



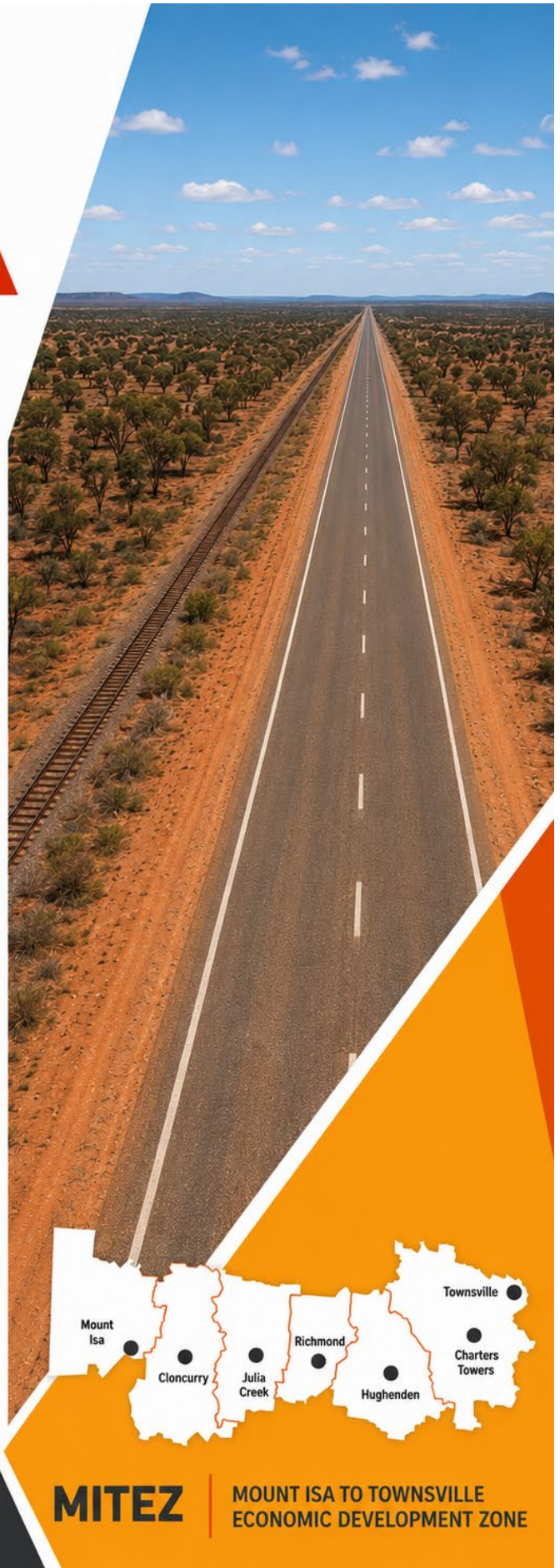
SUBMISSION

Mount Isa to Townsville
Economic Development Zone (MITEZ) Inc.

Submission to the
Queensland Parliament
Infrastructure, Planning and
Natural Resources Committee

Inquiry into the
**State Development and
Public Works Organisation
(Critical Minerals) and
Other Legislation
Amendment Bill 2026**

June 2026



1. About MITEZ

Spanning over 900 kilometres from Mount Isa to Townsville, the MITEZ corridor covers approximately 16 per cent of Queensland's land mass. The corridor encompasses the seven Local Government Areas of Mount Isa, Cloncurry, McKinlay, Richmond, Flinders, Charters Towers and Townsville. It contains the globally significant North West Minerals Province and connects to the Port of Townsville, Northern Australia's largest multi-commodity, automotive and container port.

The corridor is internationally recognised for its substantial copper, zinc and lead resources, and is emerging as a nationally significant producer of critical minerals including vanadium and phosphate. The region generated approximately \$22.6 billion in Gross Regional Product during the 2023-24 financial year, representing 4.2 per cent of Queensland's Gross State Product. The corridor also supports agriculture, transport and logistics, renewable energy, tourism and emerging advanced manufacturing and defence-related opportunities.

MITEZ is the peak regional development body for Queensland's North West corridor. MITEZ is supported by all seven North West Local Government Areas and works with a membership base spanning seven local councils, Tier 1 mining companies, junior and mid-tier explorers, energy providers, logistics operators and emerging enterprises. MITEZ holds a signed Economic Development Partnership with the Queensland Resources Council, participates in the QRC Queensland Local Content Network and holds Level 1 Associate Membership of the Association of Mining and Exploration Companies.

Multiple critical minerals projects are currently advancing through approvals across the corridor, including those involving Richmond Vanadium Technology, QEM Limited, Carnaby Resources, Superior Resources, Red Metal Limited, Strategic Energy Resources, Critical Minerals Group and V205 Pty Ltd. MITEZ submits as the representative voice of the corridor's entire economic ecosystem, from junior explorers and emerging mining companies through to major producers, infrastructure providers, local governments and regional businesses.

2. Executive Summary and Key Position

MITEZ supports the Bill's intent to improve certainty and coordination for critical minerals and State Strategic Projects. Its success should be judged not by faster approvals or more declared projects, but by infrastructure delivered, projects operating, local jobs, regional supply chain participation, and lasting economic benefits across the Mount Isa to Townsville corridor.

The Bill is a major reform to Queensland's project facilitation framework and broadly aligns with MITEZ's advocacy priorities. MITEZ is pleased to see the Government take decisive action in this area and supports the Bill in principle.

Consultation across MITEZ's membership, spanning local governments, explorers, established miners and infrastructure providers, identified a consistent theme: the Bill strengthens project facilitation, but it does not guarantee project delivery. The legislation creates mechanisms to accelerate approvals and coordinate infrastructure planning, but it does not guarantee infrastructure funding, workforce availability, housing supply, local procurement outcomes, or progression from project approval to project operation. For communities across the North West Queensland Corridor, that gap is a central issue.

This submission focuses on a simple principle: project facilitation must be matched by infrastructure readiness, regional consultation, project accountability and measurable regional

outcomes. MITEZ supports the Bill, supports investment and project development, supports faster and more efficient approvals, and supports both major projects and junior explorers. The amendments and recommendations in this submission are intended to ensure those outcomes are realised consistently, for every part of the corridor's economic ecosystem.

MITEZ proposes targeted amendments. MITEZ also seeks formal recognition of the Mount Isa to Townsville Corridor within the Bill's implementation framework, including a commitment to activate the Infrastructure Coordination Plan framework for the North West Minerals Province, aligned with the Mount Isa Transformation Study currently being led by CRU International.

3. The North West Opportunity

The North West Queensland Corridor sits at the centre of one of the most significant economic opportunities available to Queensland. The corridor's contribution to the Queensland economy already exceeds \$22.6 billion annually through mining, agriculture, freight, logistics, tourism and associated industries. That figure represents only a fraction of the total opportunity available.

The North West Minerals Province contains significant undeveloped deposits of copper, vanadium, phosphate and other critical minerals required to support the global energy transition, advanced manufacturing, fertiliser production, defence capability and sovereign industrial supply chains. The Corridor contains approximately 75 per cent of Queensland's base metal mineral endowment, alongside major silver and phosphate deposits and rare earth potential. The corridor also presents substantial opportunities in renewable energy generation, transmission infrastructure, downstream mineral processing, freight and logistics expansion, and export growth through the Port of Townsville.

This concentration of geology, infrastructure and industrial activity is matched by sovereign industrial assets of national strategic significance that have no equivalent elsewhere in Queensland. The Mount Isa copper smelter provides approximately half of Australia's total copper smelting capacity. Australia has only two operational copper smelters, Mount Isa and BHP's at Olympic Dam, and the smelter and its associated Townsville copper refinery are estimated by Townsville Enterprise to underpin as many as 17,000 jobs across northern Queensland. In July 2025, Glencore closed its underground copper mines at Mount Isa after more than 60 years of operations, leaving the smelter entirely reliant on third-party concentrate sourced predominantly from mines across North West Queensland. In October 2025, the Australian and Queensland Governments reached a Heads of Agreement with Glencore on a support package of up to \$600 million to maintain smelter and refinery operations until the end of 2028, including a commitment to a transformation study led by CRU International. The smelter's commercial future now depends directly on whether new copper projects in the Province advance to production in time to provide that concentrate feed.

Phosphate Hill, Australia's last remaining large-scale fertiliser producer, illustrates the same dynamic. Following the closure of its original ownership structure and a binding sale agreement with Mayfair Australia Corporation announced in March 2026, the facility's future depends on completion of that transaction and continued Queensland Government engagement, with orderly closure the alternative if the transaction does not proceed. Phosphate Hill depends on sulphuric acid supplied as a byproduct of copper smelting at Mount Isa, an operational link between the two sovereign assets with no equivalent elsewhere in Queensland.

Based on publicly available Queensland Government announcements as at June 2026 CopperString, intended to connect the Corridor to the national electricity grid, has been split into

an Eastern Link from Reid River near Townsville to Hughenden, targeted for completion by 2032 and backed by \$2.4 billion and \$3.2 billion in successive State Budgets. The Western Link connecting Mount Isa, Cloncurry, Julia Creek and Richmond, for which no construction timeline, cost or delivery mechanism is yet confirmed beyond a \$200 million fund to explore bespoke energy solutions. The core of the North West Minerals Province, where the greatest concentration of critical minerals projects is located, therefore remains without a confirmed grid connection timeline.

Queensland's challenge is no longer identifying opportunity, but turning it into projects, infrastructure, jobs and lasting regional prosperity. The Bill can help drive that outcome by improving project facilitation, investment certainty and infrastructure coordination for strategically significant projects. That is why the Bill matters, not only to the North West Queensland Corridor but to Queensland and Australia.

4. Case Study: Richmond Shire and the Vanadium Opportunity

Richmond Shire illustrates both the scale of the North West Minerals Province opportunity and the gap between project facilitation and delivery that this submission seeks to address.

The Richmond-Julia Creek Vanadium Project, led by Richmond Vanadium Technology (ASX: RVT), is located about 45 kilometres north-west of Richmond on the Flinders Highway. It is the world's largest non-titanomagnetite vanadium deposit of its kind, with a resource of approximately 1.838 billion tonnes. The project targets production of 12,701 tonnes per annum of battery-grade vanadium pentoxide flake over a mine life of at least 25 years, with a 2021 post-tax net present value estimated at US\$613 million.

Declared Queensland's first critical minerals Coordinated Project in May 2022, the project is progressing a Bankable Feasibility Study and Environmental Impact Statement. In January 2022, the project was also determined to be a controlled action under section 75 of the Environment Protection and Biodiversity Conservation Act 1999, meaning it requires Commonwealth environmental approval in addition to State approvals, running concurrently with the State process.

In June 2026, RVT announced a partnership framework to develop Australian vanadium battery projects, linking the Richmond-Julia Creek deposit with domestic battery manufacturing and grid-scale deployment. State investment in Townsville's vanadium electrolyte facility and the Queensland Resources Common User Facility will further support critical minerals projects to reach market.

RVT estimates the project would create up to 100 construction jobs and 200 ongoing operational jobs over 25 years.

Richmond Shire had 761 residents at the 2021 census across 26,581 square kilometres, with an economy based mainly on cattle grazing. Its rate base, council workforce, housing and community infrastructure are not scaled for a rapid workforce influx without coordinated planning and investment.

A 200-person operational workforce would equal more than 26 per cent of the Shire's 2021 population. While the \$4.285 million CopperString Community Benefits Fund allocation is welcome, it is insufficient for a community preparing to host that workforce over 25 years amid existing housing pressures.

The case study shows that project facilitation and community readiness require separate responses. While the project is advanced and supported by State investment in downstream processing, the host community has limited capacity to absorb the workforce, housing and service demands it will generate and still lacks a confirmed CopperString Western Link construction timeline.

This is not a criticism of the project or its proponent. It demonstrates the opportunity in the North West and why infrastructure readiness, community consultation and regional benefit obligations must apply consistently across the corridor's project pipeline, from advanced developments to earlier-stage exploration.

5. The Bill in Context

Policy Background

South Australia, Western Australia and the Northern Territory have recently enacted comparable development facilitation regimes. The Explanatory Notes acknowledge this directly and confirm that several of the Bill's key mechanisms are expressly modelled on those frameworks. Queensland's reforms are a necessary competitive response, not a novel intervention.

Key Mechanisms Introduced by the Bill

The Bill introduces several significant reforms to Queensland's project facilitation framework, structured as follows.

- STATE STRATEGIC PROJECTS (SSPs)
- STATE SIGNIFICANCE NOTICES
- MODIFICATION ORDERS
- INFRASTRUCTURE COORDINATION PLANS
- RELEVANT PLANNING APPLICATIONS
- STATE DEVELOPMENT AREAS (SDAs)

6. Potential Benefits for the North West Queensland Corridor

Investment Attraction and Approval Certainty

Extended and unpredictable approval timeframes are consistently identified by developers active in the corridor as a primary constraint on investment decisions. Projects in the critical minerals sector carry significant capital requirements, long lead times and exposure to commodity price cycles. A more coordinated and time-bound approvals process, delivered through the SSP framework, will improve investor confidence for projects in the North West Minerals Province.

Infrastructure Coordination

The reformed Infrastructure Coordination Plans framework has the potential to improve coordination between energy infrastructure, water infrastructure, freight and logistics networks, rail infrastructure and industrial development precincts. This aligns directly with MITEZ's long-standing advocacy around CopperString, energy affordability and corridor infrastructure investment. The confirmation in the Explanatory Notes that infrastructure within a plan extends to housing and community services to manage population inflows is a material improvement that directly benefits corridor communities.

Reduced Approval Duplication

Where projects are delayed by multiple State approval pathways operating independently, the Bill improves coordination between the Planning Act 2016, Regional Planning Interests Act 2014

and Transport Infrastructure Act 1994 processes. For corridor projects involving road, rail and port interfaces, this coordination is highly valuable.

State Development Areas

The modernised State Development Area provisions improve Queensland's ability to plan for and deliver industrial land in key strategic locations. For the corridor, this directly supports the downstream processing and manufacturing opportunities currently being assessed by the Mount Isa Transformation Study, including copper refining, vanadium processing and fertiliser production.

7. Key Areas of Consideration

MITEZ's consultation identified five key areas of consideration from a corridor-wide perspective. Individual members may also contribute through submissions made by other industry bodies, reflecting their specific membership interests and areas of expertise.

Infrastructure Coordination is Not Infrastructure Delivery

This is a significant and explicitly stated omission in the Bill. The Explanatory Notes confirm that an infrastructure coordination plan made under clause 13 does not provide a power for appropriation of government funds, and there is no expectation that the State will fund infrastructure identified within a plan. Infrastructure Coordination Plans identify needs, but they do not fund them.

For the corridor, this creates a risk that projects receive SSP status and approvals are accelerated while the energy, water, housing, roads and community infrastructure required to support them remain unfunded. Local governments and communities carry these operational costs while State royalties flow to consolidated revenue. The unresolved status of CopperString's Western Link, discussed in Section 3, and the housing pressure already facing Richmond Shire, discussed in Section 4, are direct illustrations of this concern.

Reduced Local Government Influence

The Bill increases Ministerial and Coordinator-General powers relative to local decision-makers. Under clause 13, the Minister may assess and decide relevant planning applications with no merits-based appeal available under new section 58N. Furthermore, the modification order consultation provision in new section 76RH refers to consultation with each local body the Minister considers would be affected, which is weaker than mandatory consultation with all affected councils. Local governments must be treated as essential partners, not bystanders, in managing local project impacts.

Project Accountability and Approval Banking

The current SDPWO Act contains a two-year lapse provision for prescribed project declarations under section 76F, but the Bill does not carry forward an equivalent mechanism to the new SSP tier. SSP status, once granted, remains indefinite unless the regulation is repealed or the Minister acts. This creates a risk that projects receive SSP status to lift asset value for warehousing or sale, rather than active development.

Extraction Without Value-Adding

The Bill facilitates project development but places limited emphasis on ensuring Queensland captures value beyond extraction. For the corridor, where the Mount Isa Transformation Study is actively assessing the copper value chain from pit to port, the risk is that a framework focused solely on approval speed accelerates extraction without incentivising the processing, refining,

manufacturing and supply chain development that generates lasting regional economic value. The Phosphate Hill and Mount Isa smelter interdependency described in Section 3 demonstrates why value-adding infrastructure in the corridor cannot be assumed to persist without active policy support.

Security of Tenure for Junior and Mid-Tier Explorers

While project facilitation is critical, the expansion of easement and compulsory acquisition frameworks must not come at the expense of early-stage exploration. The power to override existing exploration tenements to facilitate a State Strategic Project introduces asset devaluation and resource sterilisation risks for junior explorers. The framework requires a balanced mechanism to ensure exploration potential is protected, and junior tenure holders are formally consulted and compensated if their assets are intersected by a prioritised project corridor. MITEZ's membership spans the full economic ecosystem of the corridor, and the interests of junior and mid-tier explorers must be given the same weight in this Bill's implementation as those of major proponents.

8. Potential Unintended Consequences

Speculative Uplift and Asset Banking

SSP designation under new section 76EB may increase project value in ways that attract speculative rather than productive investment. Proponents may use the status to lift asset value for sale or deferment, delaying actual delivery and failing to meet regional economic expectations.

Regional Expectation Gap

Communities across the corridor, particularly in Mount Isa, Cloncurry, Julia Creek and Richmond, may interpret an SSP declaration as a commitment to development and growth. If projects stall indefinitely after declaration, the gap between community expectation and economic reality will generate distrust of both industry and government, harm future project development cycles, and damage small businesses in these towns.

Cost Shifting to Councils

Project-related impacts, including increased pressure on local roads, housing, water services, waste services and community facilities, may be borne by local governments without corresponding funding support. The Bill's acknowledgement that the infrastructure coordination plan creates no funding obligation on the Government or the proponent of the SSP makes this risk significant. The seven local government members of MITEZ are already managing significant fiscal pressure from rate bases that do not reflect resource sector activity levels, a constraint illustrated concretely by the Richmond Shire's case study.

Reduced Social Licence and Increased Legal Costs

Modification orders under new section 76RH and the removal of merits-based appeal rights under new sections 58N, 76RF and 76RN may create community perceptions that local stakeholders have less meaningful influence over decisions affecting them. This perception risk exists regardless of whether the powers are exercised sparingly.

The framework also creates distinct challenges for smaller explorers and junior producers. As the Bill is currently drafted, the removal of merits-based appeals forces aggrieved stakeholders to rely exclusively on the legal system for review. This would become heavily time-consuming and

cost-prohibitive for mid-tier regional operators, effectively locking them out of practical legal recourse.

The Federal Approvals Bottleneck

Queensland cannot override Commonwealth environmental law. Where projects require approval under the Environment Protection and Biodiversity Conservation Act 1999 or any successor National EPA framework, State facilitation cannot remove that constraint. The reformed national environmental laws, passed by the Australian Parliament in November 2025, introduce a National Environmental Protection Agency commencing on 1 July 2026, new streamlined pathways for some projects, and significantly increased penalties for environmental breaches. These reforms do not remove the Commonwealth as a separate and consequential approval layer. The Richmond-Julia Creek Vanadium Project's experience as a controlled action under the EPBC Act since January 2022, running concurrently with the State Coordinator-General process, illustrates this directly. The Bill's benefits for approval speed may be partially offset by Commonwealth processes that remain unchanged. MITEZ recommends the Government develop a joint State-Federal approvals coordination protocol for SSPs in the critical minerals sector.

9. MITEZ's Position on Specific Mechanisms

State Strategic Projects

MITEZ supports the introduction of the SSP designation. A tiered system that reserves the most powerful facilitation tools for projects of genuine State significance is preferable to a framework that applies them uniformly. MITEZ recommends that the Government publish clear guidance on the SSP declaration criteria as early as possible after the Bill passes, with worked examples relevant to critical minerals, downstream processing and enabling infrastructure in regional Queensland.

Infrastructure Coordination Plans

MITEZ strongly supports the reformed Infrastructure Coordination Plans framework and urges the Government to activate it for the North West Minerals Province. The corridor's project pipeline is mature enough to justify a development investigation, and the Mount Isa Transformation Study is producing exactly the analysis that should inform an infrastructure coordination plan for the corridor.

Any development investigation under new section 56 for the corridor must explicitly assess cumulative demand on the Flinders Highway, the Mount Isa to Townsville railway, the Port of Townsville, CopperString's Eastern and Western Links, Gulf Water Plan supply arrangements, and OSOM transport movement requirements.

State Significance Notices

MITEZ supports the State Significance Notice as a proportionate mechanism. It operates within existing law by adding a consultation and regard obligation on the decision-maker rather than displacing that decision-maker.

Modification Orders

MITEZ acknowledges the policy rationale for modification orders, as regulatory inflexibility can cost Queensland investment that cannot wait for traditional legislative amendment processes. The safeguards built into the Bill are material: the power is limited to declared SSPs, and it

cannot remove key approvals or override Commonwealth-State environmental bilateral processes.

Relevant Planning Applications and Local Government

MITEZ maintains the position that consultation with local councils should be mandatory, not discretionary, before any relevant planning application in their area is decided by the Minister under the powers inserted by clause 13. The exclusion of merits-based appeal rights under new section 58N means that the quality of pre-decision consultation is the primary protection available to affected communities.

Access Authorities and Compulsory Acquisition

MITEZ notes that both the access authority power and the compulsory acquisition power are described as last-resort mechanisms requiring prior commercial negotiation. MITEZ supports this design and recommends that implementation guidance make clear that these powers are not available as a substitute for genuine engagement with landholders or mid-tier miners.

10. Recognition of the Mount Isa to Townsville Corridor

The Mount Isa to Townsville Corridor connects the North West Minerals Province to the Port of Townsville across 900 kilometres of freight infrastructure, mineral deposits, agricultural land and regional communities. The success of Australia and Queensland's critical minerals strategy depends heavily on this corridor's ability to support future growth.

The corridor is currently the subject of the Mount Isa Transformation Study, led by CRU International, which is assessing the full copper value chain from Mount Isa to Townsville. MITEZ is actively engaged in the stakeholder consultation process for this study, which directly intersects with the approvals framework this Bill will create, including downstream processing and regional infrastructure requirements.

MITEZ requests that the Committee recommend the Queensland Government formally recognise the Mount Isa to Townsville Corridor within the implementation of the legislation through two specific actions.

1. A commitment to initiate a development investigation under new section 56 for the North West Minerals Province within twelve months of the Bill passing, with MITEZ named as a stakeholder in the investigation notice.

2. An Infrastructure Coordination Plan for the corridor aligned with the findings of the Mount Isa Transformation Study, addressing cumulative demand on the Flinders Highway, Mount Isa to Townsville railway, Port of Townsville, CopperString's Eastern and Western Links, Gulf Water Plan supply arrangements, and OSOM movement requirements.

11. Proposed Amendments

MITEZ proposes targeted amendments designed to strengthen the Bill's outcomes for the North West Minerals Province, without compromising its core facilitation objectives.

Amendment 1 Mandatory Regional Benefit Statement

MITEZ recommends inserting a requirement within the SSP declaration framework in clause 22 (new section 76EB) that every State Strategic Project in the North West Minerals Province must publish a Regional Benefit Statement before designation is confirmed. The Statement should cover local employment outcomes and workforce strategy, including the proportion of roles

anticipated to be filled by corridor residents; local procurement commitments and opportunities for regional Queensland suppliers; housing impacts and the proponent's plan to address workforce accommodation demand; infrastructure demand generated by the project and the proponent's contribution to meeting that demand; downstream processing or value-adding opportunities the project supports or enables; and benefits to affected local government areas, including any proposed community benefit agreements.

Amendment 2 Mandatory Council and Stakeholder Consultation

MITEZ recommends replacing the discretionary consultation language in new section 76RH (modification orders), new section 76RF (State significance notices) and Part 5, Division 4, Subdivision 2 (relevant planning applications) with mandatory consultation requirements. Mandatory consultation should cover all local governments whose planning scheme area is affected, relevant regional economic development organisations for projects in the North West Minerals Province, and relevant infrastructure providers. The current language requiring consultation only with local bodies the Minister considers would be affected is weaker than the corridor requires and is inconsistent with local government expectations.

Amendment 3 Infrastructure Readiness Assessment

MITEZ recommends inserting an Infrastructure Readiness Assessment requirement as a precondition to SSP declaration for projects in the North West Minerals Province, under clause 22 (new section 76EB) and as a mandatory input to any development investigation under new section 56. The Assessment should be completed and publicly released by the Coordinator-General and should cover the project's cumulative operational demands. Specifically for projects within the North West Minerals Province, assessment parameters must include energy supply and transmission, including connection to the existing network and CopperString's Eastern and Western Links; water supply security, including alignment with the Gulf Water Plan review and Mount Isa Water Board infrastructure; road impacts, including the Flinders Highway and specific OSOM movement requirements; rail and port capacity matching, including the Mount Isa to Townsville railway and Port of Townsville access berths; and liveability, including workforce accommodation, housing supply in nearby communities, and community services such as health, education and emergency services.

This amendment goes some way to address the limitation that infrastructure coordination plans do not create a funding obligation, by ensuring that infrastructure gaps are identified and publicly disclosed before a project is declared. This remains MITEZ's highest-priority amendment.

Amendment 4 Delivery Milestones and Review of SSP Status

The Bill does not carry forward a delivery-linked review or lapse mechanism to the new SSP tier. SSP status, once granted under new section 76EB, remains indefinite unless the regulation is repealed or the Minister acts. MITEZ recommends inserting a new provision alongside new section 76EB that requires proponents to identify key project delivery milestones, self-determined by the proponent rather than predetermined by regulation, as part of the initial declaration process; provides for periodic review of project progress by the Coordinator-General from declaration; empowers the Minister to revoke or suspend SSP status where the Coordinator-General is satisfied the project is not progressing without reasonable cause, taking into account market conditions, commodity cycles and financing requirements; and ensures the proponent is given formal notice and a genuine opportunity to respond before any revocation or suspension decision is finalised.

Amendment 5 Annual Reporting to Parliament

MITEZ recommends inserting an annual reporting obligation into the SDPWO Act requiring the Minister to table a report in the Legislative Assembly. This report must cover State Strategic Projects declared and their current status; projects that have achieved final investment decision, construction commencement and first production; infrastructure delivered under Infrastructure Coordination Plans; local jobs created; local procurement achieved against Regional Benefit Statement commitments; land acquired under access authorities or compulsory acquisition powers; and outstanding infrastructure, housing and community service gaps in affected communities.

Amendment 6 Strengthened Modification Order and Tenure Safeguards

MITEZ supports the modification order concept in new section 76RH and recommends additional safeguards to maintain transparency and public confidence. Every modification order must be accompanied by published reasons stating the provision being modified, the project justification, and any other existing protections that were considered. A consultation summary identifying who was consulted must be tabled with the order, and maximum time limits should apply to each order.

Additionally, modification orders, access authorities and compulsory acquisition frameworks must include strict provisions to prevent unilateral impacts on underlying exploration tenures. Where an SSP infrastructure corridor intersects an existing Exploration Permit for Minerals (EPM), a mandatory consultation and resource-valuation protocol must be triggered to safeguard the asset values of junior and mid-tier explorers.

Amendment 7 Corridor Value-Adding Test for North West Critical Minerals Projects

MITEZ recommends that the SSP declaration criteria in new section 76EB include, for critical minerals projects in the North West Minerals Province, a requirement that the Coordinator-General consider whether the project actively supports local processing, refining or manufacturing within the corridor; Port of Townsville export capacity expansion; agricultural input supply chains, such as fertilisers derived from corridor mineral processing; defence and energy security supply chains; and alignment with the Mount Isa to Townsville Economic Development Corridor. This amendment operationalises the Government's objective of maximising local value capture rather than simply facilitating raw extraction.

12. Conclusion

MITEZ supports the State Development and Public Works Organisation (Critical Minerals) and Other Legislation Amendment Bill 2026 and the Government's objective of positioning Queensland as a globally competitive destination for critical minerals investment. The proposed State Strategic Project framework, the reformed Infrastructure Coordination Plans function, and the State Development Area modernisation represent meaningful improvements to Queensland's project facilitation architecture.

The North West Queensland Corridor has the projects, the geology, the infrastructure and the communities to be at the centre of Queensland's critical minerals future. What the corridor needs is a legislative framework that ensures strategic project status translates directly into infrastructure delivered, projects reaching operation, and lasting regional economic benefit, for major producers and junior explorers alike.

The amendments MITEZ proposes are not obstacles to that outcome. They are conditions under which that outcome becomes durable and mutually beneficial for industry and the State.

The true test for this legislation is not the number of projects declared. It is the number of projects that successfully operate, the infrastructure that gets built, the jobs that go to corridor residents, and the communities that are left stronger because these projects were developed. MITEZ appreciates the opportunity to contribute to this inquiry and welcomes further engagement with the Committee.

Maria James
Chief Executive Officer
Mount Isa to Townsville Economic Development Zone Inc. (MITEZ)
Enterprise House, 6 The Strand, Townsville QLD 4810