

# SUMMARY OF THE INTERMODAL RAIL PROJECT AT OUYEN

As at 30 April 2021



*Sunraysia Mallee Port Link*

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

<b>A. Getting freight onto rail, reduce transport costs, better returns for producers, new industry &amp; job opportunities, recommence mining sooner and less road trauma &amp; emissions</b>	<b>Reference document*</b>
<b>Key Drivers and Independent Verification;</b> currently > 80% of intermodal freight is going by road and Ouyen will attain 24-hour train cycles to Port of Melb and Iluka Resources Hamilton	<b>A01</b>
<b>Points of Difference; *work with the road transport industry and *big product volumes, well diversified + large catchment region = all year-round train utilisation = reduced freight costs at Ouyen Intermodal.</b>	<b>A02</b>
<b>New Ouyen hay export facility: anchor tenant at Ouyen intermodal; ASX listed Wingara Ag is looking to invest ~\$10 million in a hay processing facility .</b> Crop rotations, better soil, better yields, better farmer returns, new industry, 50 jobs and a big volume of containers to go straight onto rail to the Port of Melbourne.	<b>A03</b>
<b>Mineral sand right next door to Ouyen Intermodal</b> and numerous others in proximity	<b>A04</b>
<b>Mineral sand &amp; rare earth logistics from Sth West NSW-</b> Ouyen Intermodal best for this	<b>A05</b>
<b>Significance of the Ouyen Intermodal;</b> big container volumes x long distance to port + mining	<b>A06</b>
<b>Strong industry support: especially road transport</b> operators, large family businesses, two multinationals, two ASX listed, 3 of the top 4 almond exporters, large hay exporter Further assistance and support coming from Port of Melbourne and Mildura Regional Development. Large national intermodal operator has entered into an exclusivity arrangement with Ouyen Inc to work towards being the terminal operator and providing intermodal services at the Ouyen Intermodal.	<b>A07</b>
<b>Strong community support</b> through engagement	<b>A08</b>
<b>Scorecard;</b> huge <b>gains;</b> social, environment and economically, 6.4 to 10.4 million truck kms off road. <b>75 to 90 jobs</b> at the intermodal, hay export facility and off site including container packing, biosecurity inspections, on farm plus millions of dollars in freight savings, valuing adding & better returns to growers	<b>A09</b>
<b>Site selection: met eight stringent criteria.</b> Land has been secured by Ouyen Inc	<b>A10</b>
<b>Site plan</b>	<b>A11</b>
<b>Business case – Executive Summary</b>	<b>A12</b>
<b>Govt Funding</b> – submission made for the 2021.22 budget – State & Federal	
<b>B. Improving freight transport (&amp; road safety), where most needed - furthest from Port</b>	
<b>Rail sidings removed Dec 2017 as part of MBRP works; no consultation</b> and it constituted a direct contravention to the MBRP business case	<b>B01</b>
<b>Victorian Governments failure to act on its own undertaking to Parliament to resolve the December 2017 MBRP removal of rail sidings, without consultation;</b> Victorian parliament adjournment matter Feb 2018; Vic Govt has not done what it said it would	<b>B02</b>
<b>Rapid Appraisal Report, May 2018 from the DoT.</b> (prepared after Feb '18 stakeholder meeting) <b>The report confirmed the need for the Ouyen Intermodal,</b> but Government has done nothing since (meanwhile a group of volunteers do the work)	<b>B03</b>
<b>Opening up Highways to HPFV's and road trains Oct 2019;</b> no passing lanes 350+ kms on main Highway, increasing <b>road deterioration</b> and a <b>poor rail system due to an incomplete MBRP; totally irresponsible</b>	<b>B04</b>
<b>Letter from DoT dated 8<sup>th</sup> July 2020;</b> will review in <b>5 to 10 years' time;</b> timeframe is <i>untenable</i>	<b>B05</b>
<b>C. Identifying what Government can do to achieve this in our region:</b>	
<b>Implementation of the MBRP Business Case;</b> MBRP investment would be <i>'significant to communities within the region, in terms of employment and business opportunities created by regional industries, as well the level of amenity afforded the community through the improved functioning of logistics chains whilst providing producers an alternative mode choice'</i> . (Page 7).	<b>C01</b>
<b>Ouyen to Ballarat to Gheringhap / Geelong (&amp; to Melbourne)</b> adhere to specifications of rail lines	<b>C01</b>
<b>Govt to work with Ouyen Inc, the Mallee community and stakeholders to commence actual work on the Ouyen Intermodal with construction to commence in December 2021.</b>	<b>C01</b>