

INFORMATION SHEET # A09












SCORECARD

As at 31.8.2020



OUYEN INTERMODAL

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

	Jobs	Ongoing; 55 to 60 direct jobs at the intermodal and hay export facility plus a further 20 to 25 indirect jobs identified; grain & hay container packing, increase & retain Aqis inspector jobs in N.W. Vic etc. (plus many jobs and benefits from future mining investments)
	Manufacturing	Already the Ouyen Intermodal 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.
	Value Adding Opportunities	<ul style="list-style-type: none"> • packing export product it into a container itself adds value • enables branding, niche markets with end consumer • enables 'product identity' • lends itself to enhancing the product e.g. grain cleaning • quality control; e.g. not put in storage or in coolrooms with others and variable temperature control of fruit • put seal on container door at ,or near, point of origin
	Mining Opportunities	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 (different market to Wimmera sands)
	Freight on Rail	A major 'point of difference' for this intermodal compared to others, is its positioning to work with the road transport industry and not be a threat to their operations. This is one of the drivers of rail securing 230,000 tonne p.a. payload in the early years with the potential to increase to 370,000 tonne p.a. (plus, large mining tonnes) <i>More than 50% of the intermodal container volumes from the Letters of Support for Ouyen Intermodal come from road transport companies.</i>
	Freight Costs	- provide the shortest road haul to a rail terminal , where a train can travel up from Melbourne and return, load & unload, refuel etc in a 24-hour train cycle , (when MBRP stages 4 & 5 are completed) - location; huge freight catchment area with diverse irrigated and dry land produce ensuring all year-round freight demand
	Road Maintenance Costs	Save \$1,500,000 in road maintenance costs p.a. in the early years and potentially increase to \$2,500,000 p.a. (plus huge savings from having a rail terminal close to future mining ops)
	Road Safety	Take 7,100 truck trips or 6.4 million truck km p.a. off road in the early years with the potential to increase to 11,400 truck trips or 10.3 million truck kms p.a. (plus far less mining truck kilometres)
	Road Trauma	The Victorian Govt opened up Calder & Henty Hwy's to Road Trains & Super Heavy Vehicles in Sep/Oct '19 with no passing lanes for 355km to Melbourne & none for 240km to Horsham. <i>J Pulford Minister for Road Safety & 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> More than 80% of intermodal freight that could go on rail, from our municipality & close neighbouring districts, is currently freighted on road, requiring 15.7 to 17,000,000 truck kms p.a. on our highways and arterial roads and despite bigger trucks, that is set to increase. School buses, elderly & youth drivers and the general public rely on these roads for daily travel; there is no alternative public transport.
	Carbon Emissions	Reduce carbon emissions by 7,100 tonne p.a. in earlier years and 11,400 tonne p.a. when the intermodal is at full potential. Road transport emissions are more than three times greater than rail. (plus, rail being closer to future mine ops = reduced emissions)
	Living Standard	Environmentally, socially and economically, the Ouyen Intermodal project has become quite critical , not just for the freight task for a confined corner of the state, but for a far-reaching footprint of Victoria through to the inner suburbs of Melbourne.
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