

General Location Criteria (refer to Business Case key findings for details)

**Big freight catchment area / 'funnel' with a well-diversified and all year-round supply.
24 hour train cycle.**

Site Specific Criteria

Size & location in relation to the main rail line. DoT have made it clear that it will not allow an intermodal to be constructed on the east side of the main rail line due to insufficient space between the main rail line and the Calder Highway. In addition, it will not allow a new spur line to cross over the Calder Highway to the east side, when its policy is to reduce the number of rail crossings on such highways. In the absence of adequate available space between the main rail line and the Calder Highway at any location 50km to the north and to the south of Hattah, an intermodal site on the west side of the main rail line should be considered. This will provide ample room to build rail sidings and warehouses and potentially a small solar farm, plus allow for expansion and the inclusion of other products; maybe mineral sand etc; thus, up to 80 Ha or more is required.

Shape (must be long) , near utility services, far from neighbours etc; following from immediately above, where is there a parcel of land of up to 80 Ha or more, on the west side of the main rail line and ideally with the following attributes; over a kilometre from the nearest residence, has suitable soils, three phase power, adequate water main in close proximity, has minimal or no native vegetation, is conducive to good storm water management etc and can cater for a continuous rail siding of 1.2+kilometres long

Accessible by road trains and HPFV's; avoid trucks banking on the main train rail line. Is there a potential intermodal site where the truck access path includes adequate room between the highway and the main rail line for road train & HPFV's? (when accessing the west side of the main rail line). This necessity is best explained with an example; when leaving the new intermodal rail terminal, a road train truck will drive over the main rail line and does not want its rear trailer sitting on the main rail line whilst waiting to turn onto the highway. This a significant problem right along the Yelta/ Mildura rail line and there are only a few locations south of Mildura to the vicinity of Ouyen where this may be possible

Accessible by road trains and HPFV's – safety for other road users. VicRoads have advised that at the point where trucks are exiting and entering the highway (going to and from the Intermodal site) there must be safe conditions for other road users; i.e. adequate visibility from a long distance, of the trucks turning off and onto the highway and / or has reduced traffic speeds already in place. (without an expensive re-alignment of a section of the Calder Highway)

Minimal impact on local traffic or roads. Is there an intermodal site that will have minimal impact on local traffic and where the rail siding lead in and lead out spurs from the main line will not create the need for two new rail crossings? Yes

Landowner is a willing seller. There is only one site that meets all of the above criteria, and the owner is a willing seller. (Ouyen Inc has a legally binding purchase option agreement in place with the land owner for a 77 Ha's / 190-acre site)

Coincidentally, after the site was initially identified, it was realised that it is immediately adjacent to an Iluka Resources exploration mineral sand and rare earth deposit. (and close to numerous others)