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GB/T 42334.3-2024

Specification for operational safety assessment of urban rail transit - Part 3: Tramway

城市轨道交通运营安全评估规范 第3部分：有轨电车

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Foreword

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 part 3 of GB/T 42334 "Urban Rail Transit Operation Safety Assessment Specification". GB/T 42334 has been published. The following parts.

1.Subway and light rail;

3.Trams. Please note that some of the contents of this document may involve patents. The issuing organization of this document does not assume the responsibility for identifying patents. This document is proposed by the Ministry of Transport of the People's Republic of China. This document is under the jurisdiction of the National Urban Passenger Transport Standardization Technical Committee (SAC/TC529). This document was drafted by: Ministry of Transport Science and Technology Research Institute, Chengdu Metro Operation Co., Ltd., Chengdu Modern Tramway Company, Shenzhen Modern Tram Co., Ltd., Guangzhou Tram Co., Ltd., Qingdao Public Transport Group Rail Bus Co., Ltd., Beijing Jiaotong University, China Academy of Transportation Science and Technology Group Co., Ltd., Shenyang Hunnan Modern Transportation Co., Ltd., Beijing Public Transportation Tram Co., Ltd., Tianshui Tonghao Tram Nanjing New Town Modern Tramway Co., Ltd., Wuhan Optics Valley Transportation Construction Co., Ltd., Beijing Yizhuang Public Transportation Tram Co., Ltd. and Zhangye Tram Investment and Construction Co., Ltd. The main drafters of this document are. Yang Xinzheng, Liu Shuhao, Feng Xujie, Tang Tao, Yuan Hulin, Su Jun, Li Songfeng, Wang Zijia, Hu Hao, Song Xiaomin, Dong Hao, Yan Zhe, Xu Anxiong, Wu Duoyun, Sha Qian, Jia Wenzheng, Song Aiguo, Wang Weibin, Liang Fuli, Zhang Wenzan, Liu Yue, Hu Xuefei, Liu Conggang, Sun Yongquan, Zeng Wenquan, Sun Zhou, Wu Jinpeng, Kong Gensheng, Xu Zhiqiang, Fu Hailong, Shao Wenjie, Hou Bowen, Yao Weiguo, Wang Yang, Liang Cheng, Zhang Chengming, Quan Wende, Chen Yan, Ma Kai, Zheng Dong, Chen Jinghai, Pu Xiaozhi, Wang Jinglei, Yang Qingmei, Sun Lijun, You Jinbao, Zhu Yadi,

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Urban rail transit operation safety assessment is an important means to ensure the safety of urban rail transit operation. It is very important to carry out safety assessment activities in an orderly manner before the initial operation, before the formal operation and during the operation, and to clarify the technical requirements of safety assessment. GB/T 42334 aims to establish the technical basis for safety assessment of different types of urban rail transit systems. It is planned to consist of three parts. composition.

1.Subway and light rail. The purpose is to specify the basic technical requirements for the safe operation of subway and light rail urban rail transit The requirements and test methods are given to support the implementation of operational safety assessment work.

2.Monorail. The purpose is to specify the basic technical requirements for the safety of monorail urban rail transit operations and provide test methods. The law supports the implementation of operational safety assessment work.

3.Tram. The purpose is to specify the basic technical requirements for the safety of urban rail transit operations of trams. Develop test methods to support operational safety assessment work. Specification for safety assessment of urban rail transit operations Part

1 Scope

GB/T 42334.3-2024 is the tramway part of the Chinese specification for operational safety assessment of urban rail transit. A modern tramway is the hardest of the urban rail modes to assess because it is the only one that shares its alignment with road traffic and pedestrians: signalling is partly the traffic signals, right of way is partly conceded, and the driver rather than the system is the last line of defence, so an assessment method built for a metro does not transfer. The standard follows the life of a line rather than a checklist. It sets the initial safety assessment before trial operation, which decides whether the line may carry passengers at all; the safety assessment before formal operation, after the trial period; and the periodic safety assessment during operation. For each it sets the content, the organisation, the procedure, the evidence to be examined, the site inspections and system tests, the evaluation criteria and the conclusion, with a normative annex specifying the system tests. It took effect on 23 August 2024.

This document specifies the safety assessment of tram projects before initial operation, safety assessment before formal operation and safety assessment during operation. basic requirements. This document is applicable to the initial pre-operation safety assessment, pre-formal operation safety assessment and operation-period safety assessment of tram engineering projects.

2 Normative references

The contents of the following documents constitute essential clauses of this document

through normative references in this document. For referenced documents without a date, only the version corresponding to that date applies to this document; for referenced documents without a date, the latest version (including all amendments) applies to This document.

GB/T 42334.1-2023 Specification for safety assessment of urban rail transit operations Part

3 Terms and definitions

The following terms and definitions apply to this document.

3.1 tram A medium-to-low capacity rail transit mode that is powered by electricity, runs along tracks, and can mix with ground roads (excluding full mixed traffic). [Source: JT/T 1091-2016, 3.1, modified]

3.2 Initial operation New urban rail transit lines that carry passengers after the trial operation is completed, the project is accepted and the operation safety assessment is passed Camp activities. [Source: GB/T 42334.1-2023, 3.1]

3.3 Official operation The newly built urban rail transit line has been in initial operation for at least one year, and all the remaining problems of the project have been rectified in accordance with regulations and the abandoned projects have been completed. Passenger-carrying operations after the project has been completed and accepted, or after the design change procedures have been completed and the operational safety assessment has been passed. [Source: GB/T 42334.1-2023, 3.2]

3.4 rejection project Some unit projects or project parts that have not been completed in accordance with the approval of the preliminary design of the urban rail transit project. [Source: GB/T 42334.1-2023, 3.3]