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Responsible committee: FSH/19 Fire Precautions in Railway Vehicles

Interested committees:

Title: Draft BS ISO 9828-1 BS ISO 9828-1 BS ISO 9828-1 Railway applications — Fire protection on railway vehicles. Part 1: General.

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Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

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UK Vote

Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

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Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

DRAFT INTERNATIONAL STANDARD

ISO/DIS 9828-1

ISO/TC 269

Secretariat: DIN

Voting begins on:
2024-01-16

Voting terminates on:
2024-04-09

Railway applications — Fire protection on railway vehicles —

Part 1: General

*Applications ferroviaires — Protection contre les incendies dans les véhicules ferroviaires —
Partie 1: Généralités*

ICS: 13.220.01; 45.020

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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This document was prepared by Technical Committee ISO/TC 269, *Railway applications*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee.

This Standard is developed in accordance with the state of the art on the field of fire safety for railway vehicles and the return of experiences of all committees.

In using the Operation and Design Categories defined in this part, the requirements laid down in the different parts of ISO 9828 will take into account the current operating conditions.

The aim of this standard is to ensure the safety of passengers and staff in the event of fire in or on a vehicle or vehicles comprising a passenger carrying train.

Fire safety in this environment depends upon a range of interdependent measures which may include: preventative measures; in-built precautions to mitigate the development of any incipient fire; fire detection and alarm/warning systems; manual or automatic fire suppression systems; emergency lighting and way-guidance systems; provisions for the availability and safe use of means of escape and egress, e.g. escape route or exit door widths; provision of measures to assist safety interventions by the fire and rescue services; places of safety and relative safety; occupancy levels; normal supervision; control of materials used in the manufacture of the vehicle; ventilation; use of fire barriers and fire resistance of parts and products.

Each of these precautionary and preventative measures shall be defined in other parts of this Standard.

The measures and requirements specified in ISO 9828 are intended to protect passengers and staff in railway vehicles in the event of a fire on board.

ISO 9828 specifies:

- fire protection measures for railway vehicles.

The protection of passengers and staff is essentially based on measures to:

- prevent fires occurring due to technical faults and due to equipment design or vehicle layout;
- minimise the possibility of ignition of materials installed on railway vehicles due to accidents or vandalism (acts of damaging public property);
- detect a fire should it occur;
- limit the spread of fire by specification of materials according to the operational categories (and by measures for containment);
- minimise the effects of fire in terms of heat, smoke and toxic gases on passengers or staff through the specification of materials installed on railway vehicles;
- control and manage a fire, for example by means of fire detection, suppression and/or emergency energy shut down.

The ultimate objective in the event of a fire on board is to allow passengers and staff to evacuate the railway vehicle and reach a place of safety.

The present ISO Standard describes the measures to be taken in the design of the vehicles in the context of each country's infrastructure.

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