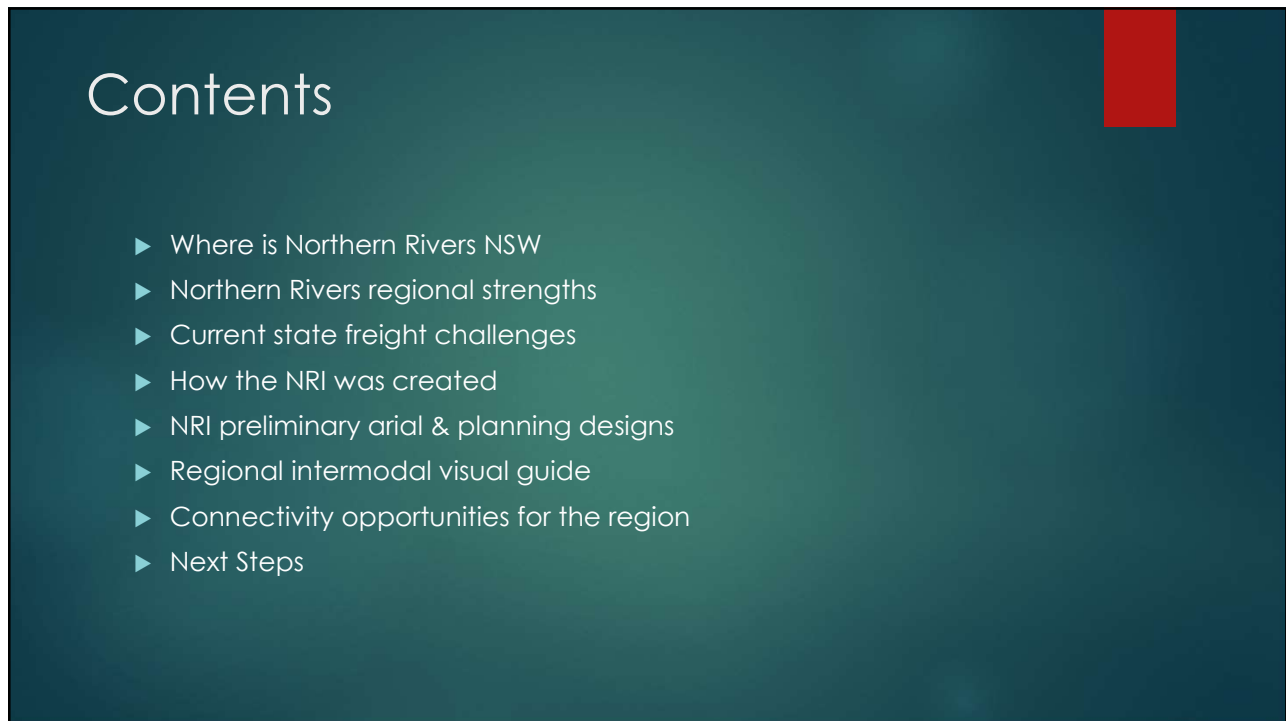


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Freight Challenge

Currently 80% of freight movements Brisbane to Sydney and Brisbane to Melbourne are by road, with 90% between Sydney and Melbourne by road. The Australian Rail Track Corporation (ARTC) forecasts freight demands will double over the next 15 years, driven by growth in real income, population and exchange rates with rail market share expected to increase to 40% Melbourne to Brisbane, 30% Brisbane to Sydney and 20% Sydney to Melbourne

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Freight Challenges

Increasing numbers of trucks on roads (safety & congestion)

Weight restrictions on roads / Limitations to tonnage capacity

Increasing financial cost & slow improvement to roads & bridges

Transport / Freight constraints (road flooding, supply, cost) & impact on product (damage)

Demand for centralized aggregation, storage & distribution

Mitigating market volatility with consistent freight solutions

Extensive studies demonstrating regional freight & supply chain needs

Under utilized rail network & missed opportunities

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Creation of the Intermodal Hub concept

- ▶ Since 1983, John Wright has worked with the biggest & broadest cross section of industries servicing the region as the owner of PRIMEX Field Days. He identified a need for cost effective freight solutions to facilitate growth; accessibility to & creating new and global markets; improving safety of removing trucks off the roads and providing Northern Rivers with a future economic portfolio to combat volatility, drought, floods & fires – and “inland port”
- ▶ He set out to connect the region via the rail network & make it affordable through cross industry collaboration.
- ▶ Stakeholders were engaged, research conducted & initial demand identified. Government were lobbied.
- ▶ Between 2005 - 2010, over 360,000sqm of land was acquired between Reynolds Rd and Nammoona Rail Station at Casino, Richmond Valley Northern Rivers NSW
- ▶ DA was approved and activated for IN1 zoning & subdivision.
- ▶ Located within the NAMMOONA INDUSTRIAL PRECINCT
- ▶ The project was previously named Pacific Intermodal due to its proximity to the east coast rail line & Pacific Ocean

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Freight Solution: NRI “The Intermodal” *Rail market share will increase*

- ▶ \$95m project output & 177 new jobs minimum direct positive impact (Remplan)
- ▶ Project identification, recognition & endorsement from a cross section of all 3 levels of Government, MPs, Regional Development Australia, Regions NSW, ARTC, NSW Planning, Richmond Valley Council, Lismore City Council.
- ▶ ARTC investment in upgrading the Northern Rivers rail & signal network
- ▶ Innovation in operational packaging & shift in transport mode
- ▶ 5 largest industries to benefits from the rail freight opportunity
 - ▶ Timber (DEWA/Forest NSW Industry body/Stakeholders)
 - ▶ Meat / Beef (MLA/Casino Food CoOp/Stakeholders)
 - ▶ Quarry / Construction (ARTC/Stakeholders)
 - ▶ Waste / Recyclable (Northern Rivers Joint Organisation / North Coast Region Waste/Stakeholders)
 - ▶ Other; Ag - Macadamia Nut, Sugar, Blue Berries; Manufacturing – Emerging industries

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Development Features

DEVELOPMENT: APPROVED DEVELOPMENT SCHEME

Approval has been granted by the Richmond Valley Council in respect of Development Application No: 2008.0091 Subdivision to create industrial lots ranging in size from 0.49 ha to 22.7 ha.

AUTHORITIES APPROVALS (ACTUAL / PENDING)

- The site has Development Approval and no other applications / approvals pending at this stage.
- Core Services Supply & Volumes.
- The following indications of targets, capacities and timeframes have been received by the relevant authorities / organizations

GAS
Target/Capacity: Confirmed 3-4 T/J / dY
Further details available

POWER
Target/Capacity: Confirmed 10 MW @ 11kv min
Capacity Application details available (*)

WATER
Target/Capacity: Confirmed 2 ML / day
Further details available

SEWER
Target/Capacity: Confirmed 2 ML / day
Further details available

PLANNING / ZONING

- General Industry
- Permitted Use
- Multipurpose Heavy Industry
- Regional Distribution & Logistics
- Warehousing & Palletised Services
- Cold Stores, Bulk Goods & Packaged Transport
- General Industry/Commercial (Truck Stop Service Centre & Bulk Retailing Capabilities)
- Manufacturing

SITE PAD

Contour (max tolerance & grade) within Development Approval

Loading capacity
If available – geotech indicates excellent condition for land with no rock or engineering issues.

TIMEFRAMES: KEY MILESTONES

Approvals
The site holds Development Approval as executed November 2012.

Utilities
Estimated between 6 – 12 months – NSW Government may also enable fast tracking of critical infrastructure.

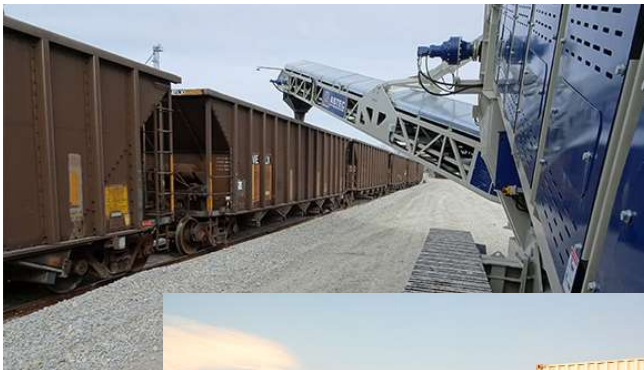
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Parkes

Regional intermodal visual guide

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Bulk & Container rail loading visual guide

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Timber logs, wood chip & refrigerated rail freight visual guide

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Freight can go anywhere from NRIL

RAIL

- Freight can move both north and south on the rail line
- Export markets include the Port of Brisbane
- Newcastle port
- Potentially future connections to Toowoomba west via Inland Rail
- ARTC network (image below)

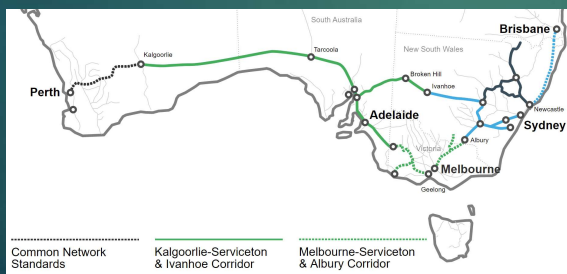


Figure 1: A Vision of the Future Supply Chain Network

ROAD

- Bruxner Highway
- Summerland Way

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Next Steps:

Secure rail freight & intermodal operator – MOU complete

Greater collaboration with regional bodies, industry and government agencies

Seek funding opportunities through Government

Communications Plan developed & implemented

Direct engagement potential rail freight customers and industrial estate tenants for MOUs

Funded, design construction & Council approval to commence earth works

Phase One (P1) – earthworks, rail siding, hardstand & roads

ETA for completion of P1 – early 2025

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Contact

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Project Owners

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