

INFORMATION SHEET # A02

POINTS OF DIFFERENCE

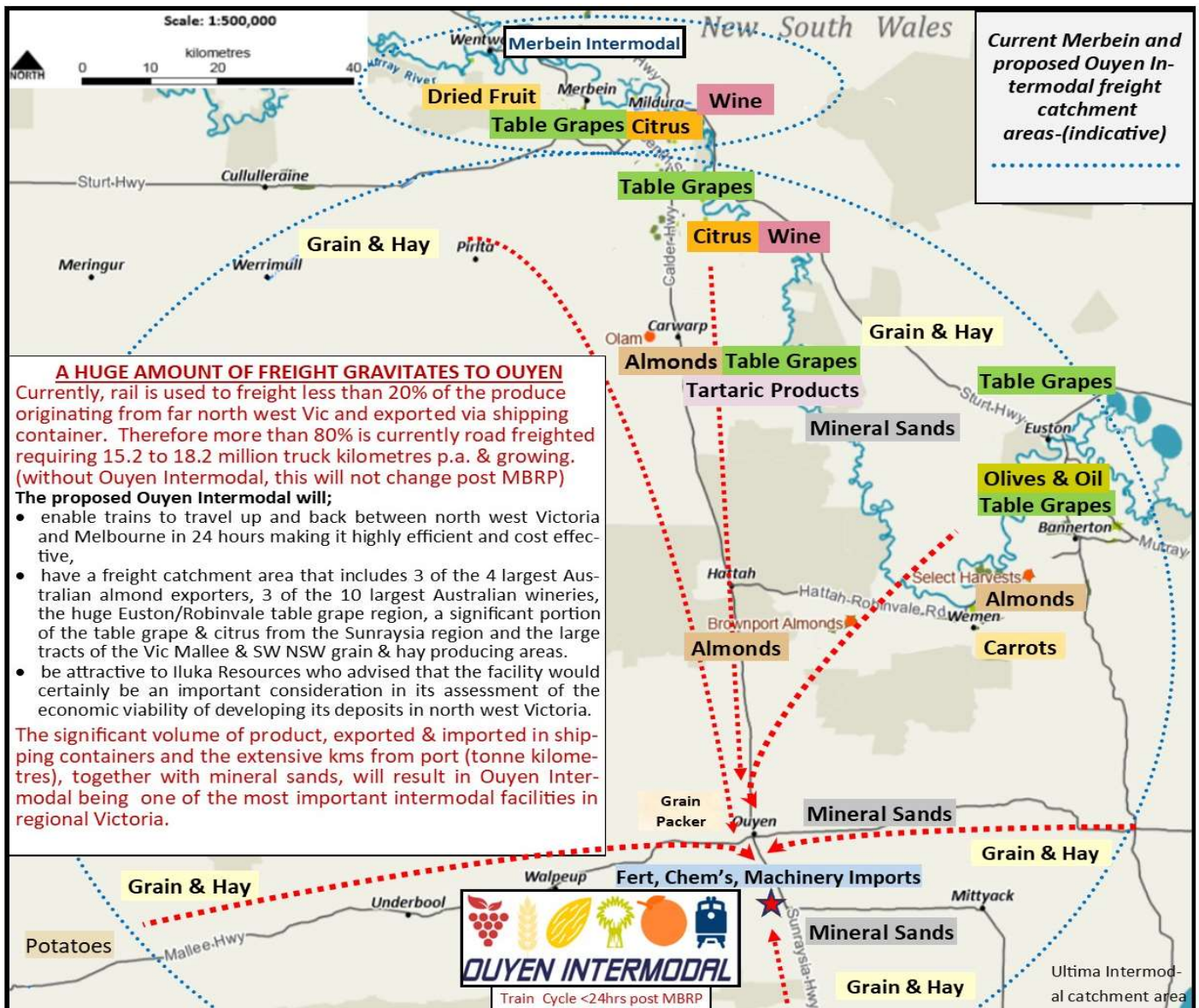


Points of Difference: *work with the road transport industry and *big volumes, well diversified products + large catchment region = all year-round train utilisation = reduced freight costs at Ouyen Intermodal.

Right now, more than 80% of the intermodal freight goes by road and the major road transport companies want to use rail; they attended the stakeholder meeting and have provided letters of support

Ouyen Intermodal- Points of Difference

- Achieve the highly efficient 24-hour train cycles to the Port Of Melbourne (once MBRP completed with standard gauge compatibility in the Maryborough to Gheringhap corridor etc)
- Positioned at the bottom of a large freight catchment funnel ensuring far greater volumes
- Diverse range of products ensuring all year-round throughput and use of train capacity
- Open access **and work with the north west Victorian road transport industry – rather than being a threat**
- Large greenfield site which will enable the efficient configuration of rail sidings and hard stands for users including rail and intermodal operators
- Potential for the site to be owned by a not for profit Ouyen Inc subsidiary company, in its own right or in a JV, with the intention of keeping rentals and, or access charges low.



Ouyen Intermodal complements the Port Of Melbourne's strategy and significant investment in rail <https://www.portofmelbourne.com/port-operations/rail-operations/>