



MEDIA RELEASE

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For Immediate Release

MITEZ welcomes Queensland freight roadmap and Mount Isa Line measures

MITEZ has welcomed the release of the Queensland Freight Delivery Plan 2026, including measures aimed at improving freight productivity, reliability, safety and connectivity across regional Queensland.

The five-year plan contains 70 actions and includes a new Rail Freight Container Incentive Scheme, discounted diesel fuel access charges on the Mount Isa Line, reforms to heavy-vehicle access arrangements and improvements to first and last-mile freight connections.

The announcement directly aligns with MITEZ's established advocacy and strategic priorities for the Mount Isa to Townsville corridor.

Freight and Transport Logistics is a key priority in MITEZ's Strategic Plan 2026–2030, supported by a clear advocacy focus on delivering an integrated, resilient and nationally competitive freight network across the corridor.

MITEZ has consistently advocated for lower freight costs on the Mount Isa Line, improved rail reliability and operating performance, greater movement of freight from road to rail, stronger first and last-mile connections, and coordinated investment across road, rail and port infrastructure.

MITEZ CEO Maria James said the plan represented positive progress on issues that members had raised consistently with government.

"The Mount Isa Line, Flinders Highway and Port of Townsville form an interconnected freight and export system that supports mining, critical minerals, agriculture, manufacturing and communities across North and North West Queensland," Ms James said.

"Improving the efficiency, affordability and reliability of this system is essential to maintaining the competitiveness of existing industries, supporting new projects and attracting further investment and jobs to our regions.

“The discounted diesel fuel access charges on the Mount Isa Line are particularly welcome and respond directly to MITEZ’s longstanding advocacy for measures that lower rail freight costs and improve the corridor’s competitiveness.

“The proposed Rail Freight Container Incentive Scheme also has the potential to increase rail volumes, encourage a shift from road to rail and support more efficient freight movements across the State.

“We look forward to seeing further detail about the eligibility, timing and implementation of these initiatives, and how businesses across the MITEZ corridor will be able to access them.”

Ms James said reducing freight costs was important, but reliability, resilience and certainty remained equally critical for corridor industries.

“Our members need a dependable, year-round freight network that allows them to plan confidently, move products efficiently and meet domestic and international commitments,” she said.

“MITEZ’s advocacy has consistently highlighted that road, rail and port infrastructure cannot be planned in isolation. The Mount Isa Line, Flinders and Barkly highways, regional freight hubs, first and last-mile connections and the Port of Townsville must be considered as one integrated system.

“Implementation of the plan must be supported by sustained infrastructure investment and practical reforms that address capacity, resilience, operating performance and access across the entire corridor.”

With Queensland’s freight task projected to grow by 20 per cent by 2032, MITEZ believes coordinated planning and delivery will be essential to ensuring regional supply chains can support future demand.

“This plan is an important step towards the freight network regional Queensland needs,” Ms James said.

“MITEZ will continue working with the Queensland Government, industry and our members to ensure the actions translate into measurable improvements in freight costs, reliability and connectivity across the Mount Isa to Townsville corridor.”

The [Queensland Freight Delivery Plan 2026](#) is available through the Department of Transport and Main Roads.

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