

# CAPITAL INTENTIONS STATEMENT 2023

 Aldinga  
Payimthi  
College





**Cover image:**  
**Aldinga Payinthe College**  
*Image courtesy of Department for Education*

**Image this page:**  
**Adelaide Riverbank Precinct**  
*Photographer: Ben Goode*

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## Acknowledgement of Country

Infrastructure SA acknowledges and respects Aboriginal people as the State's first people and nations, and recognises Aboriginal people as traditional owners and occupants of South Australian land and waters.

Infrastructure SA acknowledges that the spiritual, social, cultural and economic practices of Aboriginal people come from their traditional lands and waters, and that Aboriginal people maintain cultural and heritage beliefs, languages and laws which are of ongoing importance today.

# INTRODUCTION

## Infrastructure SA

Infrastructure SA (ISA) was established and operates under the *Infrastructure SA Act 2018* to serve as an independent advisory and assurance body in relation to major infrastructure projects in South Australia. It is governed by an independent Board that combines both public and private sectors expertise.

This Capital Intentions Statement (CIS) is part of ISA's core functions, which also include issuing a 20-Year State Infrastructure Strategy, providing assurance for projects and programs with a capital value of \$50m or more and providing strategic advice to the Premier, as needed.

Together, this aims to promote the adoption and use of policies, practices, information, and analysis to support sound decision-making in relation to infrastructure.

## Capital Intentions Statement role

ISA is committed to continuous engagement with relevant stakeholders to understand the major infrastructure needs for South Australia. The CIS represents an opportunity for ISA to provide a well-informed, contemporary view on which infrastructure initiatives should be prioritised to meet these needs and deliver improved outcomes for South Australia.

In preparing each CIS update, ISA undertakes consultation with the relevant public sector agencies to determine projects currently under consideration and the respective priorities and timeframes for each. This enables ISA to draw on a diverse range of projects, initiatives, strategies and plans to provide a consolidated view of initiatives to be advanced as a priority over the subsequent five-year period. The CIS is, therefore, a key tool for informing and assisting government in its infrastructure prioritisation and efficient allocation of capital through the budget process.

The priority for government is to create a transparent pipeline of infrastructure projects over the current forward estimates to support social, environmental, and economic outcomes. This has resulted in the four-year investing program now totalling \$15.8 billion over the forward estimates. See **Attachment 1**.

Each CIS also informs South Australia's submissions to Infrastructure Australia (IA) for the Infrastructure Priority List (IPL).<sup>1</sup> The IPL is IA's independent assessment of initiatives that are nationally significant. While there may be a level of consistency between the IPL and the CIS, there are differences. The CIS represents the view of infrastructure issues that are important to South Australia; however, not all of these will be considered as nationally significant or within the scope of IA's remit.

## CIS framework and methodology

To help inform the prioritisation of different infrastructure initiatives, ISA has developed a framework, guidance material and a prioritisation tool to support the CIS process. This framework has been further refined, drawing from learnings of the annual CIS process. The framework and guidance material are designed to assist agencies in formulating submissions and ensure these are compiled in a standardised format. This assists ISA in undertaking a systematic assessment and prioritisation across all submissions.

Key to this process is the assessment of the evidence provided to support the proposed initiative. Projects not listed in the CIS are not necessarily regarded as not being a priority; they may just not have provided sufficient evidence to allow them to be assessed as such. ISA will continue to work with stakeholders to identify what evidence is required to facilitate the assessment.

## CIS scope

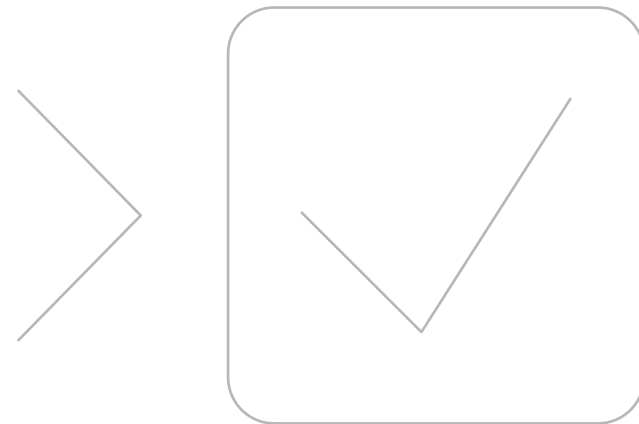
The CIS examines only those new projects that are large in terms of capital value, generally greater than \$50 million. Smaller capital value projects or those anticipated to commence business case development or implementation beyond the five-year time horizon have been excluded from consideration and may not appear in this document. The 2023 CIS also highlights and is cognisant of broader, national issues impacting current infrastructure investment making. This includes highlighting national infrastructure market capacity constraints and the recently legislated *Climate Change Act 2022* and the associated implications for South Australian infrastructure delivery.

## Existing infrastructure commitments not in scope

The CIS does not assess public projects that have commenced implementation or are currently included within the forward estimates, or those funded by the private sector. It is, however, worthwhile to outline large capital projects that are currently funded as this provides additional context and background to the recommendations made, particularly in terms of budget and market capacity to deliver further infrastructure initiatives.

Of note, the current forward estimates include significant funding allocations in relation to the Women's and Children's Hospital and the North-South Corridor (Torrens to Darlington). While these are not within the scope of the CIS, they are subject to ISA's project assurance process.

Refer to **Attachment 1** for further details of existing capital commitments.



# INFRASTRUCTURE MARKET CAPACITY CONSTRAINTS

In December 2022 Infrastructure Australia (IA) published an updated Market Capacity Report<sup>1</sup>, building upon the initial release in 2021 and incorporating additional detailed analysis across a larger segment of the Australian infrastructure sector. The trends and issues identified in 2021 continue to escalate across all jurisdictions and will require South Australia to manage delivery risks and rigorously apply best practice across all stages of the project lifecycle including adopting critical analysis and approaches to the identification, justification, and prioritisation of new investments within the current environment.

Key findings from the 2022 Report include:

- The national 5-year pipeline continues to grow rapidly (Major Public Infrastructure increased 6.3% in 12 months off historically high levels to \$237 billion).
- Demand for plant, equipment and materials is expected to more than double between 2020-21 to 2023-24.
- Construction materials costs have increased by an average of 24% in the last 12 months (reinforcing steel and structural timber increase by 40% between June 2021-22 (ref: ABS)).
- Construction labour force is facing significant shortages and predicted to peak in 2023 at 442,00, more than double the projected available supply.

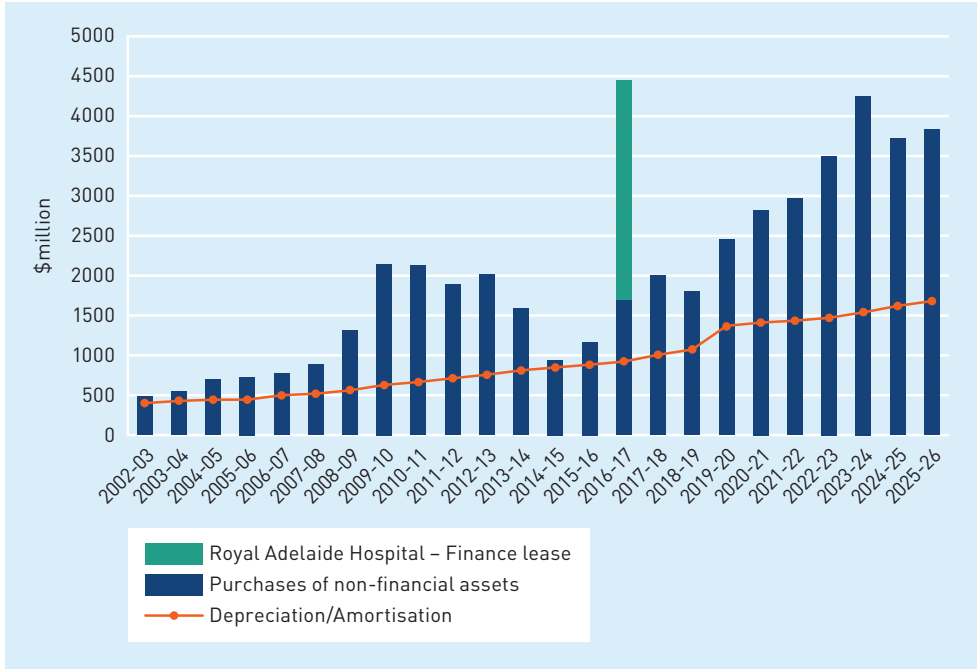
The full impacts of Australia's recent and ongoing natural disasters (flooding and fire events) are yet to be fully quantified from an infrastructure recovery perspective but will require significant mobilisation of resources and further increase pressures on the construction market to deliver the existing pipeline and reconstruction activity into the future.

In the South Australian context, it is necessary to recognise the significant existing Major Project commitments and likely impacts upon the market ability to deliver several mega-scale projects as well as the traditional pipeline in the coming decade, within a competitive and constrained national and international infrastructure market. IA's Market Capacity data excludes Defence and Heavy Industry (i.e. Resource / Mining projects) which adds further demand for SA's construction sector skills and overall capacity. Specifically, analysis of our capital investment profile as detailed in the MYBR 2022 demonstrates:

- NSC commitment to \$15.5 billion budget (\$12 billion beyond the forward estimates to 2031/32)
- WCH commitment to \$3.2 billion budget (\$1.8 billion beyond forward estimates to 2030/31)
- The current budget investment profile remains at historical levels with over \$15 billion committed in the next 4 years

Figure 1 below shows the government's capital investment pipeline over the last 20 years. This demonstrates a "business as usual" investment program averaging c.\$2.85 billion p.a compared to c. \$3.8 billion forecast for the next 4 years. The challenges are clear given national capacity constraints, scale of the pipeline and economic environment. New initiatives and investments must be strongly justified based upon critical need and robust, evidence-based assessment that clearly demonstrates the case for change within a tightly constrained environment.

<sup>1</sup> Infrastructure Australia, 2022. [infrastructureaustralia.gov.au/infrastructure-market-capacity-program](https://infrastructureaustralia.gov.au/infrastructure-market-capacity-program)



**Figure 1:**  
General government sector purchases of non-financial assets (\$million)<sup>2</sup>

The scale of infrastructure investment continues to grow, with an increasing risk profile in the infrastructure sector as outlined in the introduction to this year’s CIS. The case for new investment initiatives must demonstrate clear strategic alignment to the State’s priorities and current commitments, and ISA will continue to focus on detailed, evidence-based case for change and detailed project and program evaluation to ensure a balanced approach commensurate with the economic, social, and environmental objectives for the State in a fiscally responsible and managed approach.



**Monarto Safari Park**  
Courtesy of SA Tourism Commission  
Photographer: David Sievers

2 SA government, 2022. [statebudget.sa.gov.au/budget-papers/2022-23-Budget-Statement.pdf](https://statebudget.sa.gov.au/budget-papers/2022-23-Budget-Statement.pdf)

# DECARBONISATION OF INFRASTRUCTURE

A significant change since the 2022 CIS was developed has been the introduction of the Federal Government's *Climate Change Act 2022*. Australia now has a legislative emissions reduction target in force (43% by 2030, net zero by 2050). Through the *Climate Change (Consequential Amendments) Act 2022* Commonwealth agencies have a clear responsibility to incorporate these targets into their core activities, which will require SA agencies to adopt a pro-active, compliant approach to emissions reduction targets in all initiatives involving the Commonwealth.

INSW published a Discussion Paper (October 2022) *Decarbonising Infrastructure Delivery*<sup>3</sup> which outlines some of the key challenges and potential responses that government can apply to meet the rapidly approaching targets for decarbonisation. Embodied carbon from the construction sector have been estimated between 5% to 10% of Australia's overall emissions and given the lifespan of public infrastructure, projects in delivery today are embedding their carbon beyond the 2050 horizon, resulting in the likelihood of increased off-setting requirements to achieve net zero. Action to mitigate and implement standardised, transparent, and accountable approaches to reducing embedded carbon across the sector is urgently required.

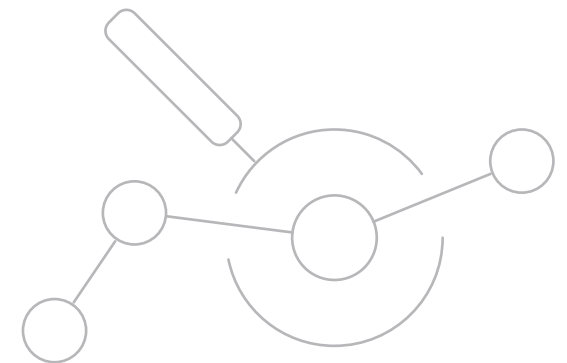
The entire construction industry including the full supply chain is required to adapt and change in considering the approach to carbon reduction. Key considerations through the entire project lifecycle from initiation to disposal to address include:

- Establish a transparent, robust baseline - recommends adopting a baseline carbon budget to enable development of targets for reduction through each stage of project development aligned to overall net zero targets.
- Include whole of life carbon reduction planning in all Business Cases to inform decision making.

- Reform procurement policy to include minimum embodied emissions reductions (from agreed baseline) and directly link to contract terms whilst maximising use of low emissions materials.
- Adopt standardised and transparent reporting mechanisms to monitor and control attainment of targets and actively inform future emissions reduction targets or initiatives to meet established goals.

Achievement of the legislated targets for carbon reduction within the Construction Sector will require significant change, innovation, and collaboration across the entire industry. Early-stage project development presents the highest opportunity to influence and inform decision making to mitigate the long-term impacts of carbon upon the State's infrastructure. Agencies must consider alternatives such as demand management, non-infrastructure solutions, and minimal viable product concepts to achieve required service levels whilst addressing emission impacts.

ISA continues to work with State and Commonwealth agencies and the national i-bodies to identify, define and recommend approaches that will enable South Australia to realise the opportunity and address the risks inherent with achieving the interim targets and net zero by 2050.



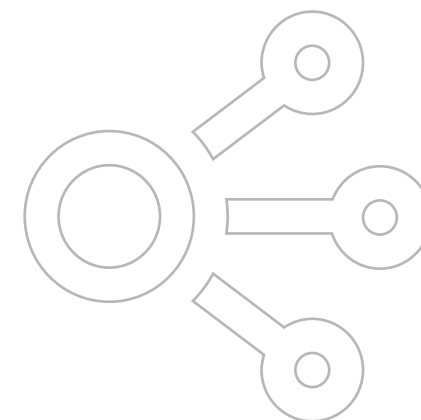
3 Infrastructure NSW, 2022. [infrastructure.nsw.gov.au/expert-advice/decarbonising-infrastructure-delivery-nsw-government-discussion-paper/](https://infrastructure.nsw.gov.au/expert-advice/decarbonising-infrastructure-delivery-nsw-government-discussion-paper/)



# SECTOR STATEMENTS

ISA received a variety of submissions from agencies for the 2023 CIS reflective of the current priorities and commitments across the State. Those that identified specific, well-defined problems or opportunities that could be addressed by an infrastructure response were evaluated by ISA. While these are not considered to be immediately investment ready at the time of assessment, ISA recommends further planning so that informed investment decisions can be made in a timely manner.

The 2023 CIS focusses on providing a contextual summary across the individual sectors where infrastructure projects are under consideration as submitted to ISA or progressing towards investment decision readiness in the near to medium term. It does not present a potential project list nor specific project investment recommendations but seeks to identify sectors and initiatives that have demonstrated a sufficient level of strategic imperative and understanding to support ongoing works to define the case for investment decision making. This support may include additional funding for Business Case works and / or further consultation and development of the level of evidence and analysis required to support decision making.



**Adelaide Convention Centre**  
*Photographer: Ben Goode*



**Ovingham Upgrade**  
*Image courtesy of Department for Infrastructure and Transport*

# Transport

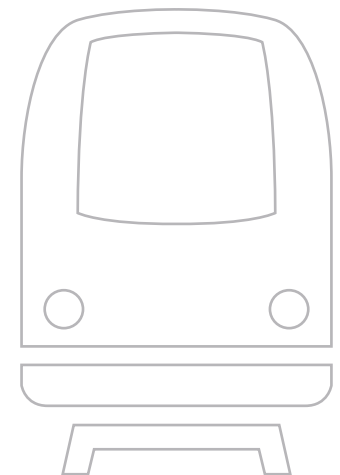
Transport infrastructure remains critical to the economic wellbeing, health and safety, and efficient functioning of the State. Balancing current commitments, particularly the Torrens to Darlington Project, across the whole transport portfolio is a key challenge for the foreseeable future. The Department for Infrastructure and Transport's role in managing the planning and delivery of funded projects, addressing legislated climate change and emissions targets whilst maintaining and enhancing existing operations of the Metro and Regional networks will require strong leadership and a disciplined approach to prioritising the right investments at the right time.

Addressing key State (and often Nationally significant) priorities such as the High Productivity Vehicles Route Network, Adelaide Inner Ring Route, Metropolitan and Regional Road Renewal, Level Crossings Removal Programs remain priorities for the Department as they progress through the development life cycle. Discrete projects identified in the CIS (both prior and current) reflect the emerging priorities arising from the various programs. ISA recognises the challenge in the current environment to balancing existing priorities with these ongoing programs, and many have dependencies and system wide implications. ISA is also cognisant that both regional and national reconstruction efforts following the recent nationwide flood disasters will require reallocation of already scarce construction resources to rebuild critical infrastructure and support impacted communities. The demonstration of urgent need to addressing identified problems and opportunities coupled with critical assessment for the prioritisation of projects remains a prime focus for ISA, the Department and future CIS considerations.

The Department's engagement with the community and construction sector and its commitments to maintaining a transparent project pipeline are supported by ISA and assists informing decision making processes.

ISA notes prior CIS recommendations continue to be progressed, such as the Zero Emissions Public Transport Infrastructure project. For the 2023 CIS, ISA recognises initiatives with strategic merit continue to progress towards final Business Cases and potential investment decisions. Included within the broader program from the Department ISA specifically notes:

Morphett Road – ANZAC Highway Tram Crossing Upgrade project which addresses safety and movement inefficiencies at this location through physical separation of the tram and road elements. ISA notes the broader opportunity presented across additional planned tram separation projects across the network and consideration of sequencing within the Program to minimise track closures and maximise efficiencies wherever feasible.

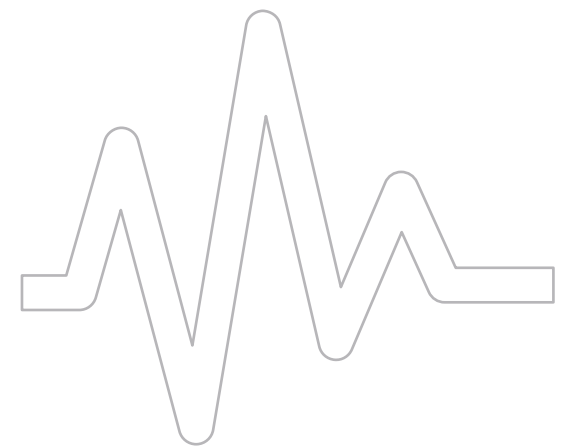


# Health

Health continues to experience high levels of activity with a large pipeline of capital projects committed, including the \$3.2 billion new Women's and Children's Hospital. Previous CIS recommendations include multiple projects that are now funded and in development. The 2022 CIS included programs of works for the North and South Local Health Networks (LHNs) as part of a system wide approach to delivery of contemporary health services. ISA expects these programs to progress with discrete projects being identified for prioritisation in future CIS publications if applicable. Further emphasis on the prioritisation of initiatives across all LHNs from a system perspective is recommended by ISA to ensure the appropriate allocation of investment to achieve maximum benefit for the State. Noting the current scale of investment activity within Health, continued options development across the entire network focussed on demand management, efficiency gains and non-infrastructure solutions is a key approach to all initiatives identified.

The 2023 CIS assessed the Regional Aged Care Investment Program as an initiative with merit proposed for the strategic, long term investment across all regional areas within the State. This initiative would address specific outcomes from the recent Royal Commission into the sector and provide a range of regional community benefits. Whilst individual projects within the program are likely to be under the CIS threshold, the program approach proposed is supported to drive an efficient, sustainable approach to defining, planning, and delivering system wide change integrating infrastructure and non-infrastructure solutions to identified problems.

An additional program of works associated with the Yorke and Northern Local Health Network aims to leverage existing and new assets and improve service delivery through strategic investment in hub hospital sites at Port Pirie, Wallaroo and Clare. ISA supports further development of this proposal, recommending that DHW progress with Business Case development that includes identification and analysis of the system wide benefits associated with any investment case in alignment with the Department's strategic approach and the 20-year State Infrastructure Strategy recommendations.



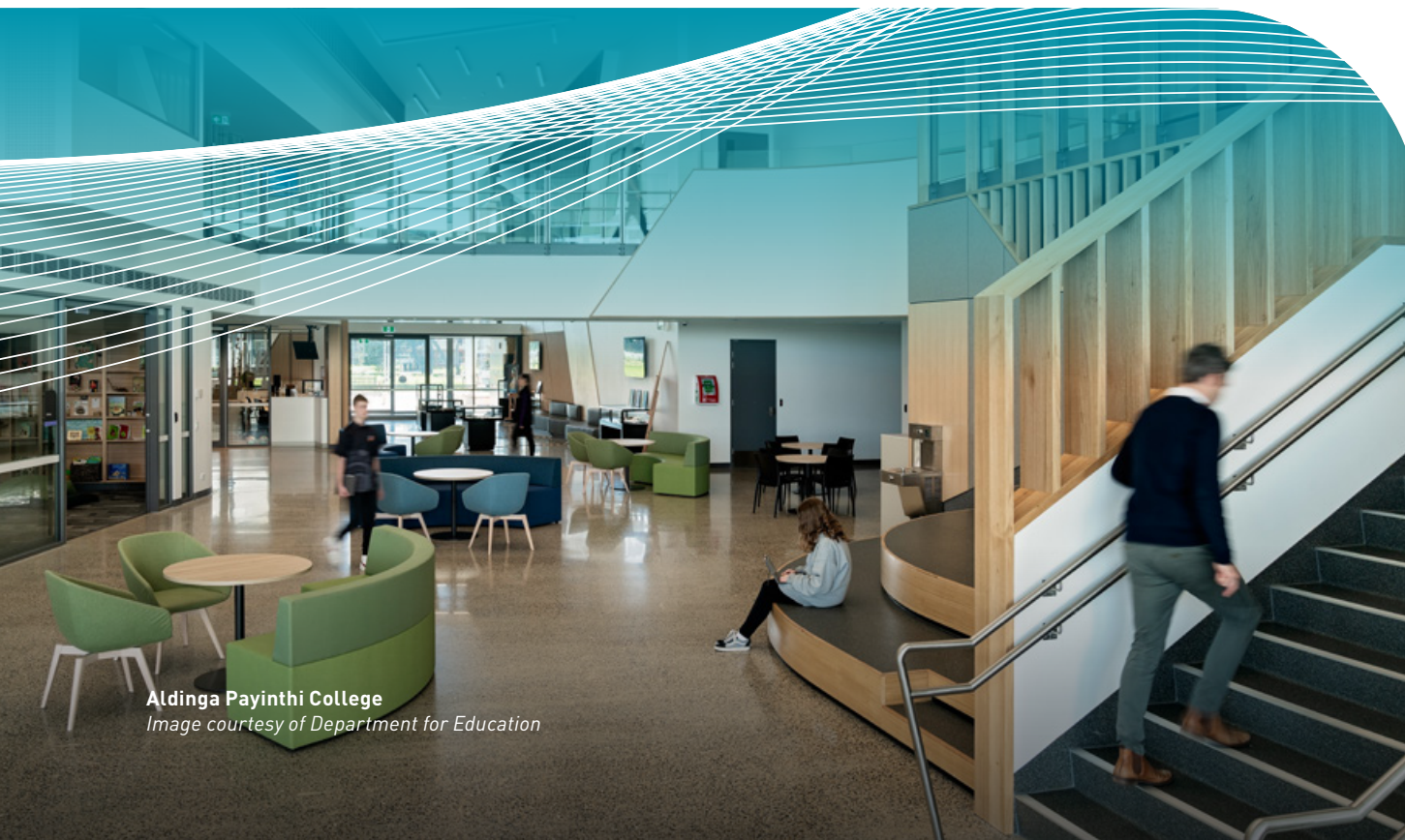


**Repat Health Precinct**  
*Architect: STH*  
*Builder: Lend Lease*  
*Photographer: Sam Noonan*

# Education

Education investment has seen high levels of activity over recent years including the transition of Year 7 into High School Capital program and the two new schools delivered through Public Private Partnership (PPP), with various projects listed in prior CIS publications funded. The requirements for the Mount Barker area were listed in 2022 and continues to progress through development to define options to address the strategic needs of this growth area, including meeting growing demand at Mount Barker.

Additional growth demand is being experienced in the north of Adelaide, with the Department initiating detailed investigations leading to a Business Case for investment to meet projected demand over the next 10 years which is supported by ISA. Whilst the CIS focuses on the 1-5 year horizon, the need for Education to take a long term view and develop strategies to meet public school demand through targeted, prioritised investments is required to ensure continuity of service at all times for the population. Future CIS versions will evaluate the merit of any discrete projects.



**Aldinga Payinhi College**  
*Image courtesy of Department for Education*





## Tourism, Sport & Culture

No new projects have been identified in the CIS for 2023. Tarrkarri – Centre for First Nations Cultures remains a focus for the Government to ensure maximum benefit is derived from this project. An independent panel has been engaged to review the current concept for Tarrkarri and provide recommendations to ensure this project achieves the ambition to be a global cultural attraction to South Australia. The review outcomes are anticipated to be released after the first quarter 2023 when Government will need to evaluate available options to ensure the intent of the project is delivered within a clear understanding of the value for money proposition.

Tourism continues to be a significant focus in the recovery from the pandemic and to grow economic activity into the future noting most investments fall under the CIS threshold.



**Adelaide Festival Plaza**  
*Photographer: Michael Waterhouse*



**Port Augusta Renewable Energy Park**  
*Image courtesy of Department for Trade and Investment*



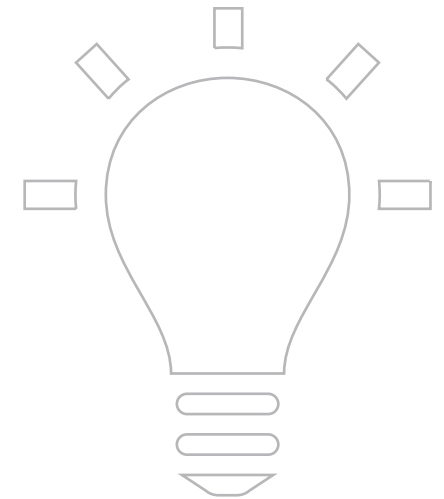
# Energy and Water

The energy transition continues to challenge all jurisdictions with no new projects identified for 2023. Successful delivery of the Hydrogen Jobs Plan and completion of the Interconnector to NSW continue to be key commitments for the State. Private sector investment, coupled with Government sector initiatives, policy, regulation, and legislation is critical to ensuring an optimal transition occurs.

Whilst there are no new water projects identified, prior CIS priorities continue to progress through the detailed investigations and Business Case stages. Water remains a key driver for South Australia's prosperity and ISA is actively working across agencies to continue to identify and evaluate critical needs and opportunities. The previously listed Northern Water Supply Project is finalising the Business Case as a key economic enabler for the Upper Spencer Gulf.

Prior CIS projects (Barossa Water and Gawler River Flood Mitigation) continue to undertake detailed investigations to inform any future Business Cases and will be assessed by ISA Assurance once ready. The Department for Environment and Water continue progressing the Coorong and Lower Lakes project with investigative works funded and any future investment decisions to be reviewed by ISA Assurance.

ISA recognises the critical infrastructure requirements for water in SA and continues to work with multiple agencies and stakeholders to ensure a co-ordinated, State-wide approach is adopted for infrastructure prioritisation.



# Justice

Previous CIS priorities (Forensic Science Facilities relocation, new State Emergency Coordination Centre) are progressing through their respective Business Cases. SAPOL are also progressing the Thebarton Barracks Relocation Project to enable the WCH Project construction and will be assessed by ISA Assurance.

Finalisation of the Business Case for a new Rehabilitation Facility for consideration by Government will be a key outcome from the original CIS listing in 2021. The Justice portfolio has an increasing range of demands, needs and opportunity to implement initiatives that target improved outcomes and enhance the entire system. Whilst no new projects have been recommended in 2023, ISA recognises the emerging need for further investment in Justice in the future as demand continues to increase, existing assets age and optimal service and operational models are identified.

Further investigations are required to determine service needs and problem definition leading to options analysis and ultimately any Business Case(s) to support investment decisions. ISA will consider future recommendations based upon a prioritised review from a system perspective and encourages a co-ordinated, portfolio approach across agencies to ensure value-for-money proposals are developed for investment decisions.





Supreme Court, Adelaide

# ATTACHMENTS

## Attachment 1: Current forward estimates

The table below sets out those significant infrastructure projects for which funding has been approved in the budget for the forward estimate period on four years to 2025–26.

	2022-23 MYBR	2023-24 Estimate	2024-25 Estimate	2025-26 Estimate
<b>General government sector</b>	2,889	4,435	3,971	4,292
<b>Non-financial public sector</b>	3,816	5,478	4,724	5,025

**Table 1:**  
Investing expenditure aggregates as at the 2022-23 MYBR (\$ million)

Source: Department of Treasury and Finance

	Actual Expenditure \$'000	2022-23 MYBR \$'000	2023-24 Estimate \$'000	2024-25 Estimate \$'000	2025-26 Estimate \$'000	Spend beyond Forward Estimates \$'000	Total Project Cost \$'000
<b>GENERAL GOVERNMENT SECTOR</b>							
<b>Attorney-General</b>							
<b>Major Project</b>							
SA Government Radio Network	111,661	21,615	—	—	—	—	133,276
<b>Correctional Services</b>							
<b>Major Project</b>							
Yatala Labour Prison Expansion – 270 beds and infrastructure upgrade	140,900	19,100	2,504	—	—	—	162,504

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Actual Expenditure \$'000	2022-23 MYBR \$'000	2023-24 Estimate \$'000	2024-25 Estimate \$'000	2025-26 Estimate \$'000	Spend beyond Forward Estimates \$'000	Total Project Cost \$'000
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## Education

Major Project	Actual Expenditure \$'000	2022-23 MYBR \$'000	2023-24 Estimate \$'000	2024-25 Estimate \$'000	2025-26 Estimate \$'000	Spend beyond Forward Estimates \$'000	Total Project Cost \$'000
Adelaide Botanic High School and Roma Mitchell Secondary College - additional accommodation	306	50,476	68,049	—	—	—	<b>118,831</b>
Five new technical colleges	—	15,000	50,000	70,000	40,000	—	<b>175,000</b>
Morialta Secondary College	8,044	43,665	36,691	—	—	—	<b>88,400</b>
Riverbanks College B-12 and Aldinga Payinthe College**	274,440	89	—	1,570	—	—	<b>276,099</b>
Sustainable enrolment growth and other school projects*	819,474	137,898	12,192	7,435	—	—	<b>976,999</b>
Improved internet services for South Australian Government schools (Stage 1)*	55,118	14,410	14,416	5,570	—	—	<b>89,514</b>

\*Total project cost includes operating expenditure incurred by the Department for Education

\*\* Total project cost includes operating expenditure incurred by the Department for Education. Includes capital works undertaken by other agencies e.g. water sewerage cost.

## Energy and Mining

Hydrogen jobs plan — powering new jobs and industry	—	29,650	118,600	296,500	148,250	—	<b>593,000</b>
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## Health and Wellbeing

Country Health SA Sustainment and Compliance	57,725	17,704	4,200	3,346	8,100	28,000	<b>119,075</b>
Flinders Medical Centre Upgrade and Expansion	—	6,000	15,000	40,000	100,000	239,000	<b>400,000</b>
Lyell McEwin Hospital Emergency Department Expansion	45,735	11,704	100	—	—	—	<b>57,539</b>
Metropolitan mental health beds	—	10,000	34,000	28,000	16,000	—	<b>88,000</b>
Modbury Hospital - Upgrades and Additional Services	89,635	5,455	—	—	—	—	<b>95,090</b>
New Mount Barker Hospital	—	5,000	21,000	45,000	56,000	93,000	<b>220,000</b>
New Women's and Children's Hospital	48,603	156,853	252,880	450,914	577,946	1,712,804	<b>3,200,000</b>
Repatriation Health Precinct Reactivation	97,770	15,959	3,000	—	—	—	<b>116,729</b>
The Queen Elizabeth Hospital Redevelopment Stage 3	65,222	98,654	130,985	15,265	—	—	<b>310,126</b>
Upgrade to existing Women's and Children's Hospital	60,610	2,593	—	—	—	—	<b>63,203</b>
Noarlunga Hospital Inpatient Expansion	21	2,000	23,979	33,000	15,000	—	<b>74,000</b>
New ambulance headquarters	—	2,000	2,000	58,000	58,000	—	<b>120,000</b>
Ambulance station boost	—	18,250	20,300	17,750	9,700	—	<b>66,000</b>

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Actual Expenditure \$'000	2022-23 MYBR \$'000	2023-24 Estimate \$'000	2024-25 Estimate \$'000	2025-26 Estimate \$'000	Spend beyond Forward Estimates \$'000	Total Project Cost \$'000
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**Infrastructure and Transport**

Adelaide Aquatic Centre	—	1,000	13,000	35,000	30,500	500	<b>80,000</b>
Adelaide Festival Centre Precinct — plaza and integration	99,021	35,730	14,630	—	—	—	<b>149,381</b>
Augusta Highway Duplication — Stage 2 (Nantawarra to Lochiel)	25,368	86,000	27,000	2,000	39,632	—	<b>180,000</b>
Augusta Highway Duplication — Stage 1	19,254	36,000	20,000	1,000	3,746	—	<b>80,000</b>
Adelaide Hills Productivity and Road Safety Package	490	20,000	35,000	35,000	29,510	30,000	<b>150,000</b>
Bus Fleet Replacement Program	331,208	29,124	21,996	25,315	23,154	—	<b>NA</b>
Duplication of Joy Baluch AM Bridge	121,191	33,000	4,500	2,000	—	39,309	<b>200,000</b>
Fleurieu Connections Improvements Package	74,838	202,000	240,000	143,973	24,562	—	<b>685,373</b>
Fullarton and Cross Roads Intersection Upgrade	26,283	23,000	1,000	—	2,717	8,000	<b>61,000</b>
Gawler Line Electrification	613,127	45,000	9,000	303	—	—	<b>667,430</b>
Gawler Line Electrification — Railcars	111,210	57,290	6,500	—	—	—	<b>175,000</b>
Greater State Bypass — Truro	3,435	10,000	72,000	80,000	36,565	—	<b>202,000</b>
Hahndorf Traffic Improvements	5,002	23,000	51,000	60,000	40,998	70,000	<b>250,000</b>
Heysen Tunnel Refit and Safety Upgrade	7,565	40,000	27,435	—	—	—	<b>75,000</b>
Horrocks Highway	43,989	25,000	25,211	10,800	—	—	<b>105,000</b>
LeFevre Peninsula Upgrades	2,240	5,000	20,000	19,000	53,760	—	<b>100,000</b>
Marion Road and Sir Donald Bradman Drive Intersection Upgrade	591	20,500	—	—	2,409	61,500	<b>85,000</b>
Marion Road — Anzac Highway to Cross Road	557	20,000	25,000	35,000	115,000	263,843	<b>459,400</b>
North East Public Transport Park 'n' Rides	49,724	3,000	3,147	1,000	—	3,000	<b>59,871</b>
North-South Corridor — River Torrens to Darlington	303,769	390,000	854,000	828,000	1,221,000	6,353,031	<b>9,949,800</b>
Port Bonython Jetty Refurbishment	28,268	15,000	16,000	2,179	—	—	<b>61,447</b>
Port Wakefield Overpass and Highway Duplication	118,542	2,000	1,000	2,958	—	—	<b>124,500</b>
Portrush Road and Magill Road Intersection Upgrade	81,720	1,300	300	—	4,680	10,000	<b>98,000</b>
Princes Highway Corridor	62,259	61,000	59,000	7,741	—	—	<b>190,000</b>

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	Actual Expenditure \$'000	2022-23 MYBR \$'000	2023-24 Estimate \$'000	2024-25 Estimate \$'000	2025-26 Estimate \$'000	Spend beyond Forward Estimates \$'000	Total Project Cost \$'000
Port Rail Spur	11	18,400	34,000	3,989	—	—	56,400
Road Safety Package	240,645	74,355	—	—	—	—	315,000
Road Safety Package — Regional	98,983	36,000	11,000	9,517	—	—	155,500
Roads of Strategic Importance Initiative — Cockburn to Burra	33,299	16,000	13,201	—	—	—	62,500
Roads of Strategic Importance Initiative — Eyre Highway — Port Augusta to Perth	58,888	20,000	15,112	—	—	—	94,000
Roads of Strategic Importance Initiative — Eyre Peninsula Road Upgrades	35,285	9,000	6,965	—	—	—	51,250
Roads of Strategic Importance Initiative — Renmark to Gawler	25,305	41,500	18,000	2,695	—	—	87,500
South Eastern Freeway Managed Motorways — Stage 2	—	5,000	14,000	37,000	19,000	—	75,000
Strzelecki Track	45,153	66,000	45,000	30,000	28,847	—	215,000
Targeted Investments to Improve National Supply Chain Resilience	—	5,000	31,250	31,250	7,500	—	75,000
Torrens Road, Ovingham Level Crossing Upgrade	129,828	51,000	9,000	4,000	5,000	32,172	231,000
DIT Annual Program	979,575	252,697	164,202	160,195	165,965	—	NA
Freight Highway Upgrade Program	—	31,250	31,250	31,250	31,250	375,000	500,000
Majors Road on-off ramp	220	5,000	44,780	60,220	9,780	—	120,000
South Australian Sports Institute – New Facilities	376	11,801	55,855	—	—	—	68,032
<b>Police</b>							
Police Records Management System — Stages 2 to 4	34,663	8,109	7,433	5,872	—	—	56,077
Mobile Workforce Transformation Program	—	10,442	13,917	14,079	9,169	7,384	54,991
<b>Premier and Cabinet</b>							
Cultural Institution Collections Storage	6,158	53,606	32,344	—	—	—	92,108
Digital Technologies Academy	—	643	10,000	37,000	12,000	—	59,643
Tarrkarri - Centre for First Nations Culture	15,570	68,000	116,430	—	—	—	200,000

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	Actual Expenditure \$'000	2022-23 MYBR \$'000	2023-24 Estimate \$'000	2024-25 Estimate \$'000	2025-26 Estimate \$'000	Spend beyond Forward Estimates \$'000	Total Project Cost \$'000
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### PUBLIC NON-FINANCIAL CORPORATIONS

#### Adelaide Venue Management Corporation

Riverbank Precinct Development	395,617	2,917	—	—	—	—	<b>398,534</b>
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#### SA Water

Eyre Peninsula Desalination Augmentation	18,169	23,199	43,988	14,235	—	—	<b>99,591</b>
Kangaroo Island Desalination Plant	3,983	55,426	70,173	—	—	—	<b>129,582</b>
Morgan Whyalla Pipeline No 1 Replacement	14,054	6,888	40,858	—	—	—	<b>61,800</b>
Mount Bold Dam Safety	9,624	8,957	35,794	80,794	124,195	39,300	<b>298,664</b>
Northern Adelaide Irrigation Scheme	127,576	1,000	26,700	—	—	—	<b>155,276</b>
Tea Tree Gully sustainable sewers program	14,208	25,806	21,187	—	—	—	<b>61,201</b>
Third Party Works - South Road Tonsley to Torrens	498	3,896	6,953	10,769	13,245	17,085	<b>52,446</b>

#### South Australian Housing Authority

Affordable Housing Initiative	41,057	107,497	122,300	49,700	9,260	—	<b>329,814</b>
MYBR Housing Package	—	7,620	18,425	28,013	26,103	16,722	<b>96,883</b>
Better Neighbourhoods Program	280,106	20,417	13,823	16,971	17,395	17,830	<b>366,542</b>
Public Housing Improvement Program*	—	35,500	53,250	53,250	35,500	—	<b>177,500</b>
Neighbourhood Renewal Initiative	11,977	31,620	19,583	1,940	960	—	<b>66,080</b>
Playford North Urban Renewal	128,117	6,737	7,448	5,089	—	—	<b>147,391</b>
Public Housing Maintenance*	—	139,869	136,222	137,481	135,475	130,557	<b>NA</b>
Remote Indigenous Housing	212,465	12,585	13,912	—	—	—	<b>238,962</b>

\*Includes associated operating expenditure

#### Table 2:

#### Infrastructure spending – Total project cost greater than \$50 million and other significant programs (\$000s)

Source: Department of Treasury and Finance





**Adelaide Railway Station**  
*Photographer: Jake Wundersitz*

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