

INFORMATION SHEET # A01

KEY DRIVERS & INDEPENDENT VERIFICATION



Sunraysia Mallee Port Link

A community initiated project for the betterment of all in North West Victoria and beyond

The Key Drivers and Independent Verification:

1. DEMAND.

By 2023, the region will generate more than 1,000,000 tonne of intermodal freight (exported in shipping container) involving grapes, almonds, wheat, hay, wine, & citrus etc of which only 20% will be freighted on a train to Melbourne. That means 80% will go by road which equates to 19,000,000 truck kilometres every year on our highways etc. And with the Calder Highway being recently opened to road trains to go all the way into Melbourne, a lot more will go by road.

The aim is to get half to two thirds of this intermodal freight onto rail through the construction of the Sunraysia Mallee Port Link at Ouyen and the reinstatement of the direct route to the Port of Melbourne i.e. from Maryborough to Gheringhap/ North Geelong (which was as was the route before the Murray Basin Rail Project commenced and was set to continue, until it was 'revised' mid 2020 resulting in trains having to travel 25% further distance by being permanently detoured via Ararat)

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. This is also backed up in the Dept of Transport Rapid Appraisal Report for establishing a new rail terminal at Ouyen. That report can be found on the Ouyen Inc website.

2. LOCATION. The main criteria in deciding the location of a new intermodal for North West Victoria is somewhere that allows a train to get up from Melbourne & go back in a 24-hour period. (in that period, it also needs to refuel, do train inspections, load & unload etc.). Trains that achieve 24 hour train cycles are so much more efficient & cheaper. **If a train cannot go up and back in 24 hours it becomes very expensive and will find it hard to compete against road transport. The Dept of Transport have advised that an Intermodal at Ouyen will achieve the 'rail holy grail' i.e. a 24 hour train cycle;** up from Melbourne and back in 24 hours. They also advised that it will not be achievable any location further north of Ouyen. So, the new intermodal for North West Vic has to be in the vicinity of Ouyen. 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.

Sunraysia Mallee Port link will also attain 24-hour train cycles to Iluka Resources' processing plant at Hamilton, Victoria.