

# INFORMATION SHEET # B05

## GOV'T LETTER – 8<sup>TH</sup> JULY 2020: OUYEN INTERMODAL TO BE REVIEWED IN 5 TO 10 YEARS TIME



**OUYEN INTERMODAL**

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

### Letter from the Department of Transport (DoT) 8th July 2020: will review in 5 to 10 years time

We wish to bring to your attention that we received the letter below from the Victorian Department of Transport (DoT), dated 8<sup>th</sup> July 2020. In particular, we wish to draw your attention to their advice that the Ouyen Intermodal will be considered in the medium to long term. We assume that this would mean anywhere the next 5 to 10 years. Our understanding, at the time of this letter is that the Federal and Victorian Governments are still in discussion regarding the completion of the Murray Basin Rail Project and **we therefore hope that the letter from the DoT is somewhat premature. In December 2017, two rail sidings were removed from Ouyen, as part of the MBRP works, without any consultation and a contravention to its business case. This needs to be fully rectified in the next steps of the MBRP.**



Department of Transport

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Mr Michael O'Callaghan  
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Dear Mr O'Callaghan

Request for support - Ouyen Intermodal Facility Project

Thank you for your correspondence to the Department of Transport on 22 and 25 May 2020, providing further information to support your request for the Department to commit to funding the Ouyen Intermodal Facility Project as outlined in your table - Funding & key dates going forward (22 May 2020).

The Government supports the development of additional regional intermodal terminals to help achieve an efficient and sustainable freight and logistics system. To achieve this objective, numerous intermodal terminals have been proposed to assist the Government's medium to long term network and capacity development planning. **Developing an intermodal terminal at Ouyen is one of the proposals the Government is considering to promote increased use of rail freight in north-west Victoria.**

**The Government is also presently revising the Murray Basin Rail Project business case to assess the rail infrastructure required, including intermodal terminals, to meet the region's existing and future freight requirements. A wide range of issues have been considered in revising the Project's business case. These include freight demand, terminal locations, train speeds, reliability and train turnaround times. Addressing these issues as part of the revised business case may require funding assistance from the Commonwealth Government.**

**Given the current review of the Murray Basin Rail Project the Government is not proposing to proceed with business case funding or project funding for the Ouyen Intermodal terminal concept at this stage. However, the Government will keep it under review as part of its medium and long-term planning on rail network and terminal capacity development.**

DoT encourages you to continue to attract support for your project, including the possibility of attracting co-investment from another party. The Victorian Government will continue to work with the Ouyen Intermodal stakeholder group to achieve a satisfactory outcome, while maximising the benefits of the upgraded Murray Basin rail network for the State.

If you require further information about this matter, please contact Mr Praveen Reddy, Executive Director of Freight Victoria at Department of Transport on telephone (03) 8392 6196.

Yours sincerely

Mr Praveen Reddy  
Executive Director of Freight Victoria

8 / 7 / 2020

Two rail sidings were removed at Ouyen, without consultation, more than 2.5 years years ago (Dec '17) as part of the Murray Basin Rail Project.

With more than 80% of the intermodal freight from North West Vic going on road, why does Gov't continue to not support the Ouyen Intermodal project, but instead open up the Calder & Henty Highways to HPFV and road trains?

Despite the DoT holding a stakeholder meeting, with only 5 day's notice, at Ouyen in March 2018, and finding that the level of support for an intermodal exceeded all expectations, why has the Government done nothing since and now looking to take a further 5 to 10 years?

Why does Government continue to not support the Ouyen Intermodal project when the Port of Melbourne recently spent millions buying rail lines, at the port precinct, from ACFS and Qube who lease them back from 1 June 2020 at a zero rate, solely for the purpose of enabling and encouraging containers to be delivered to port on trains (especially regional trains) without incurring hefty access charges, and to make it the same as trucks who don't pay a port access charge.