

Site

- Site selected; **only one to meet all six criteria**
- **Legally secured** – option for Ouyen Inc to purchase
- **Soil tested**
- **Surveyed; topography and site boundary**

Planning

- **Rapid appraisal prepared by Dept of Transport confirming the need for the new intermodal**
- **Business case and costings completed**
- **Local planning policy framework assessment** undertaken
- Traffic assessment has been prepared
- High level site design completed – includes future proofing

Community and Business support:

- The Sunraysia Mallee Port Link intermodal project is included as a **high priority in the Ouyen Inc Community Plan**
- An extensive number of businesses have attended numerous meetings (e.g. DOT stakeholder meeting March 2018, meetings with politicians), **have provided letters of support and were involved in the development of the Sunraysia Mallee Port Link business case**

Anchor tenants:

- **a hay exporter** who is poised to invest \$10 million in constructing an export hay facility
- **a national intermodal and rail operator** (details are commercial in confidence)

Construction - Local content –aim:

- 3,000+ recycled plastic sleepers manufactured in Mildura
- earthworks, plumbing, buildings, electrical, concrete, fencing, roads, landscaping

'Shovel Ready'—but awaiting reinstatement of the direct rail link to the Port of Melbourne

- Prior to the commencement of the Murray Basin Rail Project, trains on the Yelta/Mildura to Maryborough rail corridor travelled direct to port via Ballarat.
- Now they are detoured via the Grampians, adding an extra 130 km in each direction of travel. To illustrate how bad the rail detour via the Grampians is, imagine a hypothetical situation where all transport between Bendigo and Melbourne is detoured via Shepparton