

How we did it

Ratings have been based on the consideration of the condition, availability, reliability, management, sustainability (including economic, environmental and social dimensions) and security of each type of infrastructure.

Ratings used are based on those employed in the *2001 Australian Infrastructure Report Card*.

Ratings used

A	Very Good	Infrastructure is fit for its current and anticipated purpose in terms of infrastructure condition, committed investment, regulatory appropriateness and compliance, and planning processes.
B	Good	Minor changes required in one or more of the above areas to enable infrastructure to be fit for its current and anticipated purpose.
C	Adequate	Major changes required in one or more of the above areas to enable infrastructure to be fit for its current and anticipated purpose.
D	Poor	Critical changes required in one or more of the above areas to be fit for its current and anticipated purpose.
F	Inadequate	Inadequate for current and future needs.

The assessment was carried out through research and consultation. This included interviews with stakeholders, critically evaluating documents, obtaining primary source data, and reviewing the draft findings with subject matter experts.

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2003

New South Wales Infrastructure Report Card

2003 NSW Infrastructure Report Card Summary

Full report at <http://www.InfrastructureReportCard.org.au>



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Category	Grade	Comment	Category	Grade	Comment
National Roads	C+	Major upgrade works have been carried out and the overall quality of National Roads is improving. A lack of Commonwealth funding commitment casts doubt on the sustainability of the rating. The AusLink proposal is likely to reduce road funding but will significantly benefit planning and coordination of National Roads.	Non Metropolitan Urban Potable Water	C-	Significant improvements are required by the 20% of non-metropolitan urban utilities which are not producing high quality potable water. Areas of concern include the limited progress in utilising demand management, the low uptake by consumers of alternative sources of water for non-potable uses, and the complete lack of expenditure by 80% of non-metropolitan urban utilities on rehabilitating aged infrastructure.
State Roads	C+	The condition of State Roads is adequate and generally improving, particularly in urban areas. State government funding initiatives, such as the Timber Bridge Replacement Program, have had positive results. There is the need for a longer term NSW net work planning strategy and commitment to funding. Growing private motor vehicle use and resulting urban congestion and greenhouse emissions are of concern.	Metropolitan Urban Wastewater	C-	Effluent reuse in major urban areas is poor. The high level of stormwater inflow and infiltration into sewerage systems during wet weather is unacceptable and requires attention. Major rehabilitation of ocean outfall sewers is yet to be carried out.
Local Roads	C-	The Roads to Recovery program has improved Local Roads, however there is still a significant backlog of work. The overall rating for Local Roads is below adequate. There is a need for a regional approach, rather than a council-centric one, to road management in order to improve efficiencies. The lack of short, medium and long term capital and maintenance funding is an issue.	Non Metropolitan Urban Wastewater	C-	The worst performing 20% of non-metropolitan urban utilities need to improve their effluent quality significantly. Other areas of concern include the need to increase effluent reuse as it is almost non-existent in 80% of non-metropolitan urban utilities, and to review the complete lack of expenditure by 80% of non-metropolitan urban utilities on rehabilitating or renewing aged infrastructure.
Rail	D	While there have been a number of recent initiatives which are reforming rail management and increasing investment, the future of NSW rail remains uncertain. Inadequate funding and capacity problems of the Metropolitan Network are major issues. The delay in resolution of the Australian Rail Track Corporation proposal and the consequential delay on improving the Sydney-Melbourne interstate line is in concern. The provision of public transport infrastructure to service NSW's growth areas remains unresolved.	Stormwater	D	Much of NSW's stormwater infrastructure is old and does not meet current requirements. Consequently not only does it not have the capacity to cope with major rain events, it does not meet desirable water quality and pollution standards. The diversity of ownership and responsibilities for stormwater assets, and their different management arrangements create significant complexity and inefficiency.
Metropolitan Urban Potable Water	B-	Existing impoundments provide a relatively secure source of supply, and water treatment facilities provide high quality water. Areas of concern include the limited progress in utilising demand management, the low uptake by consumers of alternative sources of water for non-potable uses, and the low level of expenditure on rehabilitating aged infrastructure.	Electricity	B	While NSW's transmission and distribution systems place the State in the top 3 of the Australian States, generation availability for the last 2 years has been below the national average. The state of the electricity infrastructure is adequate for current and short term needs. However there is a concern that the infrastructure may not meet demands in the medium and longer terms due to capacity and reliability issues.

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