



Rail Safety & Standards Board

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GM/RC2534
Recommendations for Rail Vehicle Emergency Evacuation
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Railway Group Recommendations for GM/RT2130



Documents

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Recommendations for Rail Vehicle Emergency Evacuation

Issue Record

Issue	Date	Comments
One	June 2008	Original document Supersedes parts of AV/ST9002

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
AV/ST9002, issue one, December 2002 Vehicle Interiors Design for Evacuation and Fire Safety	Parts of 5, 6.1 and Appendix A	02 August 2008

Other parts of AV/ST9002 issue one are superseded by GM/RT2130, issue one, Vehicle Fire, Safety and **Evacuation**.

AV/ST9002 ceases to be in force and is withdrawn as of 02 August 2008

Supply

Controlled and uncontrolled copies of this Railway Group Code of Practice may be obtained from the Corporate Communications Department, Rail Safety and Standards Board, Evergreen House, 160 Euston Road, London NW1 2DX, telephone 020 7904 7518 or e-mail enquiries@rssb.co.uk. Railway Group Standards and associated documents can also be viewed at www.rgsonline.co.uk.

Recommendations for Rail Vehicle Emergency Evacuation

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Recommendations for Rail Vehicle Emergency Evacuation

Part 1 Introduction

1.1 Purpose and structure of this document

This document has been published by Rail Safety and Standards Board (RSSB) to give details of a recommended method which, if followed, would meet the requirements of Railway Group Standard GM/RT2130.

Should a railway undertaking choose not to follow the recommended method of meeting the requirements of GM/RT2130 laid out in this document, it should assure itself that the method it is following is as effective, and no less safe, than the method that is recommended here.

Relevant requirements in GM/RT2130 are reproduced in the sections that follow. Recommendations are provided as a series of sequentially numbered clauses prefixed 'RC'.

Specific responsibilities and compliance requirements are laid down in the Railway Group Standard itself.

1.2 Copyright

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1.3 Approval and authorisation of this document

The content of this document was approved by:

Rolling Stock Standards Committee on 18 January 2008.

This document was authorised by RSSB on 16 April 2008.

Recommendations for Rail Vehicle Emergency Evacuation

Part 2 Recommendations for Rail Vehicle **Emergency Evacuation**

2.1 Overview and principles

- RC001 The aim of this code of practice is to ensure that there is a focus on the safety of the passenger or crew member when there is a need to evacuate and escape from a rail vehicle in the event of **emergency** or adverse conditions.
- RC002 In the event of a fire on a moving rail vehicle, passengers may first have to move away from the source of the fire along the vehicle or train, to a place of relative safety before being able to move to a position of ultimate safety when the vehicle is finally brought to a stop.
- RC003 In order to reduce the risk to people in **emergency** conditions, the vehicle design needs to have due cognisance of the environment in which the vehicle is operating and the particular risks that this may present. The ability of passengers to evacuate and escape will be influenced by a range of measures which may include, but are not limited to:
- a) Staff management of the situation
 - b) Adequate vehicle end design for **evacuation** and escape
 - c) Adequate vehicle side egress and **evacuation** facilities supplemented where required by **emergency** escape exits through the vehicle body
 - d) Adequate information, signs, and lighting
 - e) The number of people present in the vehicle
 - f) Vehicle or train stopping time and braking distance
 - g) **Emergency** equipment available
 - h) Attitude of the vehicle.

2.2 General recommendations

GM/RT2130

Section 7.1 Vehicle design for **evacuation** and escape

- 7.1.1 Vehicles shall be designed to ensure that **evacuation** and escape to platforms or track level can be performed safely under reasonably foreseeable **emergency** conditions and risks posed by the operation of the vehicles on the particular infrastructure over which it is to operate, such as reduced clearances and the need for end egress.
- 7.1.2 A formal risk assessment shall be undertaken to identify those foreseeable risks, including misuse of equipment provided.
- 7.1.3 Passengers shall be able to open internal doors in rail vehicles, regardless of the state of the power supplies to the door or the door controls.
- 7.1.4 To assist people to escape from partially or wholly overturned vehicles, internal doors shall slide open in opposing directions or be hinged from opposite sides at each end of the passenger saloon. Alternatively, a means of escape through the doors may be provided within the door opening which allows through egress in the event of the door becoming jammed.
- RC004 The use of bi-parting doors should be carefully considered. Under accident conditions it is unlikely that passengers will be able to exit through doors which jam, even though the glazing may be broken, due to the narrow width of such doors. Where bi-parting doors are used, the door mechanism should allow for distortion of the floor without jamming.