INDEPENDENT GOVERNED FREIGHT EVIDENCE

West Gate Tunnel Freight Intelligence

Opening-to-latest eastbound monitored-stream report

August 2026 release - data through 1 August 2026
Generated 08/08/2026 13:55

TIRTL classified data | Truck rule: vehicle_class >= 4 | BASE + UPDATE: PASS_EXACT

MEASUREMENT SCOPE

Brooklyn screenline 565_E / 566_E -> citybound WGT tunnel approach

Screenline measure, not a direct tunnel-entry census. The redundant counters are averaged, never added.

Executive finding. The monitored eastbound stream rose quickly from the immediate post-opening period and then settled around a broadly stable operating level. The latest 28 accepted weekdays average 60,056 classified vehicle passings and 4,712 truck passings per weekday. Compared with the accepted February–March mature-period baseline, vehicle passings are -1.51% and truck passings are -6.52%.

LATEST 28 ACCEPTED WEEKDAYS
60,056
classified vehicle passings / weekday

LATEST 28 ACCEPTED WEEKDAYS
4,712
truck passings / weekday - 7.85% share

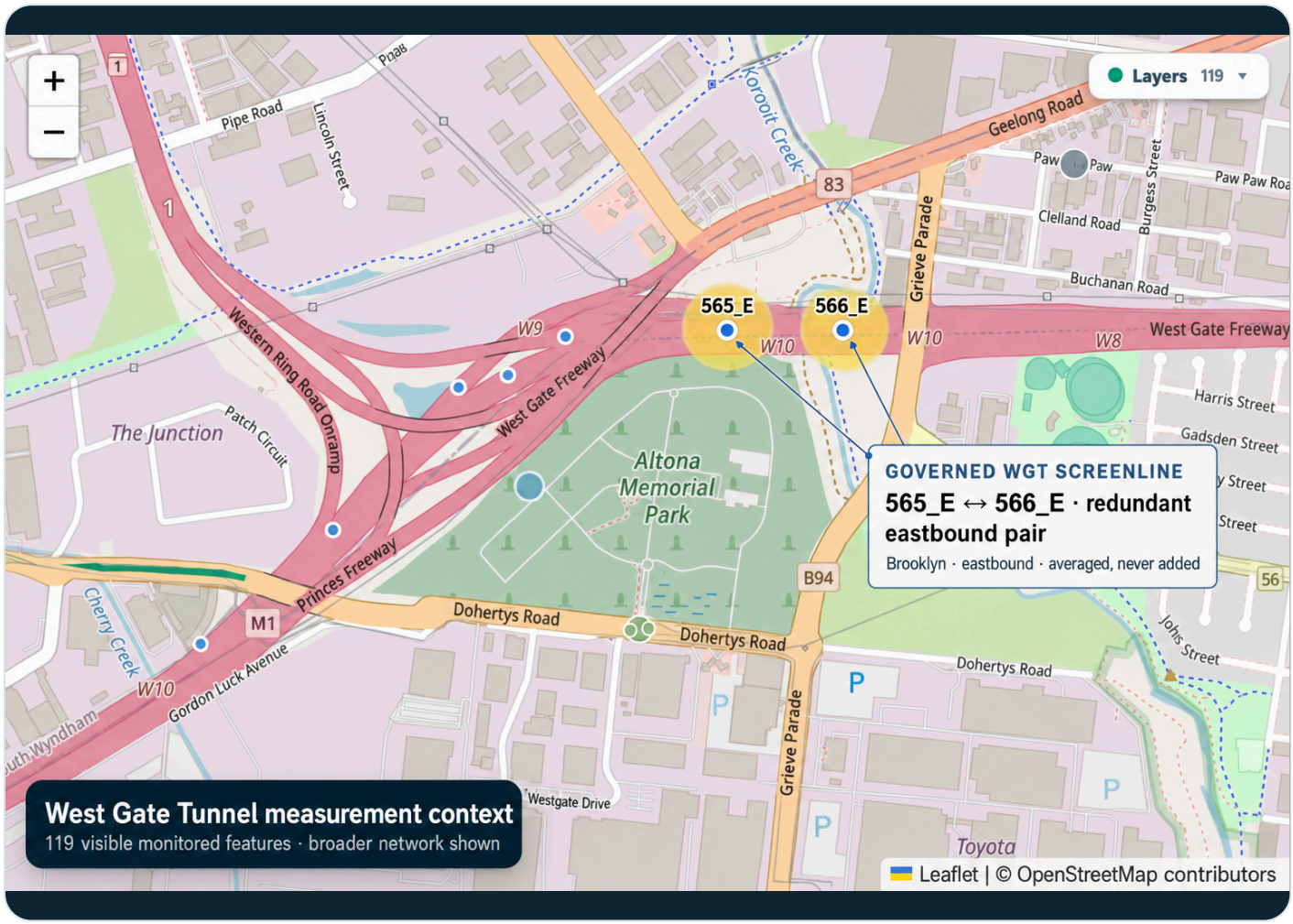
OPENING PERIOD -> LATEST
+14.75%
truck passings - ramp-up comparison

FEB-MAR MATURE -> LATEST
-6.52%
truck passings - mature benchmark

The opening comparison is a ramp-up indicator, not a seasonally adjusted growth rate. The February-March comparison is the preferred mature operating benchmark.

The report is built from monitored points - not a tunnel-entry census

This map shows the West Gate project and western-approach monitoring geography used to place the analysis in its physical context. The report's primary eastbound WGT analytical screenline is the redundant **565_E / 566_E pair in Brooklyn**, on the inbound citybound approach toward the Yarraville / Spotswood tunnel-entry precinct.



PRIMARY REPORT SCREENLINE

565_E + 566_E

Two redundant eastbound counters in Brooklyn. Daily vehicle and truck totals are averaged/consensed. They are never summed as separate traffic streams.

SCREENLINE MEASURE - NOT DIRECT TUNNEL ENTRIES

The figures quantify classified passings at the monitored Brooklyn screenline. They do not independently identify every vehicle's final road or tunnel destination and are not counts of unique vehicles or linked journeys.

Physical monitors
Specific TIRTL measurement locations shown within the project / comparison geography.

->

565_E / 566_E consensus
Complete 15-minute observations are quality checked and the redundant pair is averaged.

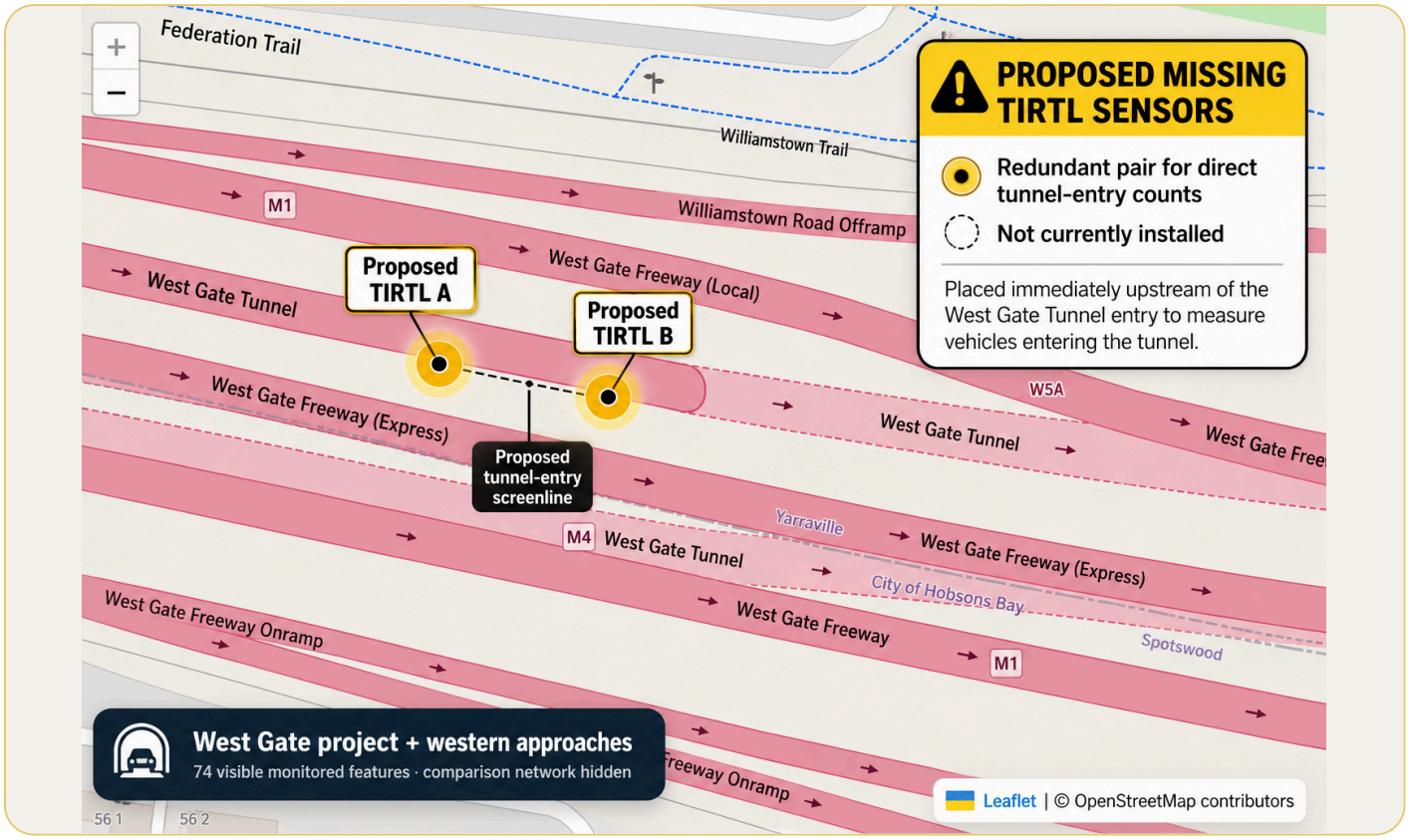
->

Report statistics
Classified passings on the eastbound WGT inbound / tunnel-bound monitored carriageway.

Reading rule: when this report says about 4,700 recent weekday truck passings, it means truck-class observations at the governed Brooklyn screenline. It should not be shortened to "4,700 unique trucks enter the tunnel".

The unanswered measurement question sits at the tunnel entrance

The governed 565_E / 566_E Brooklyn pair provides strong upstream evidence, but it cannot independently prove which observed vehicles take the final tunnel route. A redundant pair immediately upstream of the tunnel entrance would create a direct classified tunnel-entry screenline and remove much of that ambiguity.



WHAT IS PUBLICLY KNOWN

Transport Victoria says DTP and the City of Melbourne are monitoring post-opening traffic for six months and using observed conditions to inform longer-term decisions. That confirms an active monitoring program, but it does not by itself identify a direct redundant TIRTL screenline at this tunnel-entry location.

WHAT THIS REVIEW HAS NOT ESTABLISHED

No equivalent publicly identifiable TIRTL redundant pair at the proposed portal-adjacent screenline has been found in the evidence reviewed for this report. Other operational sensors or datasets may exist and should be identified by the responsible agencies if they answer the same question.

QUESTION 1

What currently counts actual tunnel entries?

Which DTP, Transurban or project sensor/data source directly measures classified vehicles at or immediately upstream of the tunnel entrance?

QUESTION 2

If no equivalent pair exists, why not?

Is the gap due to engineering constraints, road geometry, existing ITS coverage, procurement, cost, operational policy, data ownership or another reason?

QUESTION 3

Is a direct screenline planned - and when?

Does DTP or the tunnel operator intend to install or designate a redundant classified monitoring pair capable of publishing direct entry counts? If so, what is the timetable?

QUESTION 4

Will the evidence be publicly auditable?

Will tunnel-entry vehicle and heavy-vehicle counts, quality rules, downtime and methodology be published so the public and freight industry can independently understand tunnel uptake?

Why redundancy matters: a paired screenline provides an internal consistency check. The two counters should be reconciled and averaged/consensed - never added as separate traffic streams - before any tunnel-entry statistic is released.

Public monitoring context: Transport Victoria, *Transport Amenity Program*, states that real-life post-opening traffic conditions are being monitored for six months to inform longer-term decisions. Source reviewed 8 August 2026: transport.vic.gov.au - Transport Amenity Program. The source does not state that the illustrated TIRTL pair is installed or planned.

Brooklyn screenline, tunnel-bound eastbound stream

The report measures a redundant TIRTL screenline physically located in Brooklyn. It observes the eastbound WGT inbound main carriageway heading toward the Yarraville / Spotswood tunnel-entry precinct. The report does not claim that every classified passing has been physically linked through the final tunnel split.

BROOKLYN
565_E / 566_E screenline
->
EASTBOUND WGT
inbound main carriageway
->
YARRAVILLE / SPOTSWOOD
tunnel-entry precinct

Redundant-counter method

565_E and 566_E are consecutive counters monitoring the same eastbound stream. Daily totals are averaged/consensed. They are **never added together**.

- At least 96 distinct 15-minute bins at each sensor.
- Vehicle disagreement no more than 2%.
- Truck disagreement no more than 5%.
- Governed truck definition: `vehicle_class >= 4`.

Observation boundary

Values are **classified sensor passings**, not unique vehicles and not linked journeys. Missing or rejected days are not imputed into cumulative observed totals.

The same physical vehicle can be observed at more than one monitoring location elsewhere in the wider TIRTL network.

4,752
average truck passings across the 129 accepted weekdays

1 every 18.2s
average weekday truck-passing frequency across the full day

8.01%
average weekday truck share across accepted observations

Why this screenline is useful

The near-consecutive redundant sensors provide an unusually strong internal quality check. Across 193 represented pair days, 180 days meet the complete-coverage and agreement rules - a 93.3% acceptance rate.

Median daily disagreement is 0.468% for vehicle passings and 0.400% for truck passings.

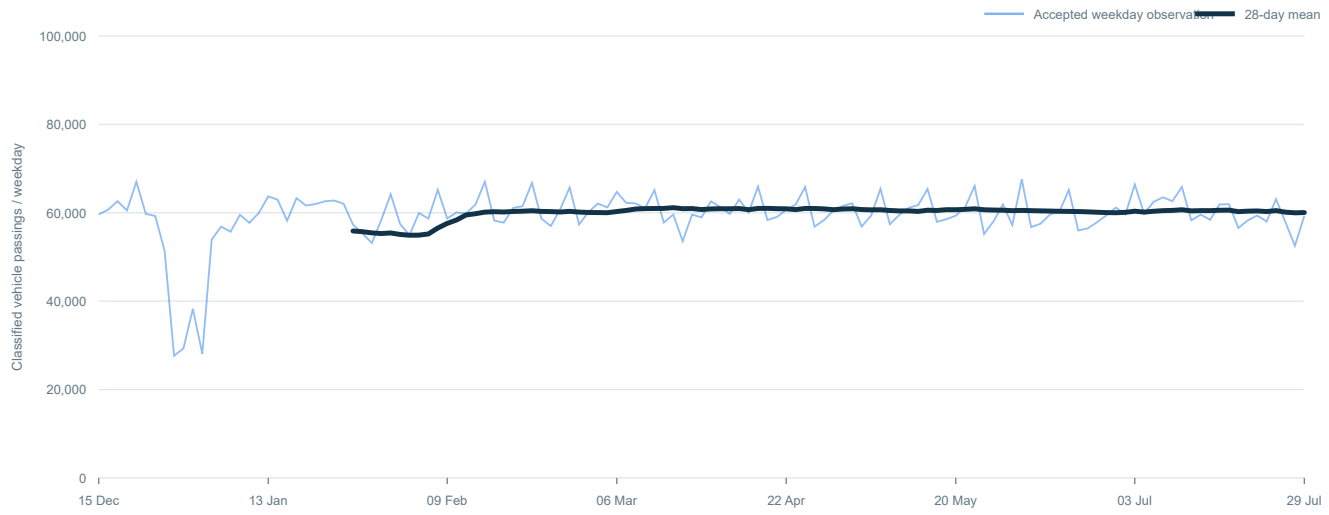
Public wording: eastbound WGT inbound / tunnel-bound monitored carriageway. This keeps the analysis useful while respecting the remaining physical route-split limitation.

Ramp-up, then broadly stable operating levels

Accepted weekdays are plotted individually, with a 28-accepted-weekday mean to show the broad operating level. Rejected or missing days are not filled in.

Eastbound WGT weekday vehicle passings

Accepted high-confidence weekdays from 15 December 2025 to latest available observation

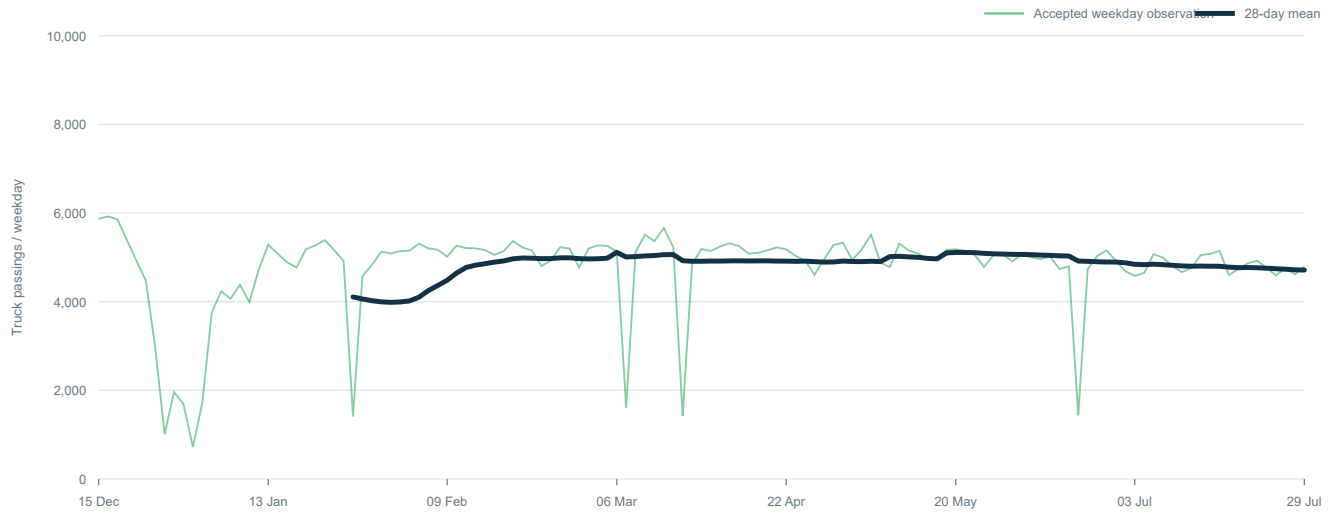


565_E and 566_E consensus; 28-observation mean; missing/rejected days are not imputed.

Latest 28 accepted weekdays: 60,056 vehicle passings per weekday. Opening first 28: 55,880.

Eastbound WGT weekday truck passings

Governed heavy-vehicle classification using vehicle_class >= 4



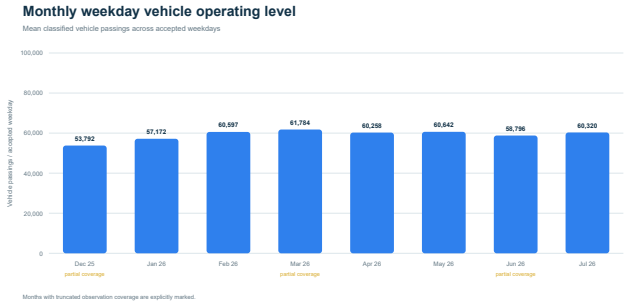
565_E and 566_E consensus; 28-observation mean; classified sensor passings, not unique vehicles.

Latest 28 accepted weekdays: 4,712 truck passings per weekday. Opening first 28: 4,107.

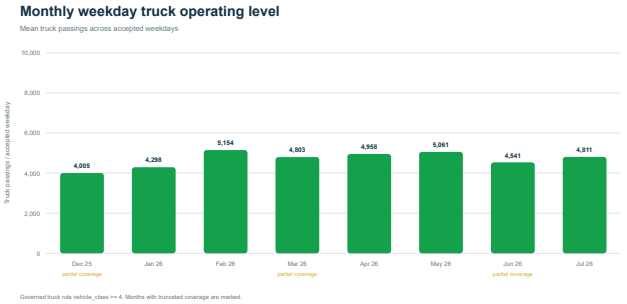
Interpretation: opening first 28 -> latest 28 = +7.47% vehicles and +14.75% trucks. February-March mature baseline -> latest 28 = -1.51% vehicles and -6.52% trucks.

Monthly weekday operating level

Monthly bars summarise accepted weekdays. They are descriptive operating levels rather than seasonally adjusted forecasts. Partial observation months are labelled rather than extrapolated.



Mean classified vehicle passings per accepted weekday.



Mean governed truck passings per accepted weekday.

Accepted-weekday monthly summary

Month	Accepted days	Vehicles/day	Trucks/day	Truck share	Coverage
Dec 2025	10	53,792	4,005	7.45%	opening partial
Jan 2026	22	57,172	4,298	7.52%	accepted span
Feb 2026	19	60,597	5,154	8.51%	accepted span
Mar 2026	9	61,784	4,803	7.77%	partial
Apr 2026	20	60,258	4,958	8.23%	partial
May 2026	19	60,642	5,061	8.35%	partial
Jun 2026	9	58,796	4,541	7.72%	accepted span
Jul 2026	21	60,320	4,811	7.98%	accepted span

Mature comparison: February-March accepted weekdays average 60,979 vehicle passings and 5,041 truck passings. The latest 28 accepted weekdays are -1.51% and -6.52% respectively.

Truck intensity changes sharply through the day

Truck volume peaks with the morning freight movement, while truck share reaches its highest level overnight when total traffic is much lower.

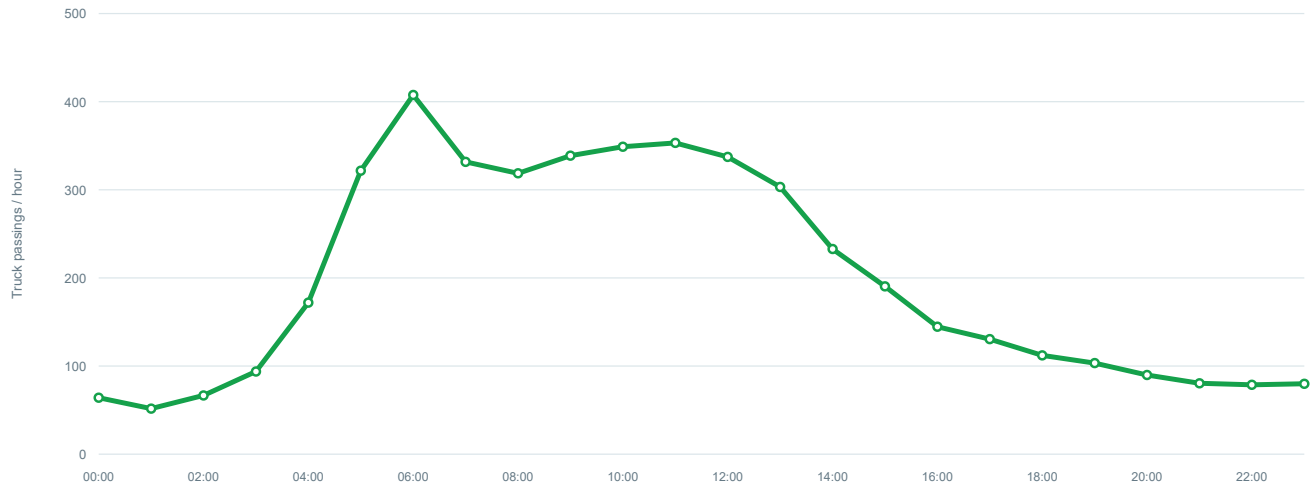
408/h
weekday peak truck hour 06:00-07:00 - one passing every 8.8s

26.14%
highest weekday truck share, 02:00-03:00

929
average weekday trucks from 22:00-06:00 - 12.63% share

When weekday trucks are moving

Average governed truck passings by hour across accepted weekdays

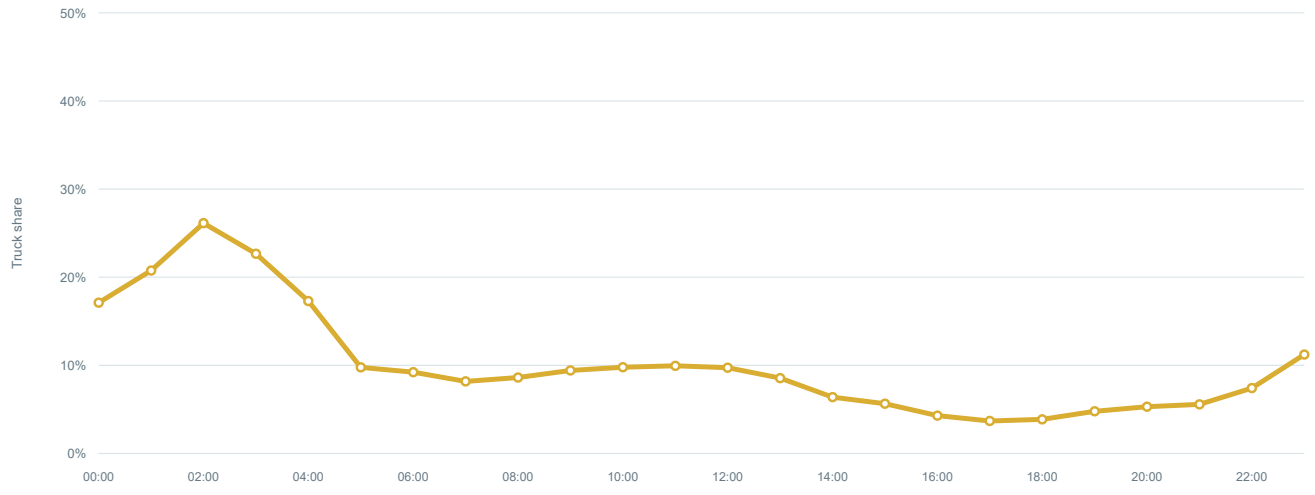


The weekday truck maximum is around 06:00–07:00.

Average truck passings by hour across all accepted weekdays.

Truck share by hour on accepted weekdays

Truck passings as a percentage of classified vehicle passings by hour



The highest truck share occurs overnight when total traffic is much lower.

Truck share is highest overnight, but that occurs against a much smaller total-traffic denominator.

The monitored stream is strongly weekday-freight oriented

Vehicle totals are relatively similar between accepted weekdays and weekends, but truck intensity is dramatically different.

Weekday versus weekend truck intensity

Average governed truck passings per accepted day

The large weekday/weekend contrast is consistent with a strongly freight-oriented weekday operating pattern.

Mean governed truck passings per accepted day.

Accepted weekdays

4,752

truck passings/day - 8.01% share

Mean vehicle passings: 59,351. Average truck frequency: one passing every 18.2 seconds.

Accepted weekends

1,331

truck passings/day - 2.25% share

Mean vehicle passings: 59,045. Average truck frequency: one passing every 64.9 seconds.

Cumulative observed passings across accepted days

10,667,608

classified vehicle passings observed

680,868

governed truck passings observed

These cumulative values are observed totals over accepted days only. Missing or rejected days are not estimated or filled.

The weekday/weekend contrast is descriptive evidence of the monitored stream's operating pattern. It does not by itself identify trip purpose, origin, destination or causal effect of the project.

Five numbers - and the tunnel-entry measurement question

These are the strongest media-ready facts in the governed dataset. Each number is framed around classified passings at the monitored Brooklyn screenline. The new accountability question is whether an equivalent direct, publicly identifiable screenline exists at the tunnel entrance.

Measurement basis: these are classified passings at the governed 565_E / 566_E Brooklyn screenline. They are not a direct count of unique vehicles entering the tunnel.

Questions for the Department of Transport and Planning / tunnel operator

- What sensor or dataset currently provides direct classified counts of vehicles entering the West Gate Tunnel?
- If there is no equivalent redundant TIRTL pair at the portal, why was one not installed?
- Is a direct tunnel-entry screenline planned, and if so when will it be operational?
- Will the resulting vehicle and heavy-vehicle counts be published with quality and downtime information?

Media number	Talking point	What the governed data supports
4,712	**Recent accepted weekday truck passings**	The latest 28 accepted weekdays average 4,712 truck passings alongside 60,056 total classified vehicle passings.
408/h	**Morning freight peak**	06:00-07:00 averages roughly one truck passing every 8.8 seconds.
26.14%	**Highest overnight truck share**	About one in four classified passings is a truck from 02:00-03:00, when total traffic is much lower.
3.6x	**Weekday versus weekend freight intensity**	4,752 average weekday truck passings versus 1,331 on accepted weekends, despite very similar total vehicle volumes.
-6.52%	**Mature operating benchmark**	Latest truck passings are -6.52% versus accepted February-March weekdays. The +14.75% opening-period comparison is a ramp-up indicator, not a generic growth rate.

SUGGESTED SPOKESPERSON QUOTE

"The governed Brooklyn screenline shows roughly 4,712 truck passings on a recent accepted weekday and a very clear freight pattern. The next transparency question is just as important: what publicly auditable sensor actually counts vehicles at the tunnel entrance itself? If there is no equivalent direct redundant screenline there, the Department should explain why and whether one is planned."

Use "passings" rather than "unique trucks". The latest 28 observations are accepted weekdays, not a calendar month.

Core media framing: rapid post-opening ramp-up, then a broadly stable mature operating level. The mature February-March comparison is preferred when describing the current trend.

How different outlets could tell the story

The lines below are written as publication-ready starting points. They preserve the report's measurement boundaries while translating the data into normal broadcast and newsroom language.

3AW Drive

Short, conversational, immediately understandable

"The simple number is about 4,712 truck passings on a recent accepted weekday."

"At the morning freight peak, roughly one truck passes the screenline every 9 seconds."

"Overall weekday and weekend traffic volumes are very similar, but weekday truck traffic is about 3.6 times the weekend level."

Herald Sun

Big, concrete numbers with a strong visual hook

"Almost 4,712 truck passings are recorded on the monitored eastbound WGT stream per recent accepted weekday."

"The morning freight peak reaches about 408 truck passings an hour - roughly one every 8.8 seconds."

"Between 02:00 and 03:00, trucks account for about 26% of classified passings."

The Age

Trend, context and mature-benchmark framing

"After an initial post-opening ramp-up, the monitored eastbound stream appears to have settled into a broadly stable operating pattern."

"The latest 28 accepted weekdays average 60,056 vehicle passings and 4,712 truck passings."

"Truck passings are -6.52% compared with the accepted February-March mature-period baseline."

One-sentence broadcast grab

"The latest West Gate freight data shows about 4,712 truck passings on a recent accepted weekday, peaking at roughly one every 9 seconds in the morning, while the longer trend suggests the stream has broadly stabilised after its opening ramp-up."

Reporter question: "The public TIRTL evidence can measure the Brooklyn approach, but what sensor directly counts vehicles entering the tunnel? If no equivalent redundant pair is installed at the portal, why not, is one planned, and when will the data be public?"

Use

"Latest accepted weekdays are +14.75% above the immediate post-opening truck baseline, but -6.52% versus the mature February-March benchmark."

"About 4,712 truck passings are recorded on the monitored eastbound WGT inbound / tunnel-bound stream per recent accepted weekday."

Avoid

"Truck traffic has grown 14.75% since the tunnel opened."
That turns the opening ramp-up comparison into a generic growth rate.

"4,712 trucks enter the West Gate Tunnel every day."
The dataset records passings at the Brooklyn screenline and does not physically link every observation through the final tunnel split.

Quality is measured, not assumed

The redundant 565_E / 566_E pair makes it possible to test daily completeness and agreement before any day enters the report.

Screenline quality and acceptance

565_E / 566_E redundant-pair daily quality gate

High-confidence acceptance rate: 93.3%. Median vehicle disagreement 0.468%; median truck disagreement 0.400%.

180 of 193 represented pair days were accepted (93.3%).

Vehicle disagreement

0.468%

median - P90 0.779%

Truck disagreement

0.400%

median - P90 2.544%

Complete pair days

184

both sensors have at least 96 bins

Unaccepted / missing observation periods

Period	Reason
23 December 2025	INCOMPLETE_15MIN_COVERAGE | VEHICLE_PAIR_DISAGREEMENT
25 December 2025	TRUCK_PAIR_DISAGREEMENT
27 December 2025	VEHICLE_PAIR_DISAGREEMENT | TRUCK_PAIR_DISAGREEMENT
29 December 2025	VEHICLE_PAIR_DISAGREEMENT
26 February 2026	INCOMPLETE_15MIN_COVERAGE | VEHICLE_PAIR_DISAGREEMENT | TRUCK_PAIR_DISAGREEMENT
11 March 2026	INCOMPLETE_15MIN_COVERAGE | VEHICLE_PAIR_DISAGREEMENT
16 March 2026 - 31 March 2026	MISSING_BOTH_PRIMARY_SENSORS
3 April 2026	INCOMPLETE_15MIN_COVERAGE | TRUCK_PAIR_DISAGREEMENT
8 April 2026	VEHICLE_PAIR_DISAGREEMENT
3 May 2026	INCOMPLETE_15MIN_COVERAGE | VEHICLE_PAIR_DISAGREEMENT | TRUCK_PAIR_DISAGREEMENT

Coverage gaps remain visible in the evidence pack. The trend charts join successive accepted observations for readability, but no missing daily values are manufactured.

Governed from raw classification to published PDF

The PDF is downstream of a locked intelligence pack and media pack. This rendering stage performs no DuckDB query and cannot silently redefine truck classes.

Truck definition: vehicle_class >= 4

Both historical and rolling-update 15-minute truck aggregates must reproduce the raw governed classification exactly before the intelligence pack is allowed to build.

Publication gates

Gate	Status	Joined intervals	Truck mismatches	Requirement
BASE RAW VS AGGREGATE	**PASS_EXACT**	27391	0	15-minute aggregate must exactly reproduce raw governed reconstruction
UPDATE RAW VS AGGREGATE	**PASS_EXACT**	9493	0	15-minute aggregate must exactly reproduce raw governed reconstruction
MONTHLY REPORTING QUALITY GATE	**PASS**	-	0	publication_ready=true and quality status newer than update DB

Definitions

- **Passing:** one classified observation at the monitored screenline.
- **Truck:** governed TIRTL `vehicle_class >= 4`.
- **Accepted day:** complete 565_E and 566_E coverage with pair disagreement inside thresholds.
- **Latest 28:** latest 28 accepted weekdays, not necessarily a calendar month.
- **Mature baseline:** accepted February-March 2026 weekdays.

Responsible use

- Passings are not unique vehicles or linked journeys.
- The screenline is physically in Brooklyn.
- The monitored stream is tunnel-bound, but the final route split is not physically linked in this dataset.
- The first-28 comparison includes Christmas/January recovery effects.
- Trend and volume evidence does not establish causality by itself.

Proposed portal screenline: the new map is an illustrative public-interest monitoring proposal. It does not establish that no other operational sensors exist. The report's evidence claim is narrower: no equivalent publicly identifiable TIRTL redundant pair at that tunnel-entry screenline has been established from the reviewed evidence.

Data through 1 August 2026. Source intelligence status PASS_GOVERNED; media status PASS_MEDIA_READY; BASE and UPDATE aggregate validation PASS_EXACT.