



## CityLink Tulla Widening

# Changes for the freight industry

**The CityLink Tulla Widening project will add an extra lane on the freeway in each direction, between Power Street and Melbourne Airport, providing more capacity and improving safety.**

We know the CityLink Tullamarine Freeway corridor is one of the busiest roads for the freight industry. It is a vital link for Victoria's economy – connecting Melbourne's Airport, CBD, Port and the northern and north-western suburbs.

With expected population growth, the freeway and connecting roads will not have the capacity to meet increasing demand. Already, the freeway is heavily congested in peak periods causing long delays and increasing the risk of traffic incidents, especially near the Bolte Bridge.

Container trade at the Port of Melbourne is expected to double in the next 10 to 12 years, and Melbourne Airport will see a significant increase in both passenger numbers and freight volumes. As a result, the Tullamarine Freeway and CityLink will become an even more critical key freight route.

### More capacity for trucks and less congestion

Once the project is complete, the freight industry will benefit from:

- Improved efficiency and productivity
- A more reliable road with fewer incidents and more consistent travel times
- More capacity to cater for growing truck volumes
- A safer road.

Less congestion on the CityLink Tullamarine freeway corridor will help improve productivity for businesses through reduced delays. On average drivers will save 16 minutes in the morning peak and 17 minutes in the afternoon peak for trips between Melbourne Airport and the West Gate Freeway.

Improving the reliability of travel time will result in greater efficiencies for the 26,000 commercial vehicles that are using the freeway.

Around 99 per cent of metropolitan freight is currently carried on our road network. Adding to this, the total volume of freight in Victoria is forecast to more than double by 2046. The project will help accommodate this expected growth by shifting 3,000 commercial vehicles from local roads onto the freeway.





## Toll changes on CityLink

Truck toll changes will take effect from April 2017 to help pay for the upgrades being delivered by the CityLink Tulla Widening project and bring tolling in line with national prices.

### Light Commercial Vehicle toll changes

A Light Commercial Vehicle is any two axle rigid vehicle with a cab chassis construction, with a gross vehicle mass that is greater than 1.5 tonnes but less than 4.5 tonnes.

The Light Commercial Vehicle Trip Cap will be increased to 1.6 times higher than the car Trip Cap for both day and night trips. The Trip Cap is the maximum toll for a single uninterrupted trip on CityLink.

There will be no change to Light Commercial Vehicle tolls for individual sections of Citylink, such as Brunswick Road to Flemington Road or Dynon Road to Footscray Road.

### Heavy Commercial Vehicle toll changes

A Heavy Commercial Vehicle includes two axle rigid vehicles with a cab chassis construction, with a gross mass that is greater than 4.5 tonnes; rigid vehicles with three or more axles and a cab chassis construction that exceeds 1.5 tonnes; articulated trucks; and buses seating more

than 12 people.

Heavy Commercial Vehicle tolls will change from 1.9 times higher than car tolls to 3 times higher than cars during the day and to twice as much as car tolls for night-time trips.

Day-time Trip Caps will also increase to 3 times higher than the car Trip Cap, and night-time Trip Caps will change to twice as much as that for cars.

There will be no change to existing toll point locations, and no additional toll points will be added.

For more information about CityLink tolling prices, visit [citylink.com.au](http://citylink.com.au).

## Consistent truck tolling across Australia

These toll increases put CityLink more in line with motorways like Eastlink and other toll roads across the country. This reflects the primary role our motorways play in carrying freight, and the increased maintenance requirements of roads which carry high volumes of heavy vehicles.

Trucks cause a significantly greater amount of wear and tear on the freeway network and this is reflected in the truck tolling fee structure.

## Timing and delivery of the project

Works have commenced and the project is expected to be completed in 2018.

The CityLink Tulla Widening project is being delivered in two sections. The Bulla Road to Power Street section is managed by Transurban and constructed by CPB Contractors (formerly Leighton Contractors).

VicRoads is the government body responsible for managing our road network. It has oversight of the entire CityLink Tulla Widening project and is responsible for delivering the Bulla Road to Melbourne Airport section of the project.

## Minimising disruption during construction

We'll be working hard to minimise or avoid disruption for road users during construction of the project. All freeway lanes will remain open during the peak periods.

To keep workers safe, concrete barriers will be installed and lane widths reduced. During night works there will be some lane closures with speed limits reduced to 60km/h. An 80km/h speed limit will apply to work zones at all other times. It's essential that everyone adheres to the reduced speed limits for the safety of our workers out on the road and for drivers.

We know that moving freight is a 24/7 business, with a lot of freight transport occurring overnight, so we encourage trucking companies and drivers to keep informed of the changes through our regular traffic updates available on the project website, plan their journey in advance and allow a little more travelling time.

More information about what to expect during construction is available in the project's *construction fact sheet*.

### Contact Details

For further information  
Call **1300 783 947**  
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