

## **Brief Notes of Liaison Meeting between FSD and Authorized Persons**

**Date** : 14 January 2013 (Monday)  
**Time** : 1530 hours  
**Venue** : Conference Room, Fire Safety Command, FSD

### **Matters Discussed in the Meeting :**

#### 1. **Registered Fire Engineer (RFE) Scheme**

The interviews to 25 potential service users comprising restaurants, elderly homes, hotels, education centers and licensing consultants were completed by the consultant. At the working group meeting held on 7.12.2012, the progress report and the findings were elaborated by the consultant to all members for discussion.

In general, all of the potential service users joined in the interviews were in support of the RFE Scheme as it provided them an option in shortening the processing time for license application. Among the potential service users interviewed, the hotel operators showed the most positive response to the scheme which would expedite the time for license application from the point of view of their business aspect.

After incorporating the comments from FSD and the Economic Analysis and Business Facilitation Unit, the consultant would fine-tune the progress report of the interviews to the potential service users and present it in the coming Project Steering Committee meeting which had been scheduled for 21.1.2013. In the meantime, the consultant had submitted the final report of the Business Impact Assessment to the working group on 31.12.2012. The final report revealed that the majority of stakeholders were in support of the RFE Scheme and agreed to adopt a phased implementation approach to the Scheme. While licensed premises would be selected as the first phase of the implementation, the consultant had made some recommendations to the scheme with a view to enhancing business friendliness and instilling confidence to the stakeholders.

2. **Proposed Amendment to the Certificate of Compliance C (Fire Safety Requirements) (Form C)**

Target group interviews pertinent to the Business Impact Assessment had just been completed. The consultancy firm was now analysing views and issues identified from stakeholder groups and formulating the Interim Report.

3. **Guidelines on Formulation of Fire Safety Requirements for New Railway Infrastructures**

FSD Circular Letter No. 1/2013 on ‘Guidelines on Formulation of Fire Safety Requirements for New Railway Infrastructures (English Version)’ was issued on 11.1.2013 and had been uploaded onto the FSD Website. Hardcopies of the Guidelines would be ready for issue in late January. The Chinese version would be released soon.

The Guidelines served to provide general guidance on formulating fire safety requirements to new railway infrastructures. For existing railway facilities, the application of new fire safety requirements would depend on the scale of Alteration and Addition works and the submission would be considered on a case-by-case basis.

4. **Design and Construction Requirements of Emergency Vehicular Access (EVA)**

The requirements for design and construction of EVA were stipulated by the Building Authority after the Mei Foo fire incident. Under the Code of Practice for Means of Access for Fire Fighting and Rescue, EVA should serve at least one major facade of the building accounted for not less than 25% of the total perimeter. A part of the building facade was deemed to be served by the EVA if the horizontal distance between the EVA and such part of the facade did not exceed 10 m. The part of the EVA serving a building facade should not be covered. Notwithstanding the above, if a building was further set back from its podium and the distance of such set back abutting on a street was less than 10 m, the pavement might be counted as part of an EVA provided it fulfilled all the required specifications of EVA.

Information on the use of grass-paving materials had not yet received from the Housing Department. The issue would be discussed at regular liaison meetings between FSD and the Housing Department or other occasions as appropriate.

In previous meetings, FSD had advised AP representatives that according to the expert comments of the Highways Department, EVA should be surfaced with concrete or bitumen macadam. Paving blocks should not be applied unless the material as well as method of construction were approved by the Building Authority. Such other paving materials might be considered on the merits of each case, taking into account such factors that essential for operation of major Fire Services vehicles.

5. **Reduced Capacity of Water Tank for Sprinkler System**

The trade would provide a study report to FSD for consideration later.

6. **Protected Access Routes for Firemen**

Access staircase for firemen and fireman's lifts were required as MoA in accordance with provisions 41A and 41B of the Building (Planning) Regulations, Cap 123F. According to the functional statements stipulated in the FS CoP, every building should be provided with adequate access to allow firemen safe and unobstructed access to all floors of the building in the event of a fire. Indeed, a majority of GBP submissions FSD received had adopted the layout with fireman's lift lobby directly connected to an exit route. From fire services operational point of view, such layout could provide fireman an area for firefighting staging activities with ready means of water supply from the hydrant outlet provided in the staircase or approach lobby to the staircase. Moreover, the staircase could serve as a more reliable emergency exit route for firemen if situation so required. With due regard to safety of firemen, FSD exercised the provision of PNAP ADM 2 to strongly recommend the AP reconsidering undesirable layout. AP could discuss isolated cases with FSD officers direct for alternative arrangement.

**Post-meeting Notes:** FSD had raised the suggestion of requiring

fireman's lift lobby to directly connect to required staircase for the consideration of the Technical Committee on Review of the Code of Practice for Fire Safety in Buildings of the Building Department in January 2013.]

7. **Fire Hydrant Outlet and Hose Reel within 30m of Any Part of the Floor**

Paragraph 5.14 of the FSI Code stipulated that fire hydrant should be prominently sited in an approach lobby to a staircase or in the staircase enclosure. This arrangement ensured that firemen, when working in any part of the floor, could follow the hose line returning back to the staircase for emergency evacuation if situation so required. In this regard, the access should be connected to the staircase and protected.

Clause B11.3 of FS CoP required that the maximum travel distance was limited to 36 m if balcony approach was not provided or 45 m if balcony approach was provided. The travel distance of the majority of GBP submissions was within 30 m.

For cases with genuine constraint in adhering to the requirement, AP might follow the current mechanism of putting forward a pre-submission enquiry for FSD's consideration.

After deliberation, FSD would conduct study on the issue and briefed AP Representatives on the conclusion at the next meeting. During this transitional period, FSD would consider the submission on a case-by-case basis.

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