



**Sunraysia Mallee Port Link**

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

# PROJECT SCORECARD\*

\*If the direct rail route to the Port of Melbourne via Maryborough to Gheringhap /North Geelong is in reinstated. As at 30.04.2021

	<b>Jobs</b>	<b>Ongoing; 75 to 90 jobs</b> with 55 to 60 direct jobs at the intermodal and hay export facility plus a further 20 to 30 indirect jobs identified; grain & hay container packing, increase & retain Aqis inspector jobs in N.W. Vic etc. <b>(plus many jobs and benefits from future mining investments)</b>
	<b>Manufacturing</b>	Already the Sunraysia Mallee Port Link has attracted new manufacturing by way of grading, blending, re-pressing and packaging of hay produced across the Mallee region. Other manufacturing opportunities are already being considered e.g. green hydrogen exports.
	<b>Value Adding Opportunities</b>	<ul style="list-style-type: none"> <li>• packing export product it into a container itself adds value</li> <li>• enables branding, niche markets with end consumer</li> <li>• enables ‘product identity’ e.g. Mallee wheat – highly regarded Victorian grain</li> <li>• lends itself to enhancing the product e.g. grain cleaning</li> <li>• quality control; e.g. not put in storage or in coolrooms with others and variable temperature control of fruit</li> <li>• put seal on container door at ,or near, point of origin</li> </ul>
	<b>Mining Opportunities</b>	Ouyen Intermodal’s close proximity to many untouched mineral sand strands could make it cost effective to allow mining to commence at a far earlier date than previously anticipated. This will bring jobs and benefits to North West Victoria. Also well placed for Iluka Resources’ <b>South West NSW mining touted to commence in 2023</b>
	<b>Freight on Rail</b>	<b>By 2023, it is expected that the region will generate more than 1,000,000 tonne of intermodal freight (exported in shipping container) and 80% will continue to go by road unless the Sunraysia Mallee Port Link is built</b> (and the direct rail route via Ballarat is reinstated) The aim is to get <b>half to two thirds of this freight onto rail</b> and working with the road transport industry is paramount to achieving this. <i>More than 50% of the intermodal container volumes from the Letters of Support for Sunraysia Mallee Port Link are from road transport companies.</i> (in addition to intermodal freight there is great potential for millions of tonnes of mineral sand to go on train at the Sunraysia Mallee Port Link )
	<b>Freight Costs</b>	<b>-provide the shortest road haul to a rail terminal</b> , where a train can travel up from Melbourne and return, load & unload, refuel etc in a <b>24-hour train cycle</b> , <b>-location; huge freight catchment area</b> with diverse irrigated and dry land produce ensuring <b>all year-round freight demand and train utilisation which will also lower costs</b>
	<b>Economic Injection</b>	<b>\$11.3 million p.a. ongoing primary economic injection</b> of to north west Victoria through jobs, freight cost savings, manufacturing and value adding opportunities. (plus the economic injection from future mining opportunities)
	<b>Road Maintenance Costs</b>	Save <b>\$1,500,000</b> in road maintenance costs p.a. in the early years and potentially increase to <b>\$2,500,000</b> p.a. (plus huge savings from having a rail terminal close to future mining ops)
	<b>Road Safety</b>	Take <b>9.5+ million truck km p.a. off road.</b> (plus far less mining truck kilometres)
	<b>Road Trauma</b>	The Victorian Govt opened up Calder & Henty Hwy’s to <b>Road Trains &amp; Super Heavy Vehicles in Oct ‘19 with no passing lanes for 355km to Melbourne &amp; none for 240km to Horsham.</b> <b><i>J Pulford Minister for Road Safety &amp; the TAC, media release 17.11.19; ‘So far in 2019, 42 people have tragically been killed in crashes involving heavy vehicles on Victorian roads, compared with 28 in all of 2018’</i></b> <b>More than 80% of intermodal freight that could go on rail, from our municipality &amp; close neighbouring districts, is currently freighted on road, requiring 19,000,000 truck kms p.a. on our highways and arterial roads and despite bigger trucks, that is set to increase.</b> <b>School buses, elderly &amp; youth drivers and the general public rely on these roads for daily travel; there is no alternative public transport.</b>
	<b>Carbon Emissions</b>	Reduce carbon emissions. Road transport emissions are more than three times greater than rail. (plus, rail being closer to future mine ops = reduced emissions)
	<b>Living Standard</b>	<b>Environmentally, socially and economically, the Sunraysia Mallee Port Link project has become quite critical</b> , not just for the freight task for a confined corner of the state, but for a far-reaching footprint of Victoria <u>through to the inner suburbs of Melbourne.</u>

