

Question on Notice

No. 427

Asked on 17 April 2024

MR B MICKELBERG ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

With reference to the Direct Sunshine Coast Rail Line project, and recent statements indicating that the State Government intends to 'refine the corridor' originally protected in 2001 as the Caboolture to Maroochydoore Corridor Study (the CAMCOS Corridor)—

Will the Minister advise (a) how any changes to the proposed corridor will impact residents in the Buderim Electorate and (b) any additional properties located within the Buderim Electorate that are likely to be acquired as part of the revised corridor?

ANSWER:

I thank the Member for Buderim for the question.

The Direct Sunshine Coast Rail Line (DSCRL) is a proposed dual track 37.8km rail line linking key growth areas and tourist destinations of the Sunshine Coast to Moreton Bay, Brisbane, and beyond, via a single seat journey.

The Queensland Government has committed \$2.75 billion towards delivering Stage 1 of the DSCRL, subject to a matched funding commitment from the Australian Government (outcome anticipated by mid-2024). If the project is funded to proceed, Stage 1 would include building rail to Caloundra, further planning, environmental investigations, and design to Birtinya, and protecting a refined corridor to Maroochydoore. Stage 1 also includes industry engagement to test the risks, opportunities, construction timeframes and costs for the section from Caloundra to Birtinya.

As part of the business case completed in December 2023, the Department of Transport and Main Roads identified opportunities for an optimised rail corridor alignment between Beerwah and Maroochydoore. The corridor would still generally follow the protected Caboolture to Maroochydoore Corridor Study corridor, but during the detailed design phase, it is anticipated there would be opportunities to minimise environmental and community impacts and better allow for current rail design standards.

Further investigations are required as part of Stage 1 to confirm this optimised alignment and any associated property impacts, noting the objective is to minimise the property and community impacts of the project.

- (a) Further detailed work, including technical assessments and field surveys, is required to confirm any potential property impacts along the corridor. Consultation with landowners and the community will be undertaken once the alignment is confirmed.

Construction of the rail line between Birtinya and Maroochydoore prior to 2032 is not recommended in the business case due to the time required to work through the unique challenges associated with Stage 3 of the project including crossing the Mooloolah River, interfaces with large public utilities infrastructure, costs, market capacity, and the time required for construction of this section of the rail corridor.

- (b) Further investigations are required to confirm any potential property impacts in the Buderim Electorate for a revised corridor for the DSCRL. Once the revised rail alignment is confirmed, identified land requirements north of Birtinya will be protected under the *Transport Infrastructure Act 1994*. However, land is not expected to be actively acquired until after 2032.