

SUMMARY OF THE OUYEN INTERMODAL PROJECT

As at 3RD September 2020



OUYEN INTERMODAL

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

A. Getting freight onto rail, reduce transport costs, better returns for producers, new industry & job opportunities, recommence mining sooner and less road trauma & emissions	Reference document*
Key Drivers and Independent Verification; 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	A01
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.	A02
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 . 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.	A03
Mineral sand right next door to Ouyen Intermodal and numerous others in proximity	A04
Mineral sand & rare earth logistics from Sth West NSW- Ouyen Intermodal best for this	A05
Significance of the Ouyen Intermodal; big container volumes x long distance to port + mining	A06
Strong industry support: especially road transport 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.	A07
Strong community support through engagement	A08
Scorecard; huge gains; social, environment and economically, 6.4 to 10.4 million truck kms off road. 55 to 60 direct jobs at the intermodal and hay export facility plus a further 20 to 25 indirect jobs identified, millions of dollars in freight savings, valuing adding & better returns to growers	A09
Site selection: met eight stringent criteria. Land has been secured by Ouyen Inc	A10
Site plan	A11
Business case underway, funded by Mildura Regional Development and key stakeholders	
'Shovel ready' funding being sought now; to be completed by February 2021	
Construction of Ouyen Intermodal; plan to commence December 2021	
B. Improving freight transport (& road safety), where most needed - furthest from Port	
Rail sidings removed Dec 2017 as part of MBRP works; no consultation and it constituted a direct contravention to the MBRP business case	B01
Victorian Governments failure to act on its own undertaking to Parliament to resolve the December 2017 MBRP removal of rail sidings, without consultation; Victorian parliament adjournment matter Feb 2018; Vic Govt has not done what it said it would	B02
Rapid Appraisal Report, May 2018 from the DoT. (prepared after Feb '18 stakeholder meeting) The report confirmed the need for the Ouyen Intermodal, but Government has done nothing since (meanwhile a group of volunteers do the work)	B03
Opening up Highways to HPFV's and road trains Oct 2019; no passing lanes 350+ kms on main Highway, increasing road deterioration and a poor rail system due to an incomplete MBRP; totally irresponsible	B04
Letter from DoT dated 8th July 2020; will review in 5 to 10 years' time; timeframe is <i>untenable</i>	B05
C. Identifying what Government can do to achieve this in our region:	
Implementation of the MBRP Business Case; 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).	C01
Ouyen to Ballarat to Gheringhap / Geelong (& to Melbourne) adhere to specifications of rail lines	C01
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.	C01