

**TR 135:2025**  
(ICS 45.020)

**TECHNICAL REFERENCE**

# **Mass rapid transit (MRT) and light rail transit (LRT) – Guide for track access allocation**



**TR 135:2025**

(ICS 45.020)

---

TECHNICAL REFERENCE

**Mass rapid transit (MRT) and light rail transit (LRT)  
– Guide for track access allocation**

---

Published by Enterprise Singapore

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilised in any form or by any means, electronic or mechanical, including photocopying and microfilming, without permission in writing from Enterprise Singapore. Request for permission can be sent to: [standards@enterprisesg.gov.sg](mailto:standards@enterprisesg.gov.sg).

© Enterprise Singapore 2025

ISBN 978-981-5338-39-3

## Contents

	<b>Page</b>
Foreword _____	3
1 Scope _____	4
2 Normative references _____	4
3 Terms and definitions _____	4
4 Railway zoning _____	4
5 TAR submission _____	5
6 Review and approval of submitted TAR _____	5
7 Dissemination of track allocation information _____	6
8 Documentation for track allocation management _____	6
9 Real-time track allocation _____	6

## Foreword

This Technical Reference (TR) was prepared by the Working Group on Mass Rapid Transit (MRT) and Light Rail Transit (LRT) – Guide for Track Access Allocation set up by the Technical Committee on Railway Systems under the purview of the Transportation Standards Committee.

This TR is a provisional standard made available for application over a period of three years. The aim is to use the experience gained to update the TR so that it can be adopted as a Singapore Standard. Users of the TR are invited to provide feedback on its technical content, clarity and ease of use. Feedback can be submitted using the form provided in the TR. At the end of the three years, the TR will be reviewed, taking into account any feedback or other considerations, to further its development into a Singapore Standard if found suitable.

Attention is drawn to the possibility that some of the elements of this TR may be the subject of patent rights. Enterprise Singapore shall not be held responsible for identifying any or all of such patent rights.

### NOTE

1. *Singapore Standards (SSs) and Technical References (TRs) are reviewed periodically to keep abreast of technical changes, technological developments and industry practices. The changes are documented through the issue of either amendments or revisions. Where SSs are deemed to be stable, i.e. no foreseeable changes in them, they will be classified as "mature standards". Mature standards will not be subject to further review unless there are requests to review such standards.*
2. *An SS or TR is voluntary in nature except when it is made mandatory by a regulatory authority. It can also be cited in contracts making its application a business necessity. Users are advised to assess and determine whether the SS or TR is suitable for their intended use or purpose. If required, they should refer to the relevant professionals or experts for advice on the use of the document. Enterprise Singapore and the Singapore Standards Council shall not be liable for any damages whether directly or indirectly suffered by anyone or any organisation as a result of the use of any SS or TR. Although care has been taken to draft this standard, users are also advised to ensure that they apply the information after due diligence.*
3. *Compliance with a SS or TR does not exempt users from any legal obligations.*

# **Mass rapid transit (MRT) and light rail transit (LRT) – Guide for track access allocation**

## **1 Scope**

This Technical Reference (TR) provides rail operators (RO) with guidance on managing track allocation for trackside works during engineering hours. It aims to establish a framework to ensure safety and operational efficiency.

## **2 Normative references**

There are no normative references in this document.

## **3 Terms and definitions**

For the purpose of this TR, the following terms and definitions apply.

### **3.1 Engineering hours**

The period between the last train service and the start of the first train service for a particular line.

### **3.2 Rail operator (RO)**

The organisation responsible for the operation and safety of a railway network and providing customer services to passengers.

### **3.3 Track access planning authority (TAPA)**

An entity appointed by the RO to review and approve/reject track access requests before track access takes place.

### **3.4 Track access request (TAR)**

A formal request submitted via an official channel by a requestor to TAPA for approval to access a specific track section at a specific time for trackside works.

### **3.5 Track allocation meeting**

Regular meetings chaired by TAPA and attended by relevant parties to make necessary clarifications, resolve issues, and confirm the track allocation for subsequent publication.

## **4 Railway zoning**

**4.1** The RO should divide its railway into zones to facilitate the management of track allocation for trackside works.

**4.2** The RO should balance the number of zones with the size of each zone when zoning the railway.