

Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, Ministers agreed to implement a series of measures to improve the heavy vehicle investment and charging framework.

The ultimate goal of the heavy vehicle road reforms is to turn the provision of heavy vehicle road infrastructure into an economic service where feasible. This would see a market established that links heavy vehicle user needs with the level of service they receive, the charges they pay and the investment of those charges back into heavy vehicle road services.

Fundamentally, properly functioning markets require informed users and road providers, and the publication of forward looking Expenditure Plans is part of the set of initial measures focused on increasing transparency and accountability around road spending, and road assets.

The ongoing delivery of the Expenditure Plans represents a substantial milestone achievement in implementing heavy vehicle road reform and is the culmination of a concerted and coordinated effort between state, territory and the Commonwealth Governments.

The Expenditure Plans are updated annually, with improvements and refinements continuing as the work progresses. This includes extending the Expenditure Plans to include more of the road network, and more accessible data formats including interactive mapping.

As future phases of reform are introduced, the annually updated 'open data' Expenditure Plans, (as well as the parallel process for Asset Registers, and Infrastructure Ratings) will play a growing role in providing the levels of openness, transparency and accountability required for a credible and effective system.

Expenditure Plans also support reform goals of moving towards a forward-looking cost base, that will allow heavy vehicle charges to be set based on the future needs of users, rather than the past spending decisions of governments as is currently the case.

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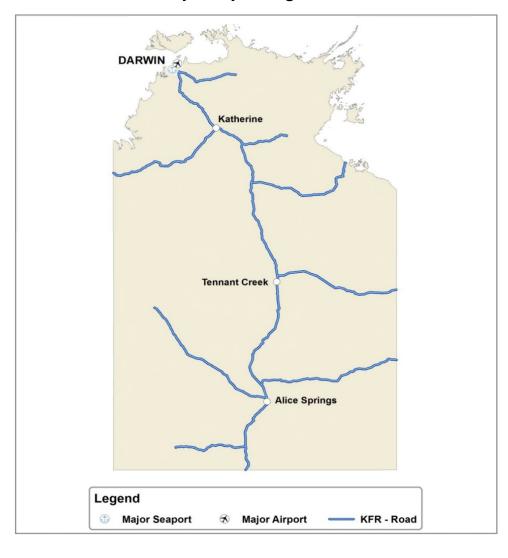
Disclaimer

Please note that while every attempt has been made to provide up to date and accurate data, the information presented in the Expenditure Plans is a snapshot in time. It should be considered indicative and subject to change.

The Northern Territory expenditure plans show only Capital projects that have been approved on the current year (2018-19) work program, multi-year Capital projects that have approved future funding commitments, and indicative future allocations for continuing rolling programs such as Repairs and Maintenance, Minor New Works and Asset Renewal (Pavement Strengthening and Widening programs).

As such, the indicative Capital investment in the outer years 2019 to 2022 is likely to be understated as it does not take into account any new capital works for which funding is not yet confirmed.

Northern Territory: Key Freight Route Roads



Key statistics

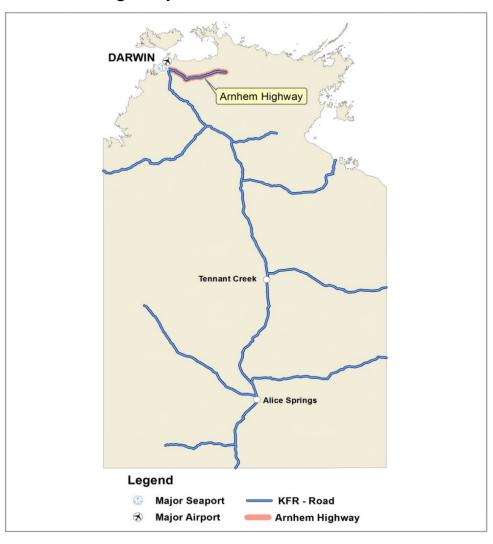
- The Northern Territory road network plays a significant role in linking major towns and regional communities within the territory and interstate. With only one major north-south rail line, the importance of the road network in transporting freight as well as providing access to rural communities cannot be understated.
- There are approximately 36,000 kilometres of roads in the Northern Territory, 22,000 managed by the Northern Territory Government and the balance by local government. In contrast with other jurisdictions, only 26 per cent of roads are sealed.
- The Key Freight Routes make up approximately 4,516 kilometres of these roads, with 81 per cent of these roads being sealed.

2018-19 budgeted	(\$m)	117.31
2019–20 indicative	(\$m)	135.09
2020–21 indicative	(\$m)	70.04
2021–22 indicative	(\$m)	45.34
Total	(\$m)	367.78

Planned Expenditure and Investment

Route	2018-19 budgeted (\$m)	2019-20 indicative (\$m)	2020-21 indicative (\$m)	2021-22 indicative (\$m)	Total 2018-19 to 2021-22 indicative (\$m)
Arnhem Highway	18.53	60.66	10.21	4.11	93.51
Barkly Highway	2.57	1.85	1.85	1.85	8.12
Berrimah Road	0.46	0.16	0.36	0.16	1.14
Carpentaria Highway	4.43	6.21	3.80	3.84	18.28
Lasseter Highway	0.67	2.13	1.15	2.18	6.13
McMillans Road	0.21	0.14	2.94	0.14	3.43
Plenty Highway	28.88	13.88	21.84	5.68	70.28
Roper Highway	2.93	5.95	0.76	1.19	10.83
Stuart Highway	30.20	31.31	18.62	19.62	99.75
Tanami Road	4.09	2.20	4.25	2.31	12.85
Tiger Brennan Drive	0.98	0.78	0.78	0.78	3.32
Victoria Highway	23.36	9.82	3.48	3.48	40.14
Total	117.31	135.09	70.04	45.34	367.78

Arnhem Highway



Key statistics

- The Arnhem Highway is a 223 kilometre long sealed rural arterial road that links the Stuart Highway to the township of Jabiru and the Kakadu National Park.
- Key drivers are cattle, community access, defence (access to Mount Bundy), mining and tourism.

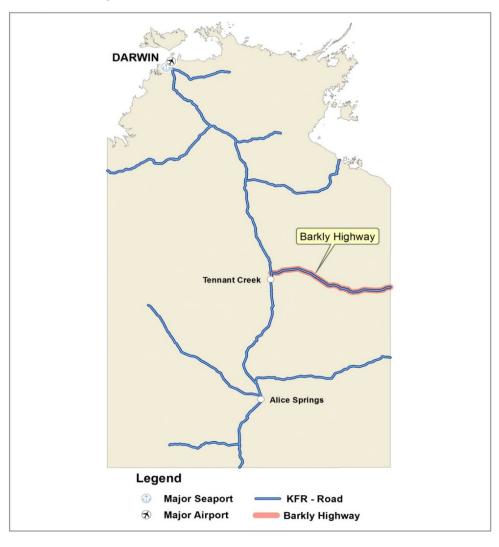
2018-19 budgeted	(\$m)	18.53
2019–20 indicative	(\$m)	60.66
2020–21 indicative	(\$m)	10.21
2021–22 indicative	(\$m)	4.11
Total	(\$m)	93.51

Arnhem Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Rural arterials - Pavement and Seal Widening at South Alligator	Top End Rural	Pavement strengthening and widening at South Alligator	0.80	0.80	-	0.50	0.30	-	-
Rural arterials - pavement strengthening and widening	Top End Rural	Pavement strengthening and widening of various sections including Beatrice Hill section Ch 25.34 to 28.03 km	6.00	6.00	-	-	3.00	1.50	1.50
Upgrade Adelaide River Floodplain	Top End Rural	Improve flood immunity of the Adelaide River Floodplain (Chainage 30.6 km to 36.0 km)	77.88	15.58	62.30	15.28	54.21	6.16	-
Heavy Vehicle Safety and Productivity Programme (Round 5) - Upgrade Truck Parking Bays	Top End Rural	Upgrade Truck Parking Bays at the South Alligator Roadhouse	1.50	0.75	0.75	0.80	0.66	-	-
Minor New Works	Top End Rural	Various minor upgrades, safety and traffic management improvements	1.84	1.84	-	0.34	0.50	0.50	0.50
Subtotal project expenditu	re		88.02	24.97	63.05	16.92	58.67	8.16	2.00
				(continued)					

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Budgeted all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Other expenditure									
Repairs & Maintenance)					1.61	1.99	2.05	2.11
Subtotal other expendi	ture					1.61	1.99	2.05	2.11
Total			88.0	02 24.97	63.05	18.53	60.66	10.21	4.11

Barkly Highway



Key statistics

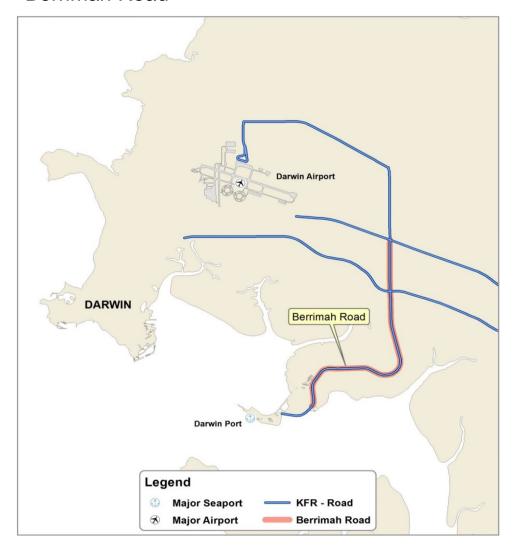
- The Barkly Highway is a 434 kilometre long sealed Rural National Highway that extends from the Stuart Highway at Three Ways (near Tennant Creek) to the Queensland border.
- The road is part of the National Land Transport Network and is the key transport and freight link to Queensland.
- · Key drivers include mining, cattle, tourism and community access.

2018-19 budgeted	(\$m)	2.57
2019–20 indicative	(\$m)	1.85
2020–21 indicative	(\$m)	1.85
2021–22 indicative	(\$m)	1.85
Total	(\$m)	8.12

Barkly Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
National Network Strengthening and Widening	Barkly	Resealing of various sections	0.95	-	0.95	0.95	-	-	-
Minor New Works	Barkly	Various minor upgrades, safety and traffic management improvements	1.96	1.96	-	0.46	0.50	0.50	0.50
Subtotal project expenditu	ıre		2.91	1.96	0.95	1.41	0.50	0.50	0.50
Other expenditure									
Repairs & Maintenance						1.16	1.35	1.35	1.35
Subtotal other expenditure	e					1.16	1.35	1.35	1.35
Total			2.91	1.96	0.95	2.57	1.85	1.85	1.85

Berrimah Road



Key statistics

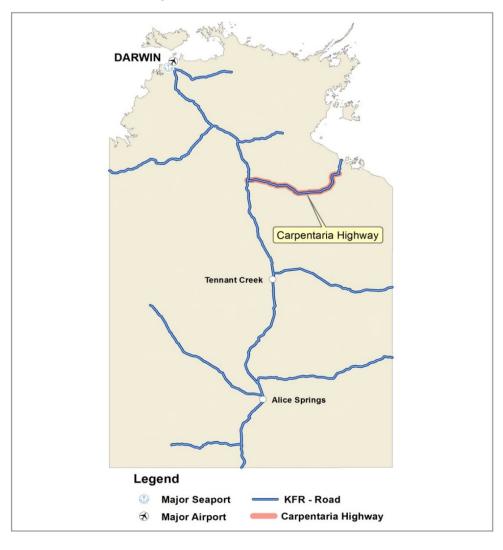
- The Berrimah Road is an 8.7 kilometres long sealed major arterial road servicing a large industrial area and the East Arm Port.
- The road is part of the National Land Transport network.
- Key drivers are urban use and freight distribution.

2018-19 budgeted	(\$m)	0.46
2019–20 indicative	(\$m)	0.16
2020–21 indicative	(\$m)	0.36
2021–22 indicative	(\$m)	0.16
Total	(\$m)	1.14

Berrimah Road: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Minor New Works	Darwin	Various minor upgrades, safety and traffic management improvements	0.52	0.52	-	0.32	-	0.20	-
Subtotal project expendi	ture		0.52	0.52	-	0.32	-	0.20	-
Other expenditure									
Repairs & Maintenance						0.14	0.16	0.16	0.16
Subtotal other expenditu	re					0.14	0.16	0.16	0.16
Total			0.52	0.52	-	0.46	0.16	0.36	0.16

Carpentaria Highway



Key statistics

- The Carpentaria Highway is a 380 kilometre long sealed rural arterial road that links the Stuart Highway to Borroloola and the Gulf Region.
- The existing MacArthur River Mine and the developing iron ore prospects along the Nathan River Road rely on the Carpentaria Highway for provision of supplies and transport of heavy equipment.
- Key drivers include cattle, community access and mining.

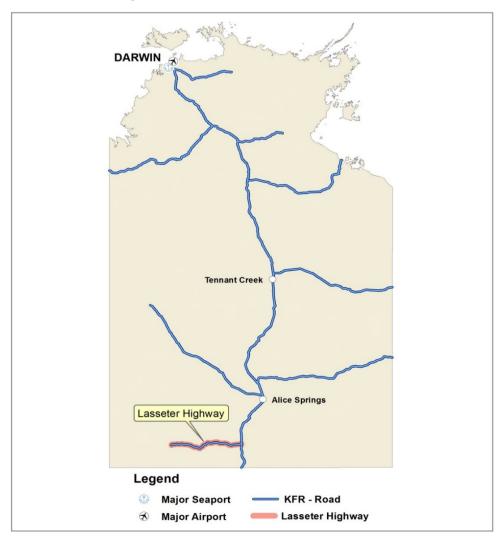
Total	(\$m)	18.28
2021–22 indicative	(\$m)	3.84
2020–21 indicative	(\$m)	3.80
2019–20 indicative	(\$m)	6.21
2018-19 budgeted	(\$m)	4.43

Carpentaria Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Rural arterials - pavement strengthening and widening	Katherine	Pavement strengthening and widening (chainage 128-132.2 km)	1.87	1.87	-	0.05	-	-	-
Rural arterials - pavement strengthening and widening	Katherine	Pavement strengthening and widening (chainage 118.4-121.5 km)	2.60	2.60	-	2.60	-	-	-
Construct Heavy Vehicle Parking Bay	Katherine	Construction of a new heavy vehicle-parking bay in the outbound lane at the Heartbreak Hotel Roadhouse (Chainage 270.22km)	0.45	0.23	0.23	-	0.45	-	-
Pavement strengtheing and widening	Katherine	Strengthening and widening of pavement (chainage 109 to 114.5km)	4.00	2.00	2.00	-	4.00	-	-
Rural arterials - pavement strengthening and widening	Katherine	Pavement strengthening and widening of various sections	4.00	4.00	-	-	-	2.00	2.00
Minor New Works	Katherine	Various minor upgrades, safety and traffic management improvements	1.88	1.88	-	0.68	0.40	0.40	0.40
Subtotal project expenditu	re		14.80	12.58	2.23	3.33	4.85	2.40	2.40

Other expenditure							
Repairs & Maintenance				1.10	1.36	1.40	1.44
Subtotal other expenditure				1.10	1.36	1.40	1.44
Total	14.80	12.58	2.23	4.43	6.21	3.80	3.84

Lasseter Highway



Key statistics

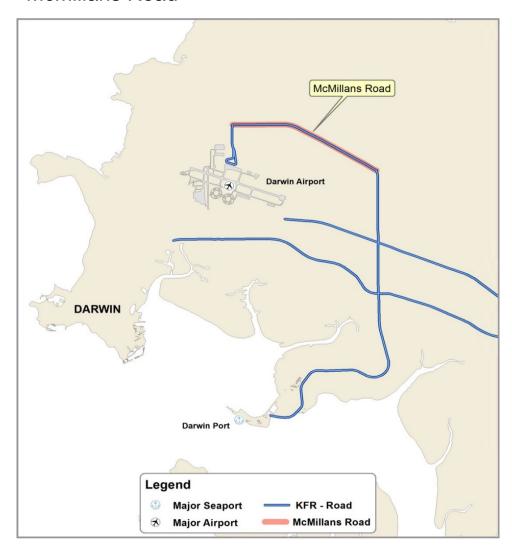
- The Lasseter Highway is a 244 kilometre long sealed rural arterial road that links the Stuart Highway to Uluru.
- Key drivers include tourism, cattle, community access and mineral exploration.

2018-19 budgeted	(\$m)	0.67
2019–20 indicative	(\$m)	2.13
2020–21 indicative	(\$m)	1.15
2021–22 indicative	(\$m)	2.18
Total	(\$m)	6.13

Lasseter Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Widen Pavement and Seal	Central Australia	Widening of pavement and seal (chainage 222 to 226km)	1.00	0.50	0.50	-	1.00	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening of various sections	1.00	1.00	-	-	-	-	1.00
Minor New Works	Central Australia	Various minor upgrades, safety and traffic management improvements	0.90	0.90	-	-	0.30	0.30	0.30
Subtotal project expenditu	re		2.90	2.40	0.50	-	1.30	0.30	1.30
Other expenditure									
Repairs & Maintenance						0.67	0.83	0.85	0.88
Subtotal other expenditure)					0.67	7 0.83	0.85	0.88
Total			2.90	2.40	0.50	0.67	2.13	1.15	2.18

McMillans Road



Key statistics

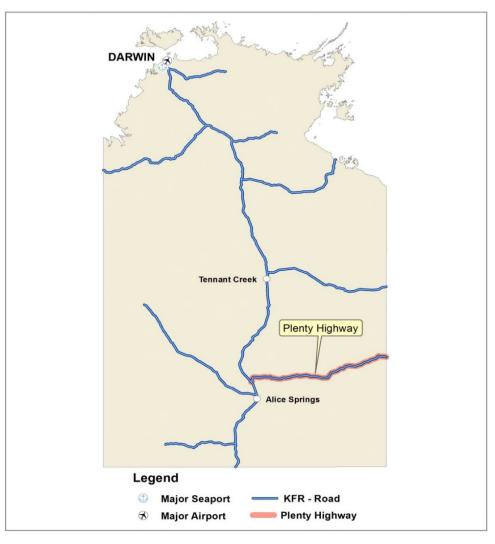
- McMillans Road is a 13.3 kilometre long sealed urban arterial road that links Darwin and the Stuart Highway to the Darwin International Airport.
- Key drivers are urban use, community access and airport access.

Total	(\$m)	3.43
2021–22 indicative	(\$m)	0.14
2020-21 indicative	(\$m)	2.94
2019–20 indicative	(\$m)	0.14
2018-19 budgeted	(\$m)	0.21

McMillans Road: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Strengthen and resurface ageing pavements on the urban arterial road network	Darwin	Strengthen pavement and asphalt resurface; various sections	2.50	2.50	-	-	-	2.50	-
Minor New Works	Darwin	Various minor upgrades, safety and traffic management improvements.	0.40	0.40	-	0.10	-	0.30	-
Subtotal project expenditu	re		2.90	2.90	-	0.10	-	2.80	-
Other expenditure									
Repairs & Maintenance						0.11	0.14	0.14	0.14
Subtotal other expenditure)					0.11	0.14	1 0.14	0.14
Total			2.90	2.90	-	0.21	0.14	2.94	0.14

Plenty Highway



Key statistics

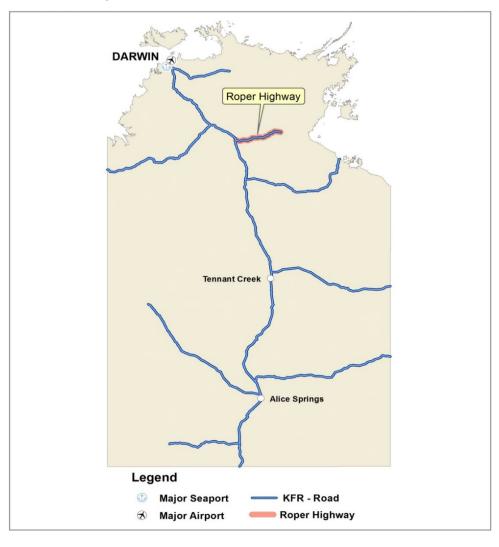
- The Plenty Highway is a 499 kilometre long rural arterial road that links the Stuart Highway (north of Alice Springs) to the Queensland border, and connects to the Donohue Highway in Queensland.
- The Plenty Highway is part of the Outback Way tourist route.
- The road is sealed (single lane) for the first 97 kilometres from the Stuart Highway, with the remaining 402 kilometres being unsealed.
- Key drivers are cattle, community access, mineral exploration and tourism.

2018-19 budgeted	(\$m)	28.88
2019–20 indicative	(\$m)	13.88
2020–21 indicative	(\$m)	21.84
2021–22 indicative	(\$m)	5.68
Total	(\$m)	70.28

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Outback Way - Plenty Highway upgrade and seal beyond Harts Range (ch 146.3 – 151.8)	Central Australia	Upgrade and seal beyond Harts Range (ch 146.3 – 151.8 km)	6.25	1.25	5.00	2.47	3.23	-	-
Northern Australia Roads Programme - Plenty Highway Upgrade	Central Australia	Upgrade and seal various sections (Ch 120.87 - 140.75km)	25.00	5.00	20.00	21.33	-	-	-
Outback Way - Plenty Highway Progressive Sealing	Central Australia	Upgrade and seal various sections (Ch 151.8 to 166.7km)	25.90	5.18	20.72	-	7.15	18.75	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening Ch 45.9-51.4 km	2.51	2.51	-	2.26	-	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening of various sections	2.00	2.00	-	-	-	-	2.00
Minor New Works	Central Australia	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	0.50	-	0.50
Subtotal project expenditu	re		62.66	16.94	45.72	26.06	10.88	18.75	2.50
				(continued)					
Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Other expenditure									

Repairs & Maintenance				2.82	3.00	3.09	3.18
Subtotal other expenditure				2.82	3.00	3.09	3.18
Total	62.66	16.94	45.72	28.88	13.88	21.84	5.68

Roper Highway



Key statistics

- The Roper Highway is a 204 kilometre long rural secondary road that links the Stuart Highway (at Mataranka) to Roper Mineral region and the community of Ngukurr.
- The road is sealed (predominantly single lane) for the first 134 kilometres from the Stuart Highway, with the remaining 70 kilometres being unsealed.

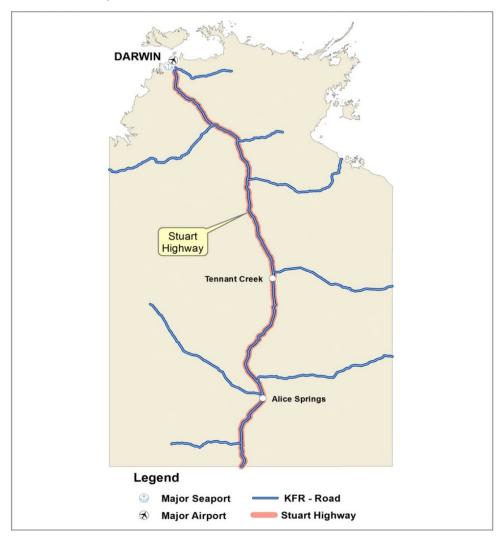
2018-19 budgeted	(\$m)	2.93
2019–20 indicative	(\$m)	5.95
2020–21 indicative	(\$m)	0.76
2021–22 indicative	(\$m)	1.19
Total	(\$m)	10.83

Roper Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Regional Roads Productivity Package - Roper Highway	Katherine	Construct high level bridges over the Roper and Wilton Rivers	50.50	8.00	42.50	0.80	2.50	-	-
Secondary and Local Roads Pavement Strengthening and Widening	Katherine	Pavement strengthening and widening at various locations along the Roper Highway (chainages 0-134 km)	1.47	1.47	-	0.64	-	-	-
Progressive upgrade and seal from Fizzer Creek to Ngukurr	Katherine	Upgrade and seal selected sections between Fizzer Creek and Ngukurr (Ch 133,347 - 135,396 km & Ch	4.00	3.48	0.52	0.89	2.31	-	-
Minor New Works	Katherine	Various minor upgrades, safety and traffic management improvements	0.80	0.80	-	-	0.40	-	0.40
Subtotal project expenditu	re		56.77	13.75	43.02	2.33	5.21	-	0.40
	(continued)								

Project Other expanditure	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Other expenditure									
Repairs & Maintenance						0.60	0.74	0.76	0.79
Subtotal other expenditu	ure					0.60	0.74	0.76	0.79
Total			56.7	7 13.75	43.02	2.93	5.95	0.76	1.19

Stuart Highway



Key statistics

- The Stuart Highway is a 1786 kilometre long sealed Rural National Highway that extends from Darwin to the South Australian border.
- The road is part of the National Land Transport Network and is the major Northern Territory transport corridor.
- The Stuart Highway provides a major link through the territory for both freight and tourism.

2018-19 budgeted	(\$m)	30.20
2019–20 indicative	(\$m)	31.31
2020–21 indicative	(\$m)	18.62
2021–22 indicative	(\$m)	19.62
Total	(\$m)	99.75

Stuart Highway: Planned Expenditure and Investment

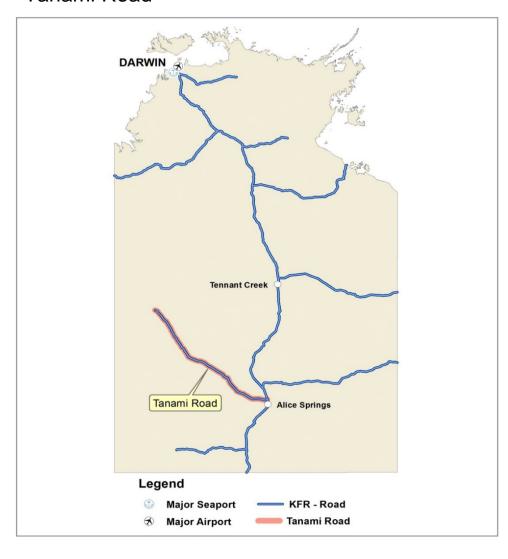
Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Northern Territory Road Package - Safety and Fatigue Management	Central Australia	Duplication North of Alice Springs between MVR and Herbert Heritage Drive	10.95	-	10.95	5.48	3.95	-	-
Stuart Highway Upgrade - Pinelanes to Industrial Precinct Access	Palmerston & Litchfield	Upgrade the Stuart Highway - Pinelanes to Industrial Precinct Access	6.00	6.00	-	0.12	5.59	-	-
National Network Strengthening and Widening	Various	Resealing of various sections	5.29	-	5.29	3.74	-	-	-
Stuart Highway / Tanami Road - Intersection Upgrade	Central Australia	Upgrade the Staurt Highway / Tanami Road intersection	1.20	1.20	-	0.15	-	-	-
Stuart Highway / Tulagi Road - Intersection Upgrade	Palmerston & Litchfield	Upgrade the Staurt Highway / Tulagi Road intersection	4.50	4.50	-	1.35	3.15	-	-
Stuart Highway- Extend floodway & Approaches	Barkly	Stuart Highway- Extend floodway & Approaches (Chainage 1032.48km)	1.05	1.05	-	1.01	-	-	-
Stuart Highway / Lindsay St Intersection - Road Safety Improvements	Katherine	Stuart Highway / Lindsay St Intersection - Road Safety Improvements	0.51	-	0.51	0.51	-	-	-
Strengthen and resurface ageing pavements on the urban arterial road network	Darwin, Palmerston & Litchfield	Strengthen pavement and asphalt resurface various sections of the Stuart Highway	1.00	1.00	-	-	-	-	1.00
Minor New Works	Various	Various minor upgrades, safety and traffic management improvements	13.27	13.27	-	4.27	3.00	3.00	3.00

 Subtotal project expenditure
 43.77
 27.02
 16.75
 16.63
 15.69
 3.00
 4.00

 (continued)

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018-19 Indicative all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)
Repairs & Maintenance						13.57	15.62	15.62	15.62
Subtotal other expenditur	e					13.57	15.62	15.62	15.62
Total			43.7	7 27.02	16.75	30.20	31.31	18.62	19.62

Tanami Road



Key statistics

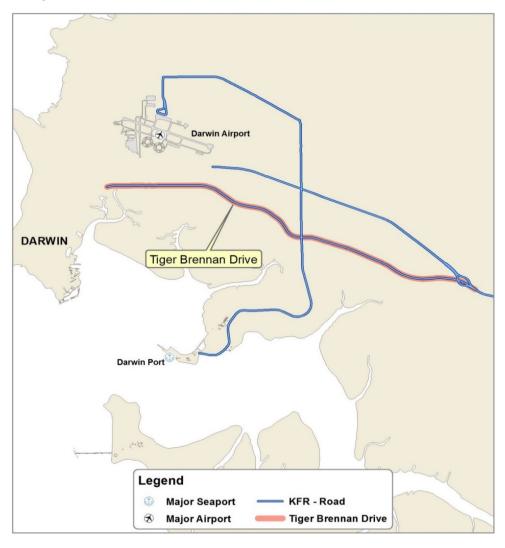
- The Tanami Highway is a 703 kilometre long rural arterial road that links the Stuart Highway (north of Alice Springs) to the Tanami Mineral region and the Western Australia border.
- The road is part sealed (240 kilometres), with the remaining 463 kilometres being unsealed.

Total	(\$m)	12.85
2021–22 indicative	(\$m)	2.31
2020–21 indicative	(\$m)	4.25
2019–20 indicative	(\$m)	2.20
2018-19 budgeted	(\$m)	4.09

Tanami Road: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Tanami Road upgrade	Central Australia	Extending the seal towards Yuendumu (Chainage 257 to 261km)	2.50	2.50	-	2.50	-	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening (various locations)	2.00	2.00	-	-	-	2.00	-
Minor New Works	Central Australia	Various minor upgrades, safety and traffic management improvements	1.69	1.69	-	0.49	0.40	0.40	0.40
Subtotal project expenditu	re		6.19	6.19	-	2.99	0.40	2.40	0.40
Other expenditure									
Repairs & Maintenance						1.10	1.80	1.85	1.91
Subtotal other expenditure)					1.10	1.80	1.85	1.91
Total			6.19	6.19	-	4.09	2.20	4.25	2.31

Tiger Brennan Drive



Key statistics

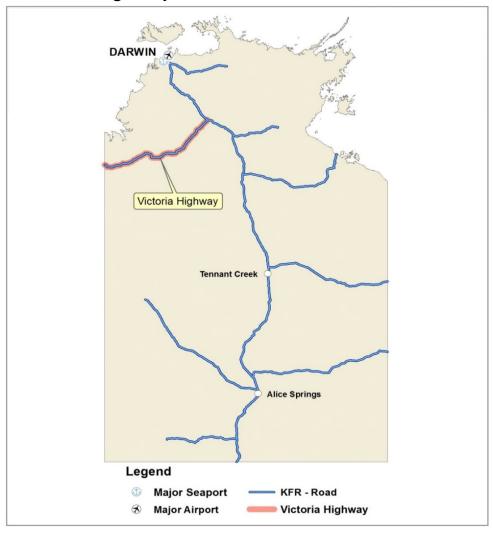
- The Tiger Brennan Drive is an 18.5 kilometre long sealed major urban arterial road linking Darwin and Palmerston and is a major freight route to port and rail facilities.
- The road is part of the National Land Transport network.
- Key drivers are urban use and freight distribution.

Total	(\$m)	3.32
2021–22 indicative	(\$m)	0.78
2020-21 indicative	(\$m)	0.78
2019–20 indicative	(\$m)	0.78
2018-19 budgeted	(\$m)	0.98

Tiger Brennan Drive: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Minor New Works	Darwin	Various minor upgrades, safety and traffic management improvements	2.25	2.25	-	0.75	0.50	0.50	0.50
Subtotal project expend	diture		2.25	2.25	-	0.75	0.50	0.50	0.50
Other expenditure									
Repairs & Maintenance						0.23	0.28	0.28	0.28
Subtotal other expendit	ure					0.23	0.28	0.28	0.28
Total			2.25	2.25	-	0.98	0.78	0.78	0.78

Victoria Highway



Key statistics

- The Victoria Highway is a 469 kilometre long sealed Rural National Highway that extends from the Stuart Highway at Katherine to the Western Australian border.
- The road is part of the National Land Transport Network and is the key transport and freight link to Western Australia.
- Key drivers include mining, cattle, tourism and community access.

2018-19 budgeted	(\$m)	23.36
2019–20 indicative	(\$m)	9.82
2020–21 indicative	(\$m)	3.48
2021–22 indicative	(\$m)	3.48
Total	(\$m)	40.14

Victoria Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	NT Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Victoria Highway - New Bridges over Little Horse and Big Horse Creeks	Katherine	Construct new high level bridges at Little Horse and Big Horse Crossings	35.50	15.49	20.01	13.90	6.34	-	-
National Network Strengthening and Widening	Katherine	Pavement Strengthening Ch 87-95.8 km	5.40	-	5.40	4.37	-	-	-
National Network Strengthening and Widening	Katherine	Resealing of various sections	1.09	-	1.09	1.09	-	-	-
Victoria Highway - Construct turning lanes to Bulla Access	Katherine	Victoria Highway - Construct turning lanes to Bulla Access	0.34	-	0.34	0.34	-	-	-
Minor New Works	Katherine	Various minor upgrades, safety and traffic management improvements.	3.73	3.73	-	1.33	0.80	0.80	0.80
Subtotal project expenditu	re		46.06	19.22	26.84	21.03	7.14	0.80	0.80
Other expenditure									
Repairs & Maintenance	Katherine	Repairs & Maintenance	10.37	-	10.37	2.33	2.68	2.68	2.68
Subtotal other expenditure	÷					2.33	2.68	2.68	2.68
Total			46.06	19.22	26.84	23.36	9.82	3.48	3.48