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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 42334.1-2023

**Specification for operational safety assessment of urban rail
transit - Part 1: Metro and light rail**

城市轨道交通运营安全评估规范 第1部分：地铁和轻轨

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Foreword

This document was issued on 17 March 2023 by the State Administration for Market Regulation; Standardization Administration of the PRC and takes effect on 17 March 2023.

It is a GB/T standard: recommended rather than compulsory, but it is the text a Chinese reviewer applies when assessing a submission.

It is classified under ICS 93.080.01, Chinese classification P51.

This document is in accordance with the provisions of GB/T 1.1-2020 "Guidelines for Standardization Work Part 1. Structure and Drafting Rules for Standardization Documents" drafting.

This document is the first part of GB/T 42334 "Urban Rail Transit Operation Safety Assessment Specification". GB/T 42334 has been issued

The following sections.

--- Part 1. Subway and light rail.

Please note that some contents of this document may refer to patents. The issuing agency of this document assumes no responsibility for identifying patents.

This document is proposed by the Ministry of Transport of the People's Republic of China.

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Introduction

Urban rail transit operation safety assessment is an important means to ensure the safety of urban rail transit operation. In order to ensure that the urban rail transit

It is very important to clarify the technical requirements of safety assessment for the orderly development of safety assessment activities before initial operation, before official operation and during operation.

of. GB/T 42334 aims to establish the technical basis applicable to the safety assessment of different systems of urban rail transit. It is proposed to be composed of three parts.

composition.

--- Part 1. Subway and light rail. The purpose is to stipulate the basic technical requirements for the operation safety of subway and light rail urban rail transit.

Requirements, test methods are given to support the development of operational security assessment.

--- Part 2. Monorail. The purpose is to specify the basic technical requirements for the

operation safety of monorail urban rail transit, and to give the test methods.

To support the development of operational safety assessment work.

--- Part 3. Tram. The purpose is to stipulate the basic technical requirements for the operation safety of tram system urban rail transit, and to provide

Develop testing methods to support the development of operational security assessment.

Safety assessment specification for urban rail transit operation

Part 1. Subway and Light Rail

1 Scope

GB/T 42334.1-2023 sets out how a metro or light rail line is assessed for operational safety. A completed railway is not the same thing as a railway ready to carry passengers: the civil works, the signalling, the rolling stock, the power supply and the stations may each be finished and certified, while the operating organisation - the staff, the rules, the emergency arrangements, the maintenance regime - is not yet capable of running them together. Chinese cities have built metro systems at a pace with few precedents, and the assessment regime exists because the gap between construction complete and safe to operate is where the risk concentrates. This part specifies the safety assessment before trial operation, the safety assessment before formal operation, and the safety assessment during operation, for metro and light rail projects. Assessing in three stages is the substance of it: an assessment before opening cannot tell whether an organisation will still be competent three years later. Under ICS 93.080.01 and CCS P51, it is written for metro operating companies, for the municipal transport authorities that authorise opening, and for the third-party assessment bodies.

This document specifies the safety assessment before initial operation, safety assessment before formal operation and safety assessment during operation of subway and light rail engineering projects.

the basic requirements of the assessment.

This document is applicable to the safety assessment before the initial operation of the subway and light rail project, the safety assessment before the formal operation and the safety during the operation.

Evaluate.

2 Normative references

This document has no normative references.

3 Terms and Definitions

The following terms and definitions apply to this document.

3.1

initial operation

Passenger carrying on newly-built lines of urban rail transit after the trial operation is completed, the engineering project is accepted and the operation safety assessment is passed.

operational activities.

3.2

Official operation

The newly-built urban rail transit line has been in operation for at least one year, and all the remaining problems of the project have been rectified and rectified according to the regulations, and the projects have been completed.

Passenger-carrying operations that have passed the inspection and acceptance or have completed the design change procedures and passed the operational safety assessment.

3.3

rejection project

Some unit projects or project parts that have not been completed in accordance with the preliminary design of urban rail transit projects.

3.4

On the basis of the debugging of a single professional system of urban rail transit engineering, two or more professional systems are jointly debugged.

3.5

trial running

The urban rail transit project is completed, the cold sliding and hot sliding tests are successful, the system joint debugging is completed, and the basic conditions for driving are met.

Passenger-carrying operation is an activity of testing the availability, safety and reliability of the operating organization management and facility equipment systems.

4 Safety assessment before initial operation

4.1 Prerequisites