

**INFORMATION SHEET # A07**  
**STRONG INDUSTRY SUPPORT –**  
**ESPECIALLY FROM ROAD TRANSPORT**



**Strong industry support; especially road transport**

**Intermodal freight;** all the freight listed below is currently being road transported (it does not overlap with Merbein Intermodal and its customers)

The below businesses include two multinationals, two ASX listed, and a range of family businesses.

	<u>Product</u>	<u>TEU's 000's</u>	<u>Support for Ouyen Intermodal; so far</u>
Accumulator	████	2.0	letter of support received
Producer & Exporter	██████	2.0	letter of support received
Road Transport Operator	██████	1.0	letter of support received
Road Transport Operator	████	1.5	letter of support received
Producer & Exporter	██████	2.2	letter of support received
Road Transport Operator	██████████	1.0	letter of support received.
Producer, Exporter & Transport Operator	██████████	1.4	letter of support received; 35-40 reefers 40'; per week x 20 weeks
Producer & Exporter	██████	0.3	letter of support received
Importer & Retailer	██████████	0.8	letter of support received
Producer & Exporter	██████	3.0	emailed support (co policy - don't do letters of support)
Processor & Exporter	████	5.0	about to enter exclusivity agreement with them; ██████████
Importer & Retailer	██████	0.3	several
Producer, Exporter & Transport Operator	██████████	1.0	owns 10+ trucks - really likes Ouyen; 1 truck to deliver 6 or 8 reefers a day v. 1 truck with 1.5 reefers a day to Melbourne:
Processor & Exporter	████	1.0	██
Road Transport Operator	██████████	2.5	██

**25.0** x 1,000 TEU's - twenty foot equivalent units

Confidential information has been redacted

**Plus, a huge volume of other intermodal freight** involving producers, exporters, accumulators, processors and transport operators **who have not yet been approached.**

**Mineral Sands: Iluka Resources**, in its letter of support for the Ouyen Intermodal, have advised: *'the facility would certainly be an important consideration in its assessment of the economic viability of developing its deposits in north west Victoria'*

Following a detailed review of a number of intermodal & rail terminal sites, Ouyen Intermodal is considered to have the best features, (cost effective, 24 hour train cycle to Iluka Hamilton, efficiencies and room) for the **millions of tonne of mineral sands** to be rail transported not only ore from north west Victoria, but also from south west New South Wales