The Sunshine Coast Case

Rail duplication Beerburrum to Nambour

Fix the bottleneck campaign

Hello and welcome.

This campaign is dedicated to the longest haul commuter in the Queensland Rail network, the Sunshine Coaster.

As a Sunshine Coaster you have a population of over 330,000 behind you, and you travel on one of the weakest links in the Queensland Rail network.
It is a single line, narrow gauge, severely congested railway track between the 3rd fastest growth region in Queensland, and Brisbane.

This campaign is dedicated to saving lives by moving freight off the highways and back onto rail, easing rail congestion and improving passenger services.
Our aim is to address the inequality perpetrated against the Sunshine Coast rail commuter and lobby for immediate action.

44% of our daily 'train' services between Nambour & Caboolture are actually buses.
There is 26 of them every day!
These buses take up to 1 & 1/2 hours to travel just 54km, the train takes about 1 hour.

The reason for the buses?
There is not enough room on the single line track for the long distance passenger trains, the freight rail services and our city rail passenger trains. This section of the north coast rail line is unique in the nation for the number and types of services that use it.

On 14 April 2009, stage 1 of the duplication finished at Beerburrum, it was supposed to be completed to Landsborough by mid-2012, instead it left an infrastructure bottleneck that achieved nothing for faster times of travel or extra capacity on the rail line. Only 13.7km of the 54km route from Caboolture to Nambour was duplicated and it simply shifted the bottleneck north.

In a press release on 29 August, 2005, The Hon. Paul Lucas MP, then Transport Minister described the section of track from Caboolture to Nambour as "one of the weakest links in the QR network."

Our services to Brisbane now take longer than ever before, this in spite of the $298 million Caboolture to Beerburrum duplication and realignment works.
Our peak hour trains are crowded with no spare seats available from the city, to accommodate growth in patronage - this is a major concern.

In 2007, a Government study called for the rail line to be duplicated from Landsborough to Nambour, and warned of adverse socio-economic effects should the North Coast Line (NCL) between Landsborough and Nambour not be upgraded.
CAMCOS, the rail proposal for the Sunshine Coast from Caloundra to Maroochydore cannot happen until the line is duplicated, at a minimum to Beerwah, its' proposed junction point.

Duplication would allow for more freight trains and more passenger services, it would allow for the former express services to return and would allow faster travel to Brisbane.

In 1986, when the line was electrified, a trip from Caboolture to Brisbane took 42 minutes.
Today that same trip takes 62 minutes.

Together we can work for change to improve our future, our region and our lives.