

## Third Party Works

# Service Installations within the Rail Corridor

UGL Regional Linx Pty Ltd (**UGLRL**) manages the Country Regional Network (**CRN**) on behalf of Transport for NSW (**TfNSW**). Third parties are required to apply through UGLRL to gain access to the CRN.

Third parties are required to apply for a Transport Asset Manager of New South Wales (**TAM**) CRN Licence for the Infrastructure Works, for all underground service installations within the CRN rail corridor.

An application can be made via the following link with all requirements to be uploaded <https://uglregionallinx.powerappsportals.com/SignIn?ReturnUrl=%2F>

Please note that this list is not exhaustive, and potentially other information may be required upon review of your application.

All proposed works must comply with applicable Australian and CRN Standards. For access to the CRN Standards, please visit the UGLRL website: [www.uglregionallinx.com.au](http://www.uglregionallinx.com.au). Frequently referred to CRN Standards include [CRN CS 540 Service Installations in the Rail Corridor](#), [CRN CM 541 SERVICE CROSSINGS](#) and [CRN CM 215 TRANSIT SPACE](#).

All applications incur an application fee, which will vary depending on the type of access required. UGLRL will determine the expected application fee upon review of the application.

***Please allow a minimum 8 weeks for the Service Installations application to be processed. This will depend on the receipt of all required information.***

The application must contain the following information:

1. If there has been a previous Approval in Principal (**AIP**) application approved, please make sure all conditions have been met and supplied with the construction application.
2. A comprehensive site survey and a clear map identifying the location of the works and the relationship of the works to the railway corridor.
3. Detailed scope of works within UGLRL maintained land to include:
  - a. infrastructure, materials, quantities, methodology; and
  - b. any key infrastructure elements affected should be highlighted such as tracks, platform, or any utility structure.
4. Timeline of the proposed works with any key milestones.
5. Detailed designs of the work are to include:
  - a. the delineation of the rail corridor boundary with respect to the location of the infrastructure; and
  - b. the coordinates (Easting and Northing) at each end of the installation.
  - c. Outline any required clearance distance between the work area and the railway track,
  - d. Methodology of work including detailed steps and stages of construction.
6. Who will own the works during and post construction including maintenance responsibility.

7. Detail of funding arrangements.
8. If breaking the ground,
  - a current Before You Dig Australia (**BYDA**); and
  - a third-party request for location of signalling services form (see link below):  
[tpw-request-for-location-of-signalling-services.pdf](#)
9. Safe Work Method Statement (**SWMS**) for each proposed activity which also outlines the risks and controls in regard to working within the rail corridor.
10. Emergency procedures and plan to tackle any foreseeable incident.
11. Traffic management plan (if applicable);
12. Work Health & Safety Management Plan (if applicable);
13. Determination of which pathway under the Environmental Planning and Assessment (EP&A) Act 1979 that the works fall under and the supply of the relevant documents;
14. Geotechnical and foundation engineering reports providing detail on effects of railway infrastructure (if available or required). Report to be signed by a qualified geotechnical engineer.  
*If for an Underbore, a Minor Works application is to be submitted for the Geotech Survey to be performed within the Rail Corridor.*
15. Is a Development Application (**DA**) or State Significant Development (**SSD**) required for the works:
  - If a DA or SSD is required, please provide a copy or provide further information;
16. Dilapidation report (this will be required to be provided once the application has been submitted and all assets have been provided);
17. If the line is operational:
  - a CRN qualified Protection Officer must be nominated and details provided as below:
    - A copy of their Rail Industry Worker (**RIW**) Card; and
    - A CRN compliant Worksite Protection Plan (**WPP**).
  - For all persons entering the rail corridor, a copy of their RIW card.
    - RIW card holders must also be associated and inducted to work on the CRN.
    - More information can be found on the UGLRL website: [Railway industry worker competence](#)
18. If the line is non-operational, a list of all persons entering the rail corridor:
  - An RIW is not required, however a UGLRL Induction must be completed. This can be obtained by sending an email to [learning@uglregionallinx.com.au](mailto:learning@uglregionallinx.com.au) with the name and email address of all persons requiring the induction.
19. Known potentially contentious issues associated with the works and resulting infrastructure;
20. Insurance Requirements:  
Public Liability Insurance. This must 'Name' Transport Asset Manager of New South Wales and UGL Regional Linx Pty Ltd. 'Naming' is also known as 'Jointly Insured' or 'Additionally Insured, not 'Note' or 'Interested Party'. The following Public Liability limits are required:
  - \$20,000,000 for non-operational lines;
  - \$50,000,000 for operational freight lines; or

- \$250,000,000 for operational passenger lines.

- b. Professional Indemnity Insurance - \$20,000,000;

If either of the insurance requirements above cannot be met a 'concession for insurance form' must be completed.

21. A current ASIC company extract that lists the company directors to be used for licence execution or evidence of the council/government agencies delegate authorities; and
22. Any other information you think may help us to progress your application