

## Third Party Works

# Construction in the Rail Corridor

UGL Regional Linx (UGLRL) manages the Country Regional Network (CRN) on behalf of Transport for NSW (TfNSW).

Third parties are required to apply for a Transport Asset Holding Entity (TAHE) CRN Property Licence for Infrastructure Works access within the CRN.

An application is to be made by contacting UGL on [thirdpartyworks@uglregionallinx.com.au](mailto:thirdpartyworks@uglregionallinx.com.au). A link to the application process will be sent and the information detailed below should be attached.

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

All work must comply with Australian and CRN Standards, which can be found at [www.uglregionallinx.com.au](http://www.uglregionallinx.com.au).

All applications incur an application fee as determined by TfNSW. Fees vary depending on the type of access required. In some circumstances, an annual licence fee may also apply. We will discuss with you the applicable fee when you make your application.

***Please allow 8-14 weeks for the Construction application. This will depend on the receipt of all required information.***

**Note: This does not apply to Major applications, which require multiple design reviews.**

The application must contain the following information:

1. A clear map identifying the location of the works and the relationship of the works to the railway corridor;
2. Description of the works and works methodology;
3. Timeline of the proposed works with any key milestones;
4. 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
5. Who will own the works during and post construction including maintenance responsibility;
6. Detail of who is funding the works;
7. If breaking the ground, a recent Before You Dig Australia (**BYDA**);
8. If breaking the ground, a third party request for location of signalling services;
9. Safe Work Method Statement (**SWMS**) for each proposed activity which also outlines the risks and controls in regards to working within the rail corridor;
10. Traffic management plan (if applicable);
11. Work Health & Safety Management Plan (if applicable);
12. 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;

13. Geotechnical and foundation engineering reports providing detail on effects of railway infrastructure (if available or required)
14. Is a Development Application (DA) required for the works:
  - a. If a DA is required, please provide a copy or provide further information;
15. Dilapidation report (this will be required to be provided once the application has been submitted and all assets have been provided);
16. If any vehicles or equipment are to enter the rail corridor plant inspections are to be completed by the UGLRL Plant team, please advise number and type of vehicles and/or equipment;
17. If the line is operational, a protection officer must be nominated and their competency requirements provided as below:
  - a. A copy of their Rail Industry Works (**RIW**) Card, a printout from RIW of their competency and proof of UGLRL third party contractor inductions completed.
  - b. A worksite protection plan (WPP) is to be provided by the protection officer to be reviewed by the UGLRL Safeworking Business Partner;
18. Anyone entering the rail corridor must provide a valid RIW card and be associated with UGLRL.
19. Known potentially contentious issues associated with the works and resulting infrastructure;
20. Public Liability Insurance. This must 'Name' Transport Asset Holding Entity of New South Wales and UGL Regional Linx Pty Ltd (not 'Note' or 'Interested Party'). 'Naming' is also known as 'Jointly Insured' or 'Additionally Insured';
  - a. \$20,000,000 for non-operational lines;
  - b. \$50,000,000 for operational freight lines; or
  - c. \$250,000,000 for operational passenger lines.
21. Professional Indemnity Insurance - \$20,000,000;

If either of the insurance requirements above cannot be met a 'concession for insurance form' must be completed;
22. A current ASIC company extract that lists the company directors to be used for licence preparation or evidence of the council/government agencies delegate authorities; and
23. Any other information you think may help us to progress your application.
24. If there has been a previous Approval in Principle (AIP) application approved, please make sure all conditions have been met and supplied with the current application.