



Crane Activity 101

Why does Metrolinx care about crane activity?

When a crane is operated in proximity to Metrolinx infrastructure, there is potential for it to swing over active transit corridors, trains, and/or station lands. To ensure crane activity will not impact transit operations or risk passenger safety, Metrolinx has to conduct a full assessment of crane positioning, operational range, and maintenance conditions prior to installation.

What is required to obtain Metrolinx approval for crane activity?

Submission requirements for crane swing review and approval are as follows, subject to the satisfaction of Metrolinx and their technical experts:

- A crane swing plan that shows the swing radius and proximity to Metrolinx property
- Executed Crane Swing Agreement, if crane activity is expected to extend into the airspace above Metrolinx infrastructure
- Further supporting documents including insurance, where applicable

A crane swing agreement identifies:

- Responsibilities of the developer, contractor and subcontractors
- Fees for crane activity in proximity to Metrolinx lands
- Crane installation instructions
- Legislative compliance to use the crane onsite
- Crane swing instructions
- Flagging protections process
- Insurance requirements

How is Metrolinx involved after crane activity is approved?

ACR staff will check that crane activity follows the approved conditions through inspections during setup, removal, and at regular intervals while the crane is in use.

Did You Know?

The crane swing rights provided by Metrolinx apply to the crane's boom only and do not allow loads to pass over Metrolinx lands. Before starting operations, the developer must show that controls (such as mechanical or electronic limits) are in place to prevent any loads from entering Metrolinx airspace.

Who is ACR?

The Adjacent Construction Review (ACR) team at Metrolinx provides a unified point of contact responsible for protecting Metrolinx's interests through the identification and management of external risks posed by adjacent third-party works next to Metrolinx Rail Corridors and Provincial Transit Projects.



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