

RISSB Product Proposal (and Prioritisation)

*(The information you provide in this form will be used to help stakeholders determine where the proposed product sits within the railway's priorities. **The more thorough your submission, the better the decision-making process in prioritising new ideas.***

Light blue italicised text is for guidance and should be deleted as the form is completed. Feel free to write more words, text boxes will expand as necessary.)

Primary information			
Type of product being suggested:	<i>Standard</i>		
Title of product being suggested:	<i>ABOVE GROUND RAILWAY STATIONS – FIRE SAFETY MEASURES</i>		
Date of suggestion:	<i>24 JANUARY, 2019</i>		
Reason for suggestion:	<i>NCC does not adequately cover fire systems in stations and industry has different ways of applying it.</i>		
Railway discipline area:	<i>Station infrastructure</i>		
Objective:			
<i>The objective is to provide industry with guidance for when and if hydrants and hose reels and other specific fire safety measures should or shouldn't be installed.</i>			
Scope:			
<i>The intent is to better define how the NCC is applied to stations, especially when the stations are aboveground and being refurbished, while considering the risks.</i>			
<i>Define If a platform is a building</i>			
<i>Is a station office reason for it to be classified as 9b if not used for passenger assembly.</i>			
<i>Is a non-combustible canopy classified as class 10 or 9b and should it be considered to trigger an increase in the fire safety measures.</i>			
<i>Define where a "safe place" is generally considered.</i>			
<i>Clarify if the need for fire safety measures is for the station or for rolling stock</i>			
<i>Determine with National Fire Brigade bodies if some fire safety measures are required.</i>			
Hazard identification: <i>(what safety hazards would the proposed product seek to address)</i>			
1	Fire in station	6	
2	Fire on train	7	
3	Evacuation of passengers	8	
4		9	
5		10	

Definitions

i A **Guideline** is a set of informative guidance. It is not normative but informative.

A **Code of Practice** is a set of descriptions. It is the “how” one can meet a higher-level requirement (either of a Standard, or a piece of Legislation). It is normative, but by its nature can contain several options about how to achieve compliance with the higher-level requirement. It can also have some informative guidance within it if it is more practical than writing a separate guideline.

A **Standard** is a set of requirements only. It is the “what” must be done to be claim compliance to the standard. It is normative. It can also contain optional and/or supplementary requirements, but they still should be worded as requirements.

Benefits: *(enter wherever applicable in below categories)*

Safety

Some fire safety measures do not, in most normal cases, improve the safety of passengers, when a cost / benefit analysis is conducted during SFAIRP assessment.

Interoperability / harmonisation

The supply chain has delivered different solutions when trying to meet NCC compliance. An appropriate guidance document or standard would provide a harmonised approach.

Financial

The cost of effecting some works on recent projects has not been justified on a benefit basis, therefore many people in the industry believe a lot of works have been unnecessary, eg hydrants on stations and additional stairs

Environmental

There has been a waste of resources in effecting unnecessary works

Impacts:

Stakeholders from each state will need to be consulted and engaged.

Reference / source materials: *(This is very important; it will directly impact the tone/style/flavour of the product. It will also have an impact on the research we undertake and therefore impact timescales/cost. It may also be useful to identify reference / source materials that should be avoided.)*

#	<u>Reference / source material</u>	<u>Available from</u>
1	NCC	abcb.gov.au
2		
3		
4		
5		

Definitions

ii **Interoperability** is the ability of a process, system or a product to work with other process, systems or products (aka compatible systems through managed interfaces).

iii **Harmonisation** - the act of bringing into agreement so as to work effectively together (aka uniformity of systems).