

# INFORMATION SHEET # A10

## SITE SELECTION



**OUYEN INTERMODAL**

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

### Site selection – Ouyen Intermodal

Whilst there is a huge demand for a second intermodal rail terminal in the Mildura Rural City Council LGA, what are the criteria for deciding its location?

#### General Location Criteria

- a) **Big freight catchment area / ‘funnel’ with a well-diversified and all year-round supply.** What location will provide this and at the same time **keep the expensive road transport leg as short as possible?**

Department of Transport, senior policy advisor Frank Lander has advised that a good minimum distance between intermodals is 80 km. From the Merbein intermodal, this would take it close to Hattah. So using it as the starting point, the catchment area would include all freight from Mildura and district (currently on road) and Mildura south, as well as freight from Euston, Robinvale and Wemen regions and this would make the freight catchment ‘funnel’ so much bigger (say in comparison to the Merbein intermodal). To date, there has been significant support from the Robinvale to Hattah for an intermodal operation that exporters and road transport operators can access. It is worth noting at this point; to go a mere 35kms further south to Ouyen, will see the rail freight task and catchment area grow again by also including an established grain container packing business (from Bacchus Marsh looking to do same at Ouyen) and in the future, hay and this would be drawing product in from as far as Murrayville, possibly to the SA border. Including wheat, hay and possibly potatoes from Pinnaroo adds to the diversity of the freight product pool and year-round supply.

- b) **24 hour train cycle.** ( i.e. on a consistent basis in a 24 hour period; a train is fuelled, pre- trip inspections conducted, travel up from Melbourne and return, shunting, load and unload containers, has spare time to absorb ‘hold-ups’ etc) This is the number one criterion in ascertaining the location of an intermodal terminal. It ensures optimum train utilisation and an efficient service which result in significant cost savings. This will ensure maximum volume of freight does go on rail.

What is the most northern point on the Melbourne to Mildura rail line where a freight train will achieve 24-hour train cycles on a consistent basis? Using the advice from the Department of Transport (DoT), it is in the vicinity of Ouyen.

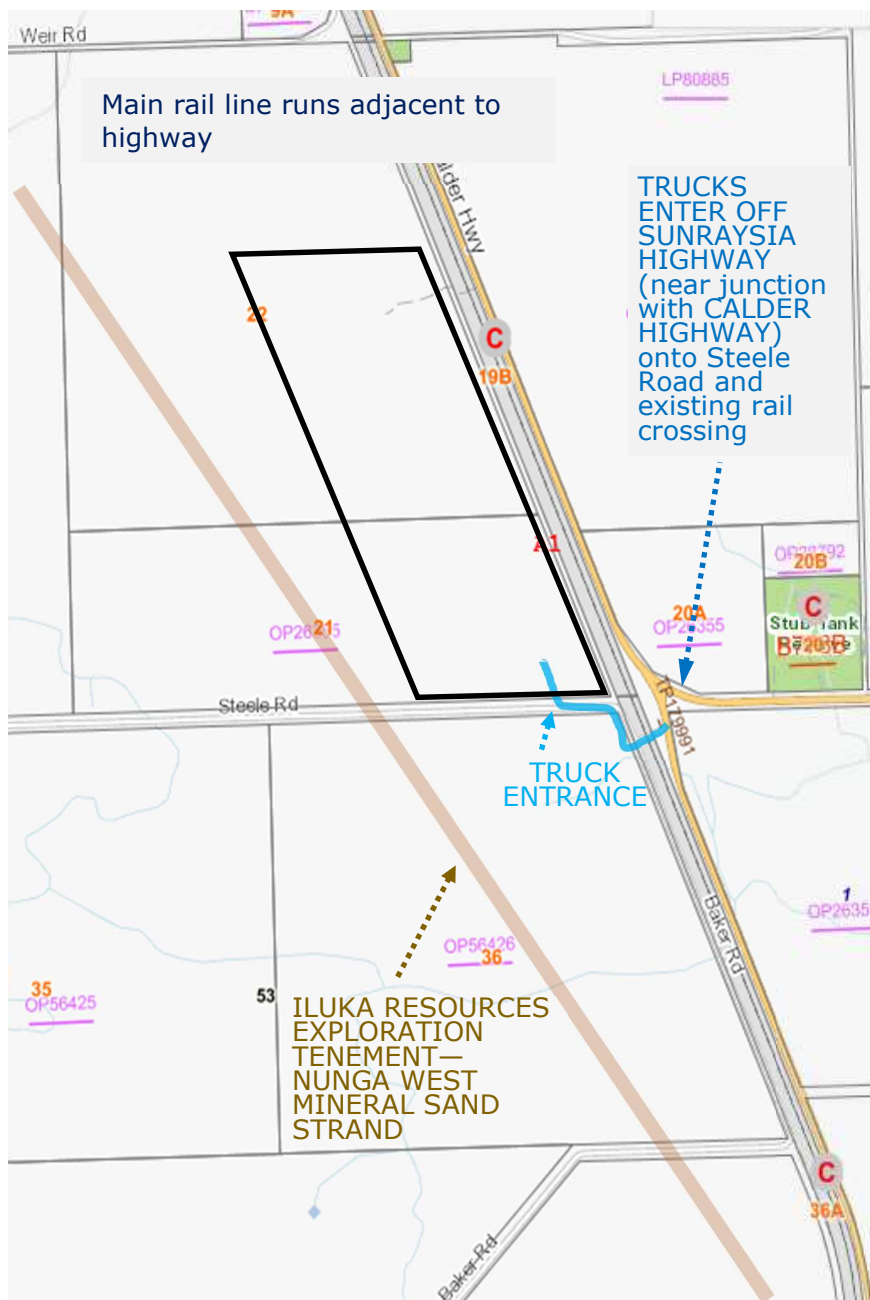
#### Site Specific Criteria

- 1. What size & where in relation to the main rail line?** DoT have made it clear that it will not allow an intermodal to be constructed on the east side of the main rail line because there is insufficient space between the main rail line and the Calder Highway and will not allow a new spur line to cross over the Calder Highway to the east side, when its policy is to reduce the number of rail crossings on such highways. In the absence of adequate available space between the main rail line and the Calder Highway at any location 50km to the north and to the south of Hattah, an intermodal site on the west side of the main rail line should be considered. This will provide ample room to build rail sidings and warehouses and potentially a small solar farm, plus allow for expansion and the inclusion of other products; maybe mineral sand etc; thus, up to 80 Ha or more is required.
- 2. Shape (must be long) , Available Services, Neighbours etc;** following from immediately above, where is there a parcel of land of up to 80 Ha or more, on the west side of the main rail line and ideally with the following attributes; over a km from the nearest residence, has suitable soils, three phase power, adequate water main in close proximity, has minimal or no native vegetation, is conducive to good storm water management etc and can cater for a continuous rail siding of say 1.2+km long?
- 3. Accessible by road trains and HPFV’s; avoid trucks banking on the main train rail line.** Is there a potential intermodal site where the truck access path includes adequate room between the highway and the main rail line for road train & HPFV’s? (when accessing the west side of the main rail line). This necessity is best explained with an example; when leaving the new intermodal rail terminal, a road train truck will drive over the main rail line and does not want its rear trailer sitting on the main rail line whilst waiting to turn onto the highway. This a significant problem right along the Yelta/ Mildura rail line and there are only a few locations south of Mildura to the vicinity of Ouyen where this may be possible (this needs to be considered in conjunction with c) & d) above and f) below)

4. **Accessible by road trains and HPFV's – safety for other road users.** VicRoads have advised that at the point where trucks are exiting and entering the highway (going to and from the Intermodal site) there must be safe conditions for other road users; i.e. adequate visibility from a long distance, of the trucks turning off and onto the highway and / or has reduced traffic speeds already in place. Without an expensive realignment of a section of the Calder Highway, there is **only one location** that achieves this criterion as well as e) above.
5. **Minimal impact on local traffic or roads.** Is there an intermodal site that will have minimal impact on local traffic and where the rail siding lead in and lead out spurs, (from the main line, will not create the need for two new rail crossings? Yes, and it also meets all the above criteria
6. **Landowner is a willing seller. There was only one site that met all of the above criteria,** and it is very fortunate for the project stakeholder, that the owner of that site to be a willing seller.

**Ouyen Inc has entered into an agreement to secure a 77 Ha's / 190-acre site that meets all of the above criteria**

Coincidentally, after the site was initially identified, it was realised that it is immediately adjacent to an Iluka Resources exploration mineral sand deposit. (and close to numerous others) Iluka has approved the location of the Ouyen Intermodal provided the southern boundary of the intermodal site were no greater than 500 metres, to enable an adequate buffer zone from future mining. (this condition has been met, it posed no problem) With a rail terminal in proximity, it has got their attention for mining to resume in the municipality in the future.



The only site that meets all of the above criteria is 10 kms south of Ouyen adjacent to where the Sunraysia Highway meets the Calder Highway.

After this site was identified, there was concern with the location of mineral sand stands in the region and details were provided to Iluka Resources for review. They advised, that if the southern boundary of the intermodal site were no greater than 500 metres, it would provide adequate distance from their future mine site buffer zone.

Iluka have provided maps etc showing their strands in the region in relation the intermodal site.