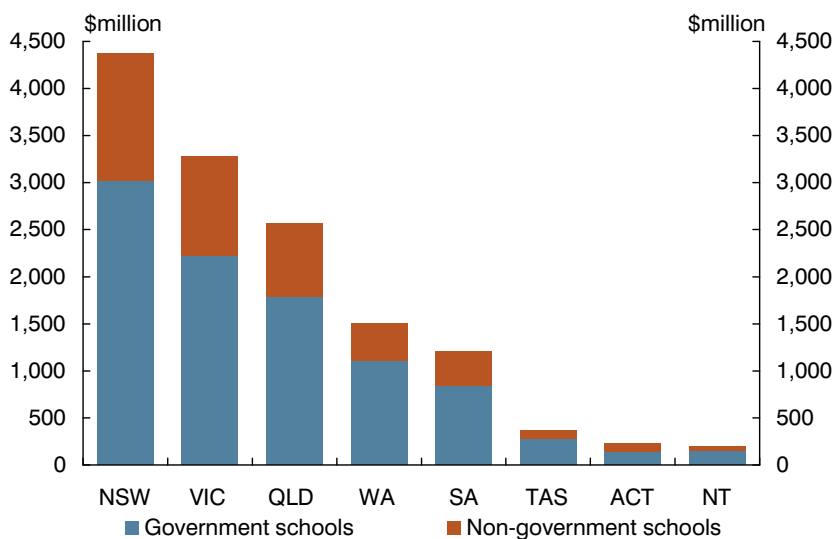
The Government is engaging in the greatest school modernisation project in Australia's history. Every Australian school — primary and secondary, government and non-government — will benefit from the \$14.7 billion investment in our schools.

All primary schools will receive funding for major infrastructure projects like multi-purpose halls. There is also funding for every school for small-scale infrastructure and/or minor refurbishment projects including covered outdoor learning areas and specialised infrastructure for students with disabilities or special needs. Select secondary schools will also receive funding to build science laboratories or language learning centres.

This investment in education, skills and training continues the Government's commitment to the Education Revolution. It will stimulate the economy through infrastructure spending to support jobs now, while delivering educational outcomes that boost the productivity and the prosperity of our nation for the future.

Building the Education Revolution will benefit every Australian school as well as over 3.4 million students. In addition, it will contribute to supporting up to 90,000 jobs as part of the Nation Building and Jobs Plan.

Building the Education Revolution — funding by jurisdiction





Investing in health infrastructure

Investment is needed now

The Government established the Health and Hospitals Fund (HHF) in 2008-09 to make major capital investments to support the Government's reform priorities in health and hospitals.

The time for such investment is now.

The Government will make significant investments from the Fund in this budget. Funding from the HHF will support economic activity, employment, improve our health infrastructure, and lead to improved health outcomes.

The Government is concentrating HHF funding totalling \$3.2 billion on three reform priorities: expanding and modernising key public hospitals and other major infrastructure; funding infrastructure to deliver nationally consistent cancer services; and investing in translational research.

Hospitals and other infrastructure of national significance

The Government will invest \$1.5 billion towards upgrading and delivering major new infrastructure for Australia's health system.

The Government will fund 17 major projects across Australia, including:

- \$256 million for a state rehabilitation unit at the Fiona Stanley Hospital in Western Australia
- \$250 million for the Townsville Hospital in Queensland
- \$200 million for a Health and Medical Research Institute at the Royal Adelaide Hospital
- \$120 million for the Australian Red Cross Blood Service in Victoria
- \$96 million for the Nepean Health Services Redevelopment in New South Wales
- \$40 million for an Acute Medical and Surgical Service Unit in Tasmania
- \$28 million for a Northern Territory Medical Program.

Building a world-class health system



Modernising health infrastructure

World-class cancer centres

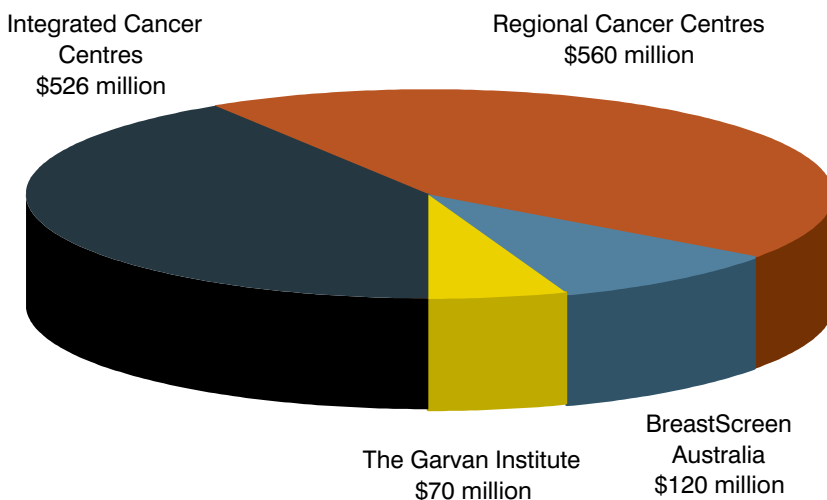
The Government will make an unprecedented \$1.3 billion investment to modernise Australia's cancer services, improving detection, survival and treatment outcomes for existing cancer patients and the 100,000 people diagnosed with cancer each year.

This investment will improve access to cancer care, particularly for patients in regional and rural Australia.

The package will support a nationally consistent approach to cancer service delivery through:

- \$560 million to build a network of up to ten leading Regional Cancer Centres
- \$526 million for two integrated cancer centres located in Parkville, Victoria and Lifecare at the Royal Prince Alfred Hospital, New South Wales
- \$120 million to upgrade breast screening equipment across the country through funding to BreastScreen Australia
- \$70 million for the Garvan Institute in Sydney.

Ensuring patient access to cancer centres



Integrating research and clinical practice

The Government will invest \$430 million to modernise Australia's medical research and clinical training infrastructure.

This package will support the Government's focus on prevention and the provision of best-practice health care through investment in projects in areas including mental health and neurological disorders, child health, Indigenous health, chronic disease and pharmaceuticals.

It will also help bring together research and clinical practice so that Australians can benefit from the latest in medical care.

The Government will fund projects across Australia, including: \$71 million for the Monash Health Research Precinct Translational Facility in Victoria; \$44.7 million for Stage 2 of the Menzies Centre in Tasmania; and \$34.2 million for a new Research and Training Facility in the Northern Territory.



Investment in social and Indigenous housing will improve housing outcomes for disadvantaged Australians and assist in meeting the Government's goal of halving homelessness by 2020.

Social and Indigenous housing

Social and Defence housing

The Government recognises the important role public and community housing plays in providing safe, secure and affordable housing for Australians and their families.

The Government is investing \$6.8 billion for the construction of over 20,000 new social housing dwellings and repairs to around 45,000 dwellings in the existing public housing stock.

The new homes will be owned by public housing authorities and not-for-profit housing organisations and rented to people on priority waiting lists. Providing accommodation to people who have been homeless and people on low incomes struggling in the private rental market will be a priority.

The Government has also committed \$252 million for Defence Housing Australia to construct 802 new homes for Australian Defence Force personnel and their families. The new housing will be located to support Defence bases across several regions, including Sydney, Melbourne, Brisbane, Adelaide, Darwin, the Hunter Valley, Townsville and Ipswich.

Remote Indigenous housing

Adequate housing is an essential building block towards Closing the Gap in Indigenous disadvantage.

The Government is providing \$5.5 billion over 10 years, through the Council of Australian Governments Remote Indigenous Housing National Partnership, to address significant overcrowding, homelessness and poor housing conditions in remote Indigenous communities.

Remote Indigenous communities will benefit from the construction of up to 4,200 new houses, significant repairs and maintenance to around 4,800 houses and upgrades to housing-related infrastructure. The new arrangements will require Indigenous houses to be properly managed and maintained by state and territory housing authorities. Tenants will be required to sign up to and adhere to standard tenancy agreements.

There will be increased local training and employment opportunities in construction and housing management.





Boosting jobs through infrastructure for local communities

Infrastructure grants

Construction of local community infrastructure will commence immediately with \$250 million in grants being provided to all local councils.

Funding is being distributed to all local councils on the basis of a methodology that includes relative need, population and growth.

Without this funding, important local projects that have been on the drawing board for some time would not be so close to becoming a reality.

Strategic projects

The Government is making \$550 million available to local governments which have been selected on a nationally competitive basis.

The Government is supporting major investments in a range of regional and local community infrastructure projects, in response to local priorities and needs.

Community Infrastructure Program

The Government has allocated \$800 million to the Community Infrastructure Program to fund local government to build and renew local infrastructure such as community centres, town halls, parks and playgrounds, pools and sporting facilities.

The program is being delivered in two components:

- \$250 million allocated to infrastructure grants shared between all councils and shires
- \$550 million determined on a competitive basis for larger scale strategic projects.

Funds are already flowing to local councils and shires.

Funding for the strategic projects component has been made available for larger proposals requiring a minimum \$2 million contribution from the Government.

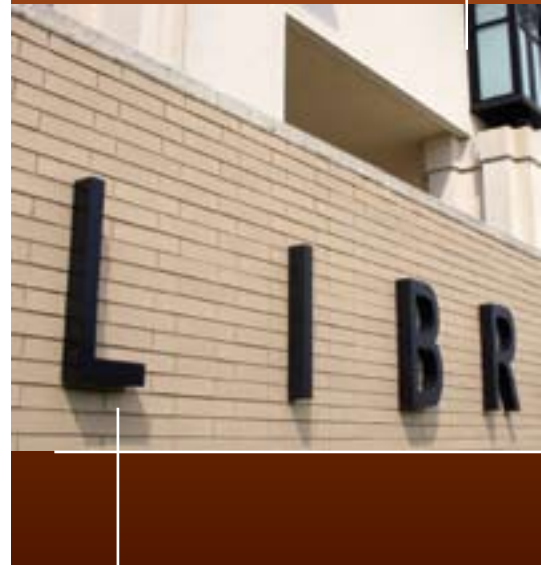
Priority has been given to local community infrastructure projects that can proceed quickly. Projects have ranged from new playgrounds and sports facilities to renovations of halls and community centres.



This historic program is supporting jobs and stimulating local economies during the global economic downturn. At the same time, it is putting in place or renewing important community infrastructure that will deliver lasting benefits to local and regional communities.

The strategic approach to this investment means that funding has been allocated to the areas of:

- social and cultural infrastructure
- recreation facilities
- tourism infrastructure
- children, youth and seniors facilities
- access facilities
- environmental initiatives.



The Government will invest \$800 million in local councils and their communities to stimulate economic activity across Australia and to aid in rebuilding communities in the worst affected disaster-declared areas. The Community Infrastructure Program represents the largest single investment in community infrastructure in Australia's history.

This investment is supporting jobs and stimulating local economies during the global recession by funding the construction of important infrastructure in local and regional communities. The new amenities will deliver lasting community benefits.

Total Commonwealth financial support for local governments is expected to be around \$3 billion.

Appendix A

EDUCATION INFRASTRUCTURE FUND	Total (\$m)
EIF Round 2	934.2
ANU Chemical Sciences Hub (Canberra, ACT)	90.0
Science and Technology Precinct (Brisbane, QLD)	75.0
La Trobe Institute for Molecular Sciences (Melbourne, VIC)	64.1
La Trobe University Rural Health School (Melbourne, VIC)	59.5
Smart State Medical Research Centre (Brisbane, QLD)	55.0
UQ Advanced Engineering Building (Brisbane, QLD)	50.0
UNSW Gateway @ College of Fine Arts (Sydney, NSW)	48.0
Institute for Marine and Antarctic Studies (Hobart, Tasmania)	45.0
Australian Institute for Innovative Materials (Wollongong, NSW)	43.8
UWS Centre for Climate Change and Energy Research (Sydney, NSW)	40.0
Science and Engineering Precinct (Ballarat, VIC)	40.0
National Centre for Synchrotron Science (Melbourne, VIC)	36.8
National Life Science Hub (Wagga Wagga, NSW)	34.0
Australian Centre for Indigenous Knowledge and Education (Darwin, NT)	30.7
The Learning Centre (Silverwater, NSW)	25.0
Engineering Pavilion (Perth, WA)	20.5
Sydney Institute of Marine Science (Sydney, NSW)	19.5
Manufacturing Technology Training Centre (Ballarat, VIC)	18.1
The Centre for Neural Engineering (Melbourne, VIC)	17.5
Early childhood training and vocational college (Holmesglen, VIC)	16.8
Leadership in Advanced Surgical Education (Sydney, NSW)	16.6
Transformed Graduated Learning Spaces (Melbourne, VIC)	16.3
Chadstone Campus Development (Gippsland, VIC)	16.2
Macarthur Building Industry Skills Centre (Sydney, NSW)	9.9
Heavy Vehicle Training Centre (Dubbo, NSW)	9.7
Mobile Traditional Trades Training Facility (Winnellie, NT)	7.9
Children's Services Training Facility (Wollongong, NSW)	6.5
Sustainable Hydraulic Trade Centre (Sydney, NSW)	6.4
Expanding Rural VET Infrastructure (Hunter Valley and Riverina, NSW)	5.5
Training Centre for Traditional Trades in Echuca (Bendigo, VIC)	5.0
Low carbon economy centre (Bathurst, NSW)	5.0
EIF Super Science	901.0
Replacement of CSIRO research vessel (various locations)	120.0
National network of research data storage (all states and ACT)	97.0
Square Kilometre Array radio astronomy telescope (Perth, WA)	80.0
Nuclear science facilities (Sydney, NSW)	62.0
Tropical marine research facilities (Townsville, QLD and Darwin, NT)	55.0
Integrated Marine Observing System (Hobart, TAS)	52.0
Upgrade of the Climate High Performing Computing Facilities (Australian National University)	50.0
Bio-molecular Platforms and Informatics Project (various locations)	50.0
Australian National Fabrication Facility (various locations)	50.0
Australian Research and Data Commons project (Melbourne, VIC)	48.0
Upgrading of the Australian Research and Education Network (all states and territories)	37.0
Terrestrial Ecosystem Research Network (Brisbane, QLD)	35.0
Collaborative infrastructure networks for health research (various locations)	35.0
Atlas of Living Australia project (Canberra, ACT)	30.0
Urban resource use and management research facilities (several universities)	20.0
Climate Geoscience Platform project (various locations)	15.0
Australian Phenomics Network project (Canberra, ACT)	15.0
Population Health Research Network (Perth, WA)	10.0
National radio and optical astronomy infrastructure (various locations)	10.0
National Plasma Fusion Facility (Canberra, ACT)	10.0
National Ion Accelerators project (Canberra, ACT and Melbourne, VIC)	10.0
Australian Plant Phenomics Facility (Adelaide, SA and Canberra, ACT)	10.0

HEALTH AND HOSPITALS INFRASTRUCTURE FUNDS	Total (\$m)
Translational research and clinical training	430.3
Monash Health Research Precinct Translation Facility (Clayton, VIC)	71.0
Eccles Institute - John Curtin School of Medical Research Stage 3 (Acton, ACT)	60
Ingham Health Research Institute (Liverpool, NSW)	46.9
Stage 2 Menzies Centre (Hobart, TAS)	44.7
Smart Therapies Institute (Brisbane, QLD) - Atlantic Philanthropies	40.0
Nepean Clinical School (Western Sydney, NSW)	17.2
Clinical medical education, Notre Dame University (NSW/VIC)	22.8
Melbourne Neuroscience Project (Melbourne, VIC)	39.8
Hunter Medical Research Institute (Newcastle, NSW)	35.0
New Research and Training Facility (Darwin, NT)	34.2
Academic and Research Precinct for Melbourne's North (Epping, VIC)	14.0
Children's Bioresource Centre (Melbourne, VIC)	4.7
Better Cancer Care	1276.1
Regional Cancer Centres (potentially all states and territories)	532.1
Parkville Comprehensive Cancer Centre	426.1
Funding Digital Mammography for BreastScreen Australia	120.0
Lifehouse at RPA (the new Sydney Cancer Centre)	100.0
Garvan St Vincent's Campus Cancer Centre (Sydney, NSW)	70.0
ACT Integrated Cancer Care Centre (Canberra, ACT)	27.9
Hospital infrastructure	1465.5
Replacement of rehabilitation Unit at Fiona Stanley Hospital (Perth, WA)	255.7
Townsville Hospital (Townsville, QLD)	250.0
Health and Medical Research Institute (Adelaide, SA)	200.0
Midland Health Campus (Perth WA)	180.1
Australian Red Cross Blood Service: Principal Site Development (Melbourne, VIC)	120.0
Oral Health Centre Queensland	104.0
Nepean Health Services Redevelopment - Stage 3 (NSW)	96.4
Rockhampton Hospital Expansion (Rockhampton, QLD)	76.0
Acute Medical and Surgical Service Unit (Launceston, TAS)	40.0
NT Medical School (Darwin, NT)	27.8
Narrabri District Health Service (Griffith, NSW)	27.0
Royal Darwin Hospital - Short-term Patient Accommodation (Darwin, NT)	18.6
Clinical School, Research and Education Centre (Blacktown, NSW)	17.6
Hospital Emergency Department (Alice Springs, NT)	13.6
New facility for the Donor Tissue Bank of Victoria (Melbourne, VIC)	13.0
Primary Care Infrastructure in Rural Australia (potentially all states)	9.2
Kimberley Renal Services (Kimberley, WA)	8.6
Replacement Paediatrics Unit (Broome and Kimberley region, WA)	7.9

