



Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

# Factsheet: Direct Sunshine Coast Rail Line

**Project cost:** \$5.5 billion\*

**Australian Government:** \$2.75 billion (capped)

**Queensland Government:** \$2.75 billion

**Start date:** 2026

**End date:** 2031, to be operational for 2032 Games

\*For stage 1 only.

## Project Description

- Stage 1 of the project includes construction of approximately 19km of dual track rail between Beerwah and Caloundra and associated stations, and protection of the updated rail alignment through to Maroochydore.
- The project is being delivered in stages per the recommendation of its business case. The full project involves the delivery of a new 37km rail line from Beerwah to Maroochydore, including new stations at locations such as Birtinya and Caloundra.

## Scope of works (Stage 1)

- Construction of approximately 19km of new dual track rail between Beerwah and Caloundra;
- Construction of two new rail stations at Nirimba and Caloundra;
- Upgrade of Beerwah Station, including making it Disability Discrimination Act (DDA) compliant;
- New active travel connections;
- Pre-delivery work to Birtinya;
- Updated protection of project corridor to Maroochydore.

## Milestone description

- Project is currently undergoing pre-delivery activities, with procurement preparation now underway.

## Benefits

- Once open, the project will connect the Sunshine Coast with the Queensland rail network and provide a service of six trains per hour, later increasing to up to eight trains per hour with capacity for 10-12 trains per hour when necessary for events.

- Project will ease road congestion and unlock future housing development along its rail corridor.
- Project will support the movement of spectators during the Brisbane 2032 Games and provide the growing Sunshine Coast region with more accessible and reliable public transport.

**Sensitivities:** Stakeholder criticism around Stage 1 being insufficient in the context of the 2032 Games, as venues are further north at Birtinya. The Queensland business case found that that it would take at least a decade for construction of the full rail line to Maroochydore. In the lead up to the 2024 Queensland Election, the Queensland Deputy Opposition leader has stated that their proposed 100-day review would investigate delivery of the rail line to Maroochydore by 2032.

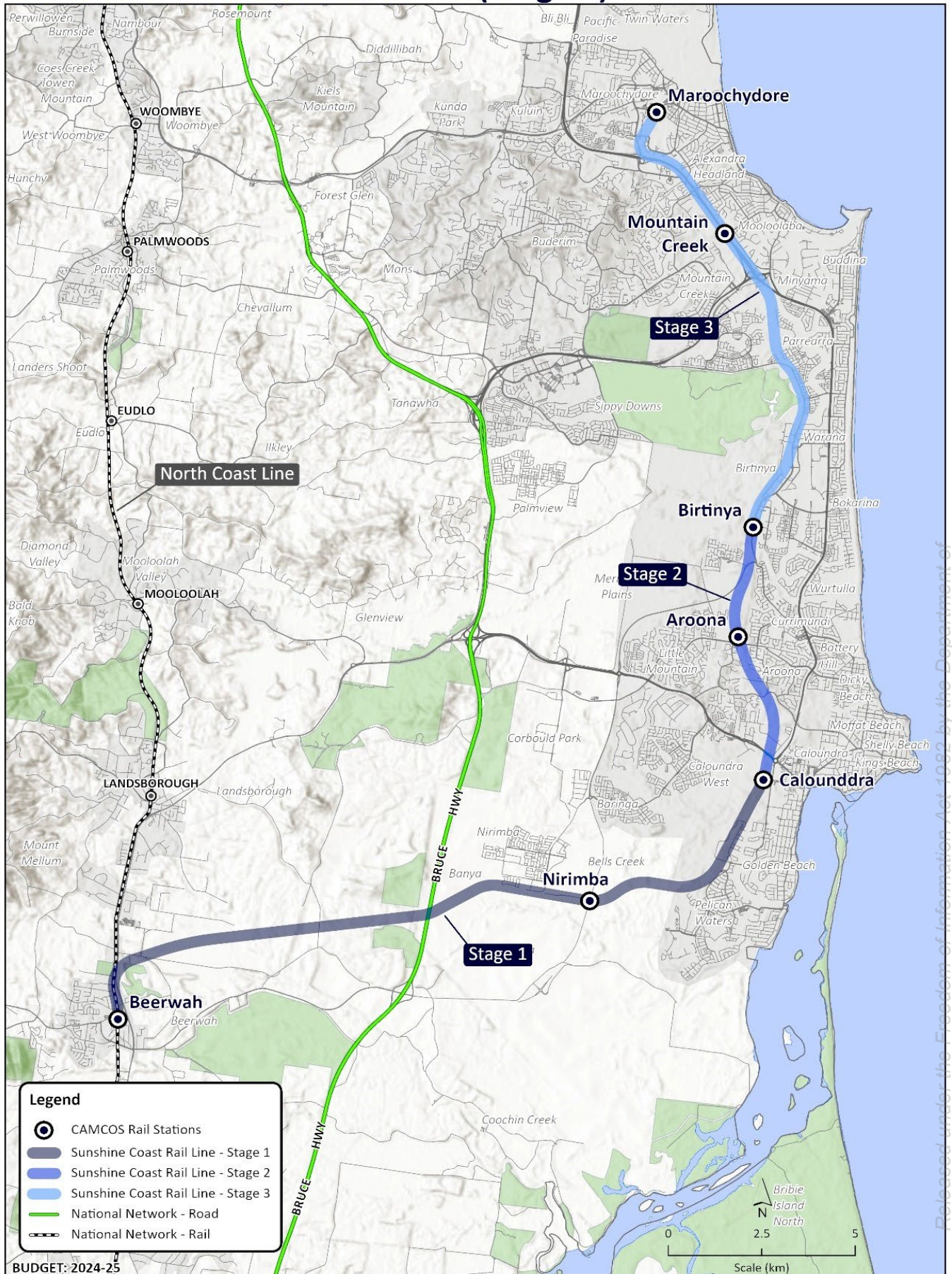
**Jobs:** Queensland Department of Transport and Main Roads has advised that an average of 2,200 jobs will be supported during the construction of Stage 1.

**Departmental contact:** s22(1)(a)(ii) | s22(1)(a)(ii) [@infrastructure.gov.au](mailto:s22(1)(a)(ii)@infrastructure.gov.au) | 02 6136 s22(1)(a)(ii), s22(1)(a)(ii)



# INFRASTRUCTURE INVESTMENT PROGRAM

## Direct Sunshine Coast Rail Line (Stage 1)



BUDGET: 2024-25

Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts



Australian Government

Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

# Talking Points

## Direct Sunshine Coast Rail Line – briefing

### Acknowledgements

- I'd like to begin by acknowledging the Traditional Owners of the land on which we meet today. I would also like to pay my respects to Elders past and present.

### Key Project Messages (Project Briefing)

- The development phase of the Direct Sunshine Coast Rail Line project is currently underway, including geotechnical investigation, reference design development, and meetings with affected property owners.
- Stage 1 of the project will include construction of approximately 19km of dual track rail between Beerwah and Caloundra and associated stations, and protection of the updated rail alignment through to Maroochydore.
- The project will provide the growing Sunshine Coast region with more accessible and reliable public transport, and will support the movement of spectators during the Brisbane 2032 Games.
- The project will also ease road congestion and unlock future housing development along its rail corridor. It will provide a service of six trains per hour upon opening, to later increase to up to eight trains per hour, with capacity for 10-12 trains per hour to support events.
- The Australian Government has committed a capped \$2.75 billion contribution towards Stage 1. The Queensland Government is providing the remaining \$2.75 billion to Stage 1 of the project.

### Sensitivities

- Project was not supported by Infrastructure Australia for inclusion in the Infrastructure Priority List after the business case phase. To mitigate risks associated with the project, the full

Australian Government contribution was capped and contingent on Queensland satisfying any concerns outlined in the Infrastructure Australia business case evaluation.


- Stakeholder criticism around Stage 1 being insufficient in the context of the 2032 Games, as venues are further north at Birtinya. The Queensland business case found that that it would take at least a decade for construction of the full rail line to Maroochydore. In the lead up to the 2024 Queensland Election, the Queensland Deputy Opposition leader has stated that their proposed 100-day review would investigate delivery of the rail line to Maroochydore by 2032.

### **Project Facts**

- The project builds on the initial planning done for the Caboolture to Maroochydore Corridor Study (CAMCOS) in 2001, which preserved a single-track rail corridor from Beerwah to Maroochydore and the Sunshine Coast Airport. As part of the project's business case, the CMACOS corridor was reviewed to update its alignment to include protection for a dual-track rail line, and ensure it meets current rail standards.
- The project is expected to support over 2,200 jobs for Stage 1.
- Future stages include Stage 2 - Caloundra to Birtinya and Stage 3 - Birtinya to Maroochydore.
- The business case had estimated a total cost of \$8.4 billion to Birtinya (Stages 1 and 2 of the project) and \$12 billion to Maroochydore (all 3 Stages). Cost estimates are subject to refinement following design development, market engagement and procurement.
- The Australian Government has also committed \$616.7 million to Stage 1 of the \$1 billion Beerburrum to Nambour Rail Upgrade project, with the Queensland Government providing the \$387.5 million. This project will duplicate the single-track North Coast Line from Beerburrum to Beerwah, where the spur line of the Direct Sunshine Coast Rail Line begins.

s22(1)(a)(ii)

s22(1)(a)(ii)



*Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts*