Fire effluents toxicity project (1/3

- **Scope: development and stabilisation for certification purposes of the continuous measurement method "FTIR", using the smoke chamber, as proposed by pr EN 45545-2**
- **Interest:**
  - the present test in the Italian, French and British standards (the tubular furnace) is less and less adapted to modern fitting materials (composite)
  - It is also hardly representative of the actual danger during the development of a fire, as it only measures the final product of the entire combustion
  - The new proposed method is making use of the same tool (the smoke chamber) that is used for measuring the smoke opacity, it should result in significant cost savings

- **Original promoters of the project**
  - RATP (fire laboratory) — France
  - Alcan — Switzerland
  - Bayer — Germany
  - LNE — France
  - LSF — Italy
  - WFR — UK
  - SNCF (fire laboratory) — France
  - LNTK — Poland
- **Preparation of the file by ALMA consulting for the 7th FWP**
- **Estimated budget: 1,5 M€**
- **Estimated duration : 18 months**

proposed UNIFE participation (3/3

- **Members of the UNIFE fire protection group already confirmed their interest to participate in the following way:**
  - To provide samples for testing
  - To monitor the project and testify that the proposed process is representative of the actual danger encountered in realistic rolling stock fire scenarios
  - To help establishing the classification and to transfer the results to the CEN so as to get at the end a satisfactory version of the EN 45545-2, in terms of cost consequences for the business and benefits in safety improvement
- **Participation at minimal cost : one staff member of UNIFE to attend the management meetings of the project, supported by the already existing UNIFE « fire protection topical group »**
- **Conditions for participation:**
  - The consortium should not include suppliers of materials but only laboratories (and UNIFE as supporting partner)
  - The results should not be offered directly for classification to the JWG as originally proposed, as the JWG cannot be considered as representative of the industry
  - The classification has to be established by the consortium, which would include both UNIFE and railways laboratories (SNCF, RATP, CNTK and others) and then