

### *Points of Difference:*

***'24 hour train cycle ,work with the road transport industry and big volumes, well diversified products + large catchment region = all year-round train utilisation = reduced freight costs'***

#### Sunraysia Mallee Port Link:

- The 1,000,000 tonne of intermodal freight (exported in shipping container) involving grapes, almonds, wheat, hay, wine, & citrus etc .. 80% will go by road requiring 19,000,000 truck kilometres every year on our highways etc. The aim is to get half to two thirds of this intermodal freight onto rail.
- Achieve the highly efficient 24-hour train cycles to the Port Of Melbourne (once Maryborough to Gheringhap /North Geelong rail corridor is reinstated )
- Positioned at the base of a large freight catchment funnel ensuring far greater volumes
- Diverse range of products ensuring all year-round throughput and use of train capacity
- Independent ownership and management of a facility with open access and a mandate to work with the north west Victorian road transport industry – rather than being a threat.
- The major road transport companies actually want to use rail; they made up more than half of the huge number of shipping container volumes that were listed at the stakeholder meeting held at Ouyen in March 2018 and they have backed it up by providing letters of support for a new intermodal operation to be built. A 24 hour train cycle will also allow 5 or more train services per week which is what the exporters and road transport operators require. For the road transport operators it is an 'all or nothing proposition'. They need 5 train services per week to make it attractive; anything less than five services will require them to keep a full fleet of trucks and crew of drivers for non-train days, and will have trucks and drivers sitting idle on days when there is a train.
- Large greenfield site which will enable the configuration of rail sidings and hard stands for faster unloading and reloading of trains whilst providing an efficient layout for users of the site
- The intent is for the site to be **owned by a not for profit** Ouyen Inc subsidiary company, in its own right, with **the intention of keeping train access charges low**. (or no access charges like the PoM) and a modest profit to be reinvested back into community projects
- Well positioned to attract export freight from South Australia's Pinnaroo and Riverland regions; potatoes, almonds, grapes and citrus
- Nestled amongst numerous mineral sand and rare earth deposits