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Proposed project	Problem description	Proposed timescale	Commentary
s.22(1)(a)(ii)			
Road connection between West Gate Freeway and Port of Melbourne and CBD North	Connectivity between West Gate Freeway and Port of Melbourne and CBD North	Near term	High productivity benefits: addresses the lack of east-west connection between West Gate freeway and Port of Melbourne and CBD North. A lack of connectivity results in road congestion. The delay cost is projected to be \$355 million in 2031. Providing a second river crossing to enhance freight connections will reduce travel and congestion times.

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**Asset Recycling Initiative – Assessment Tool (new infrastructure)**

**Name of proposed new infrastructure:** Western Distributor

**Short project description:** The Western Distributor project involves a new motorway connection from CityLink to the West Gate Freeway and an expansion of the West Gate Freeway from Williamstown Road to the Western Ring Road. It provides a second major river crossing from the west, a new gateway to the CBD, a new motorway connection to Swanson Dock and improved access to Webb Dock. s.47B  
s.47B

Criteria	s.47B	Comment
<p><b>1. Is the proponent a state or territory government (or agent of a state and territory government)?</b></p>		<p>Transurban is making the proposal. The project will constitute part of the Victorian roads network.</p>
<p><b>2. Does the proposal involve the construction of economic infrastructure?</b></p>		<p>Construction of a new toll road and an expanded West Gate Freeway.</p>
<p><b>3. Is the proposed project additional (new activity) infrastructure? The relevant test is would the project have proceeded in the absence of the ARI?</b></p>		<p>The project is additional infrastructure. Transurban devised it and brought it to the Victorian Government through its market-led proposals framework.</p>
<p><b>4. Is construction scheduled to commence on or before 30 June 2019?</b></p> <p>[The sale of the asset must be completed and the construction of the additional infrastructure must commence on or before 30 June 2019 (p.4 NPA).]</p>	s.47B	
<p><b>5. Does the project demonstrate a clear net positive benefit?</b></p> <p>Is the project benefit cost ratio greater than 1.0 at the 4 per cent and 7 per cent discount rates (exclusive of wider economic benefits)? Results should be shown inclusive and exclusive of WEBS.</p>		
<p><b>6. Does the infrastructure project enhance the long-term productive capacity of</b></p>		

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<p>the economy?</p>	<p>s.47B</p>	<p>s.47B</p>
<p><b>7. Does the infrastructure project (where possible) provide for enhanced private sector involvement in both the funding and financing of the infrastructure?</b></p>		<p>The proposed funding arrangements comprise user-pays and private financing.</p>
<p><b>8. Projects will also be considered if they meet the long-term economic infrastructure priorities in regional economies.</b></p>		
<p><b>9. Is the proposal seeking more than \$100 million in Commonwealth funding?</b></p> <p>If so, has the proposal been assessed by Infrastructure Australia, including Infrastructure Australian undertaking an assessment of the project Benefit Cost Analysis?</p>	<p>s.47B</p>	<p>s.47B</p>
<p><b>10. Overall conclusion and recommendation</b></p>	<p>s.47B</p>	

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