

Third Party Works

Configuration Management Requirements

Configuration management is essential for ensuring the safety and reliability of the Country Regional Network (CRN), playing a critical role in maintaining the integrity of assets and systems in compliance with the principle of "So Far As Is Reasonably Practicable" (SFAIRP). Managing asset configuration changes in a controlled and effective manner is crucial for minimizing safety and design risks associated with the operation and maintenance of the CRN.

Transport for New South Wales (TfNSW) Regional and Outer Metropolitan (ROM) division serves as the Asset Custodian, while UGL Regional Linx (UGLRL) operates as the Asset Steward, holding the authority to oversee changes as the change authority. UGLRL is delegated by TfNSW to approve configuration changes within the CRN, provided any associated risks are deemed acceptable under SFAIRP criteria.

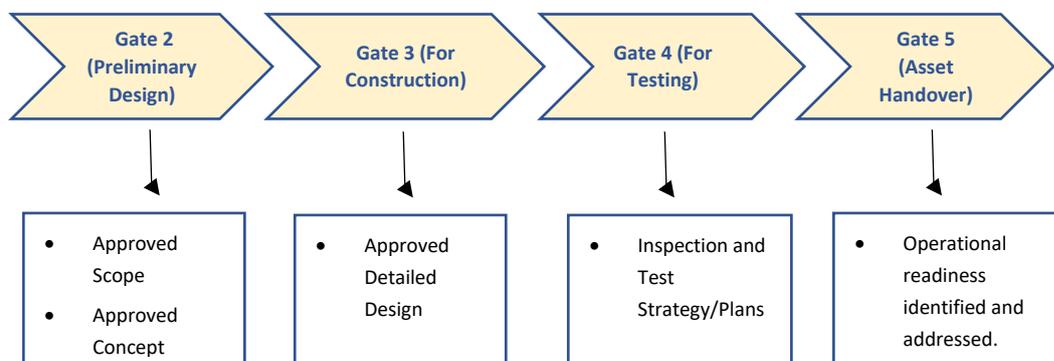
Third-party entities undertaking major projects within the CRN rail corridor, such as constructing new bridges, realigning tracks, or adding private sidings, must adhere to UGLRL's configuration management requirements. To comply, applicants must submit the following documents:

- Duly filled CRN-FRM-AMS-713026361-254 **Configuration Change Request Form** for the proposed change.
- Assurance evidence as per CRN-CHK-AMS-713026361-3966 **CCR Checklist for CCB Gateway Submissions** relevant for the appropriate approval gateway
- In case of changes proposed to Transport Assets (TAHE or TfNSW owned) **TAO authorised design certificate for GATE 3 submissions.**

For projects that do not affect Transport assets, a combined Gate 2&3 submission may suffice. UGLRL Third Party Works Manager and relevant SMEs are responsible for assessing the level of the proposed changes from Third parties. Generally third party projects that are presented to TfNSW as a design concept for Approval in Principle (AIP) and that do not impact delivery of TfNSW outcomes need only consider applying review gates from the design stage onwards (Gate 2).

Gateway definitions

UGLRL have four defined configuration gates. Gate 0 and Gate 1 are not applicable for CRN configuration changes.



Configuration management Gate 2 – preliminary design complete

Gate 2 occurs at the point when a preliminary design has been completed. The purpose of this gate is to assure that a project is demonstrating adequate assurance in developing the design so as to provide confidence that the final design will meet the expectations. Factors such as the risks that may result from the configuration change, nature of the assets involved, project governance arrangements and procurement strategy may affect the appropriate application of this gate. For configuration changes that are of low risk and low complexity it may be appropriate to combine the gate 2 submission with the gate 3 submission.

Configuration management Gate 3 – for construction

Gate 3 occurs at the point when the detailed design has been developed and prior to progressing to construction unless the CCB has agreed to alternative arrangements. The purpose of this gate is to provide confidence that the designed solution is appropriate, safe SFAIRP and that the resulting risks are understood and acceptable to UGLRL and TfNSW(if applicable). This gate is important from a risk perspective as the desired outcome and resulting risks are largely determined. Content representing the final design baseline is expected to be presented at configuration management Gate 3.

Configuration management Gate 4 – ready for testing

Gate 4 occurs at the point when a transport asset has been altered or added and is ready to progress to the testing phase. The purpose of this gate is to assure that an asset is ready to be tested as an integral part of the TfNSW Transport Network. It is particularly relevant where testing introduces an elevated or novel risk to the transport network, such as testing vehicles within the operating transport network or connecting systems to the operational network for testing. Factors such as the risk of the configuration change, nature of the assets involved, project governance arrangements and procurement strategy may affect the appropriate application of this gate.

Configuration management Gate 5 – asset handover

Asset Handover occurs at CM Gate 5 prior to the commissioning and handover of the asset from the party responsible for delivering the completed asset to the next responsible party within the asset life cycle. This applies even if both parties are from the same organisation. For internal UGLRL project, the handover will occur from the Third Party Works Manager to the Head of Asset & Engineering.

The purpose of this gate is to seek assurance that the configuration change has been properly managed to be ready to be commissioned as an operating asset in the transport network and handed over along with necessary asset information. The submission should represent the expected product configuration baseline and demonstrate that the necessary asset information describing the product baseline has been or will be delivered.