

INFORMATION SHEET # A01

KEY DRIVERS & INDEPENDENT VERIFICATION



OUYEN INTERMODAL

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

The Key Drivers and Independent Verification:

1. **DEMAND.** Currently **less than 20%** of the product from our region, (grapes, almonds, wheat, wine, & citrus etc.) and exported in a shipping container is **freighted on a train** to Melbourne. (see A below) **It will not improve, even when the Maryborough to Gheringhap rail corridor is upgraded, unless the Ouyen Intermodal is constructed. That means right now more than 80% goes by road which equate to 15,200,000 to 17,000,000 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 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. (Ouyen Intermodal should also attain 24-hour train cycles to Iluka Resources' processing plant at Hamilton, Victoria.)

(A) Independent Verification

In a meeting on Thursday 16th January 2020 with Mildura Rural City Council advisory firm; GHD Transport Division representatives verified the following;

- *Less than 20% of intermodal freight from MRCC municipality and Euston, Robinvale & Wemen is being rail freighted to port*
- *Economically, a truck at Irymple is much better off to drive to Ouyen to put a shipping container on a train (and that train gets up from Melbourne and goes back in 24 hours), than that truck only driving 5 kms to a train that doesn't get up from Melbourne and back in 24 hours.*
- *that there is a big need for a second intermodal rail terminal in North West Victoria and*
- *that they agree with criteria used in deciding the actual intermodal site at Ouyen. (The list of criteria can be found on the Ouyen Inc website.)*