

Key findings: GHD Advisory business case for the Sunraysia Mallee Port Link (SMPL);

Freight Demand

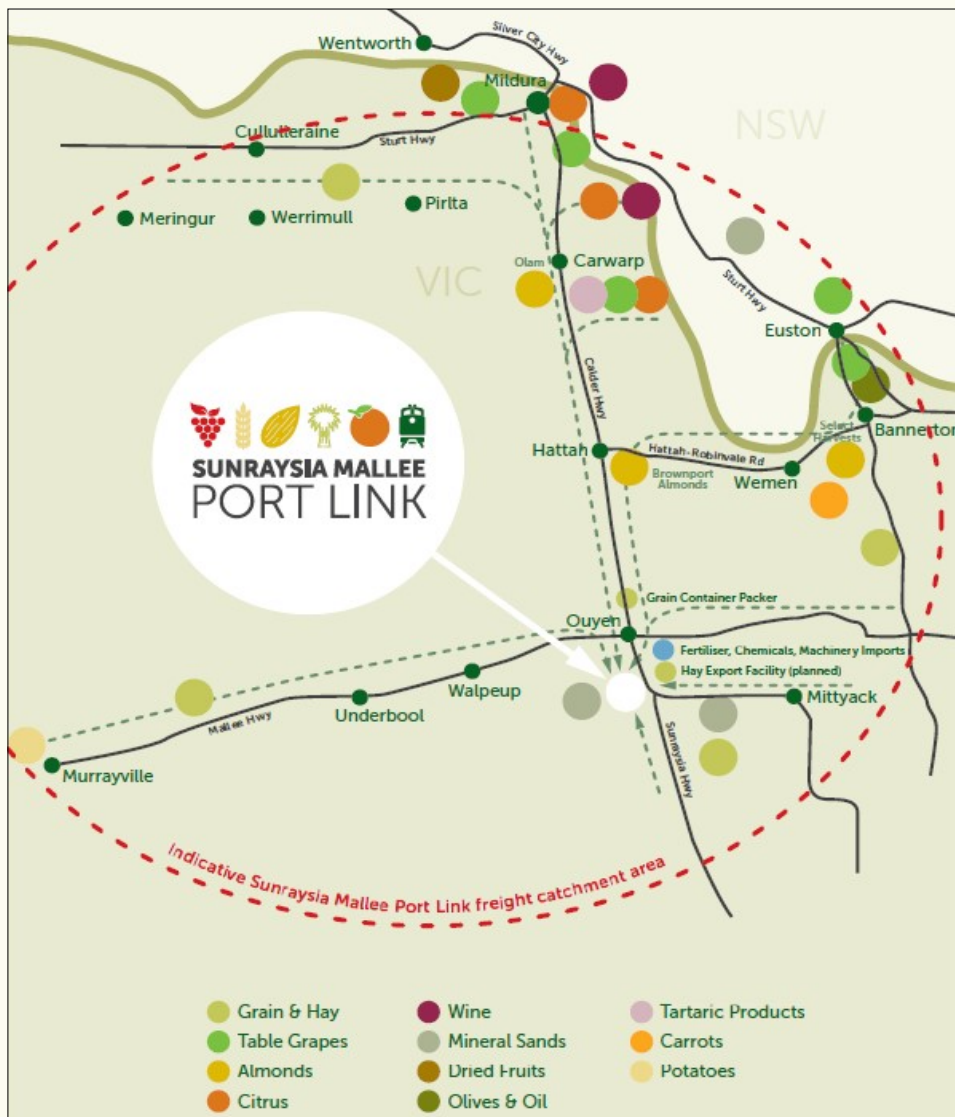
- 1 million tonne of intermodal freight (exported in shipping container) by 2023 (in MRCC LGA & Sunraysia) including table grapes, hay, almonds, wine, grain, citrus, tartaric products and vegetables
- 80% : 800,00 tonne to be transported via road to port requiring 19 million truck kilometres p.a. and will not change significantly under the Revised MBRP plan,
- 'Existing rail connections are a significant distance from the product and/or are in the opposite direction to the port'

Why Ouyen?

- 24-hour train cycle to the Port of Melbourne via Ballarat i.e. travel up and back in a day, unload and re-load etc.. = lower freight cost
- Allow up to 5+ train services per week - much needed by freight accumulators (resolves truck & driver utilisation issues) will attract freight to rail
- Diversity and volume of produce will ensure all year-round freight demand and train utilisation
- There is strong support from the road transport industry for the SMPL

Summary

- A project which is economically viable
- The Sunraysia Mallee Port Link is an important rail infrastructure project to support export growth and opportunities in the north west of Victoria



Sunraysia Mallee Port Link freight catchment region.

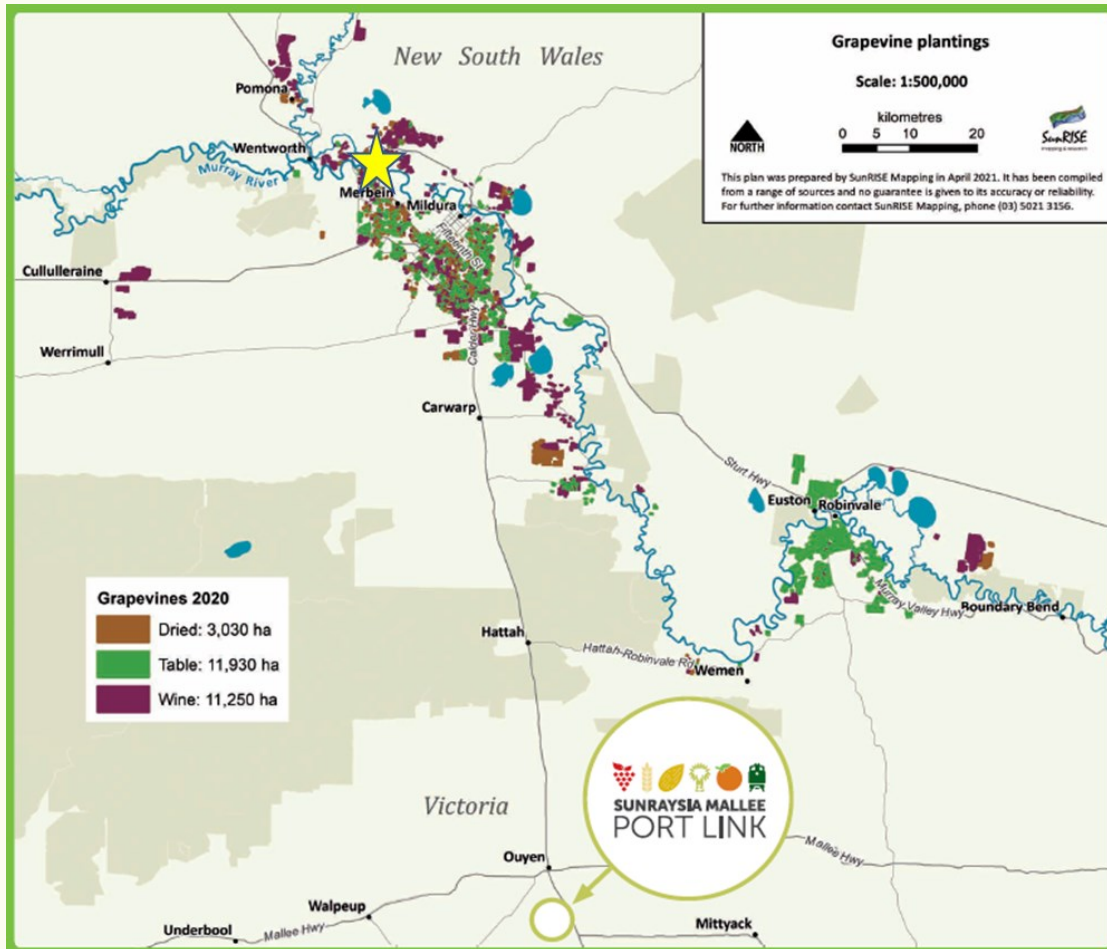
The volume and diversity of intermodal freight will ensure all year round utilisation of trains.

In addition, there are significant volumes of freight from South Australia's Pinnaroo and Riverland irrigation regions

INFORMATION SHEET

KEY FINDINGS

GHD ADVISORY BUSINESS CASE

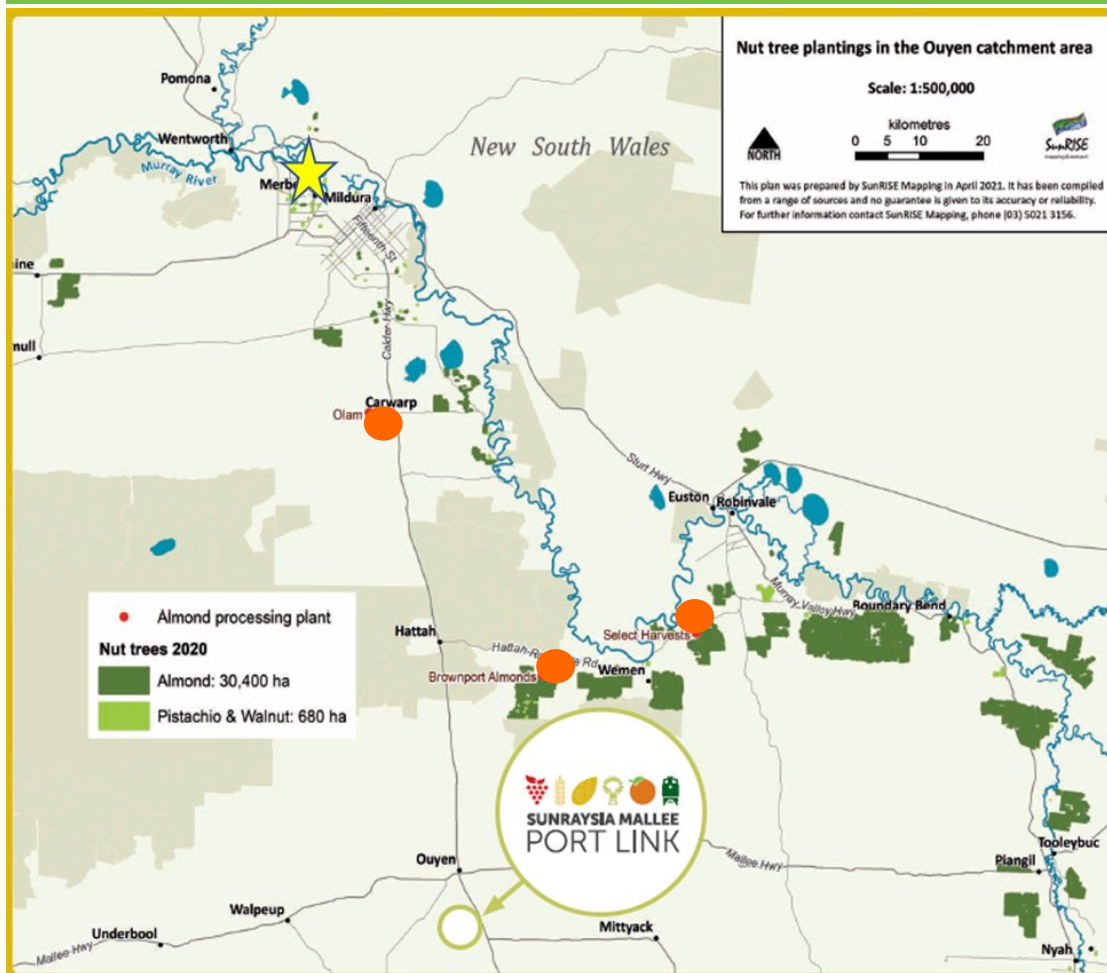


Grapevine plantings.

Table grapes.

The existing rail connections are a significant distance from where a majority of the plantings are located and/or are in the opposite direction to the port.

Wine. Four of Australia's largest ten wineries are located in the Sunraysia Mallee Port Link Catchment freight catchment region.



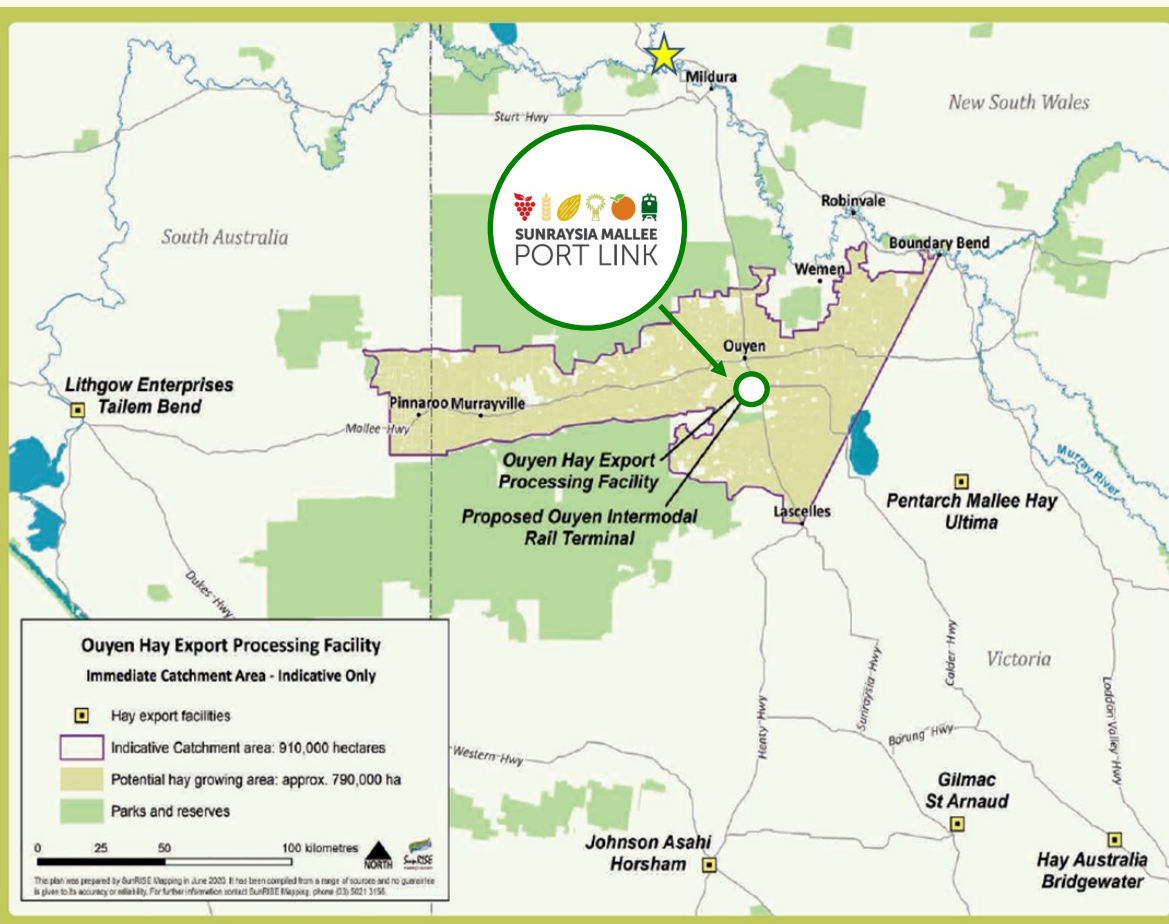
Almond plantings and processing facilities.

Three of Australia's four largest almond exporters are in the Sunraysia Mallee Port Link Catchment freight catchment region.

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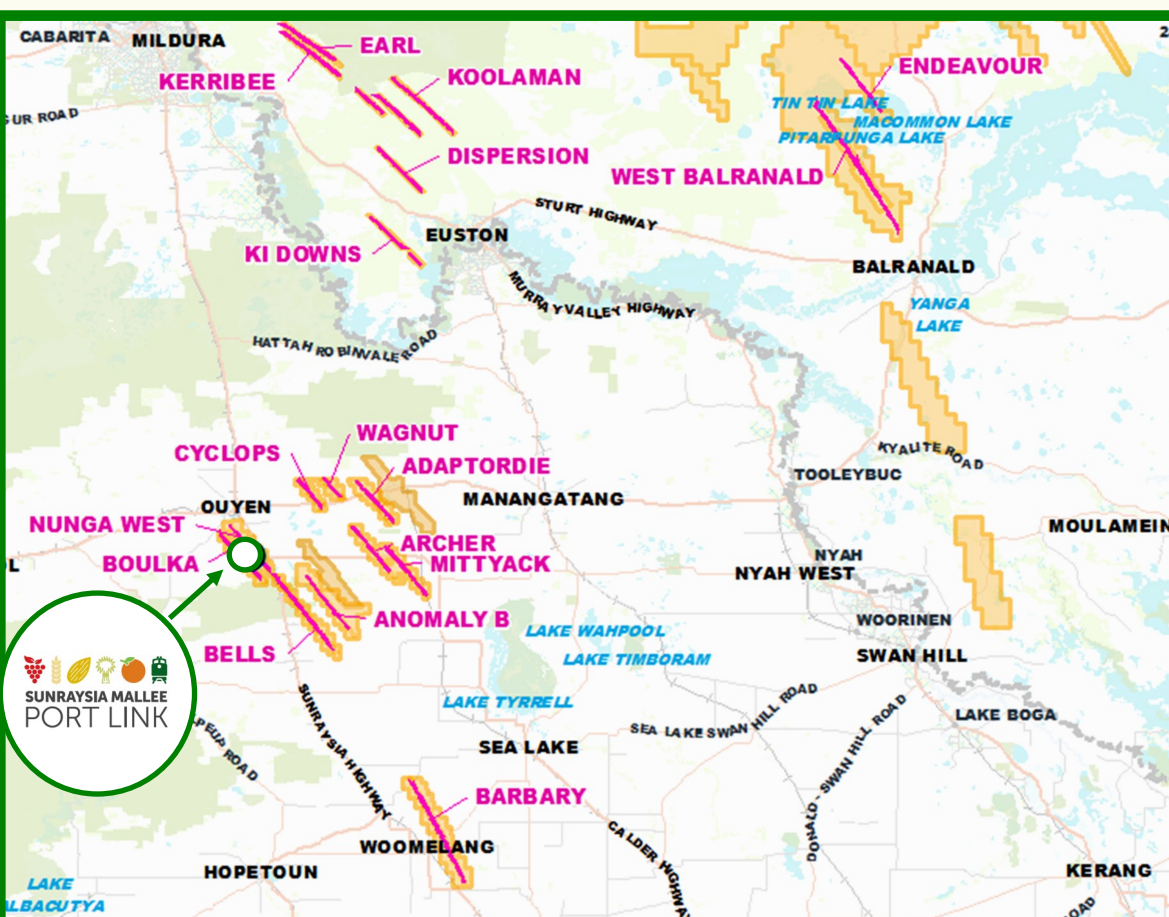
KEY FINDINGS

GHD ADVISORY BUSINESS CASE



Hay / grain exporting.

The Mallee has always been regarded as a producer of premium wheat and is also now regarded as Victoria's premium export oaten hay producing region. Both are already being packed into shipping containers for export. The Sunraysia Mallee Port Link will enable it to occur close to the point of origin and provide better returns to producers



Mineral Sand & Rare Earth Mining

Iluka Resources, in its letter of support for the Sunraysia Mallee Port Link (SMPL), have advised: *'the facility would certainly be an important consideration in its assessment of the economic viability of developing its deposits in north west Victoria'*

Numerous mining exploration licences have been granted in close proximity to SMPL in late 2021 and early 2022