



OUYEN INTERMODAL

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

Strong community support through engagement

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Freight future



Ouyen South is prime location for
new Intermodal hub: proponents

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OUYEN is well on the way to becoming one of Victoria's busiest freight centres.

That is the consensus amongst a growing number of supporters for a proposal that would see the Mallee outpost become home to greater Sunraysia's second intermodal, or road/rail freight facility.

The earmarked greenfields site - 30 kilometres south of town and just off the Calder Highway - would be home to two, 1.2-kilometre rail sidings and tens of millions of dollars of attendant freight handling infrastructure.

When the vision is realised, proponents say Ouyen would become one of the busiest rail freight centres in regional Victoria.

Like so many ideas, the Ouyen Intermodal proposal started out small, but grew as it took on a life of its own. It became a big plan.

"Originally (back in 2015) we were talking about upgrading Ouyen's existing 500-metre long rail freight siding", Ouyen Inc. chairman, Scott Anderson, said.

"At the same time we also wanted a back-up plan, in case, as we suspected it might, the rail freight centre idea expanded.

"With this in mind, we started discussions with a landowner for a 100-hectare greenfield project site that once developed would be able to accommodate freight drawn from a huge region encompassing the greater Sunraysia region and towns including Euston, Robinvale, Wemen, Hattah, Ouyen, Mittyak, Patchewollock and Murrayville."

But why Ouyen?

According to Ouyen Inc. "unlike some other intermodal operations, an Ouyen intermodal facility would be located in the 'sweet spot' for optimum rail access combined with a short road haul and have the ability to capture freight from a huge catchment area.

"It is perfectly situated to offer a 24-hour train turnaround from Melbourne which will bring rail costs down quite significantly," Scott said.

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Ouyen eyes freight future

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Introducing Ouyen's Intermodal Plan for the Future

Ouyen and its surrounding district could well be on the cusp of a new industry providing vital employment and a stable future if a proposed venture can be brought to fruition.

The Ouyen Intermodal Transport Hub is a community driven project that has been on the drawing board for some time and would be a major enterprise giving the area some employment and industry stability for the future.

The centre would be servicing a localised freight zone stretching from the Robinvale/Wemen area to Patchewol-



• Intermodal reachstacker handling containers.

Ouyen Intermodal Freight Project Continues to Stack Up

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The Ouyen Intermodal Freight Project continues to garner support from all corners of private industry sectors and government departments as it continues to edge along.

The Ouyen Inc led project that could help cement not only Ouyen's, but much of the district's future has continued to impress interested parties with its potential.

The premise of the Intermodal Freight Project is a simple one, transport goods grown and manufactured within the Mallee area to Melbourne and its Ports by rail in shipping containers rather than by road.

The bulk rail freight project has been on Ouyen Inc's agenda for some time now and in the latest Ouyen Inc Community Plan released this year was listed as the group's number one project in terms of importance. However, the project quickly outgrew any skillset the community group has, and they passed it over to Michael O'Callaghan to continue the process.

Michael, who grew up on his family farm just outside of Ouyen, has retained his links and love of the area, returning often from his home in Sunraysia to help out friends in their farming enterprises when needed. He also harbours a wealth of knowledge within the freight and transport business and a sound



Ouyen Inc Chair Scott Anderson at the Ouyen Lake, another project that has had a huge impact on the community.

business acumen and under his leadership the project has progressed no end.

Ouyen Inc chair Scott Anderson is full of praise for Michael's work on the project. "Michael has been invaluable to Ouyen Inc throughout this," Scott said. "Without his knowledge we could never hope to bring a project of this importance to our region."

Many industries including stock feed exporters, grain handlers, almond and fresh fruit growers have shown genuine interest in the project which could see their products loaded and transported to Melbourne for sale.

At the other end of the equation, high power meetings have been held with several government agencies and export companies also showing great promise. While the impact of the project on industries involved is expected to be huge, it is the long term impact on the local

communities that may have the greater social implications.

The number of ongoing permanent jobs created could number over 50 with opportunities for growth, helping to cement a future for the community and lead to confidence in the region, encouraging new families to make the Mallee their home

Another benefit that cannot be downplayed is the removal of several hundred road train trips on local roads per year, resulting in not only less damage to the roads, but safer conditions for those using them. While it is important to note that there is still some way to go before the Ouyen Intermodal Project comes to light, the future is certainly looking bright at this stage.