



WHAKARATONGA IWI

FIRE
EMERGENCY

NEW ZEALAND

FIRE ENGINEERING UNIT

SIMON DAVIS: FIRE ENGINEERING MANAGER



FENZ FIRE ENGINEERING UNIT

- Established 2005 (amalgamation of regional positions set up in 1998)
- Fire engineering unit part of the National Risk Reduction Directorate
- FEU consists of 14 engineers in four centres: Auckland, Tauranga, Christchurch and Wellington and a coordinator

Work consists of:

- Building Consent reviews (S46) [Board]
- Fire engineering briefs
- Technical advice
- Building Visit (Dangerous)
- Post incident analysis
- Projects (FENZ Property)
- Research





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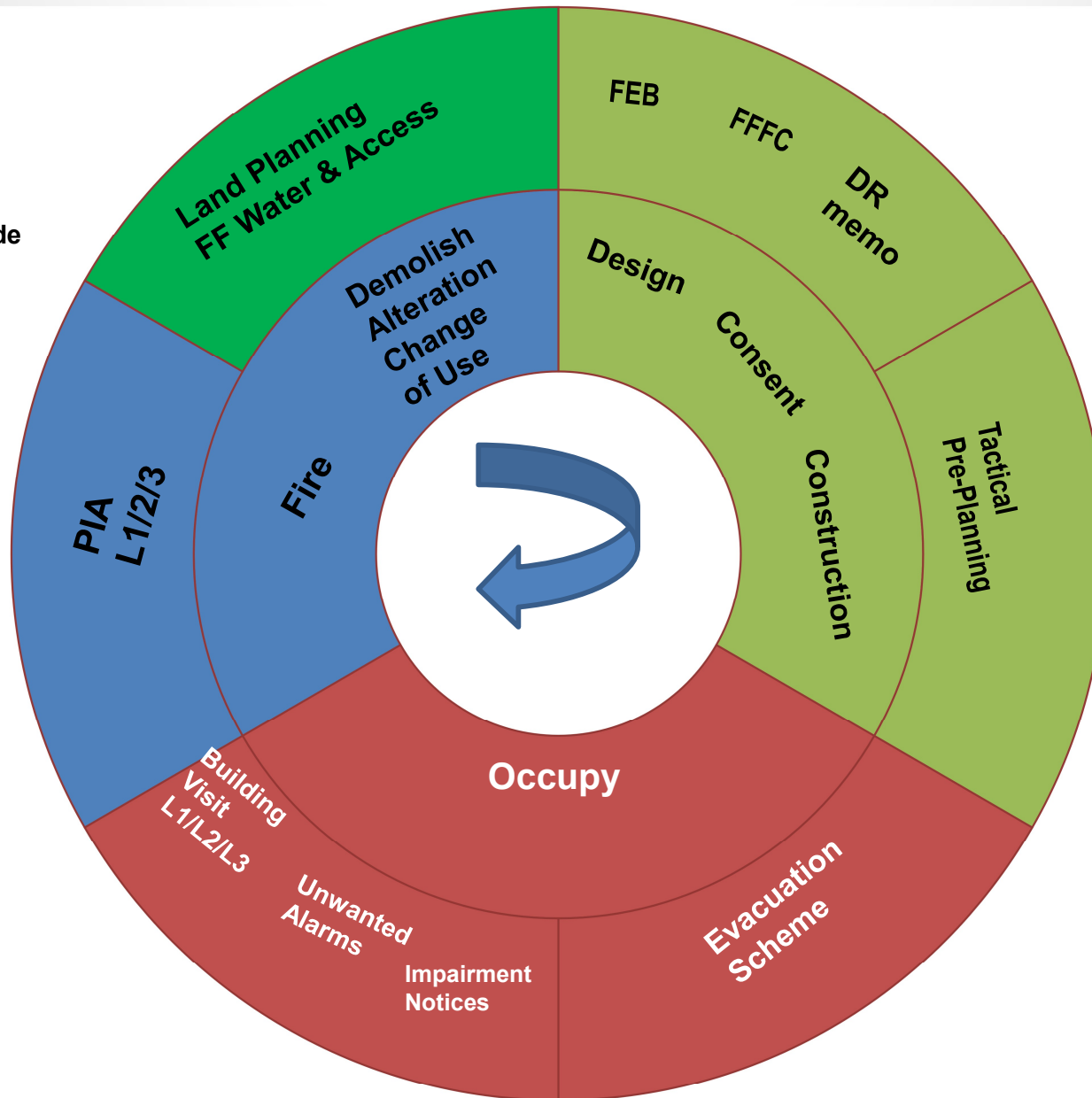
TEAM AT ILAM OFFICIAL OPENING



LIFE OF A BUILDING

FENZ ROLE

- CoP FF water
- Appliance Guide



- Design Guide
- NZ Standards
- PN 22 Practice Note
- MBIE Guides
- Operational Guide
- IFEG

INTELLEGENGE GATHERING:

- Water
- Building Layout/Location
- Fire Safety Systems
- Hazardous Substances
- Evacuation Methodology
- Population Type/Size



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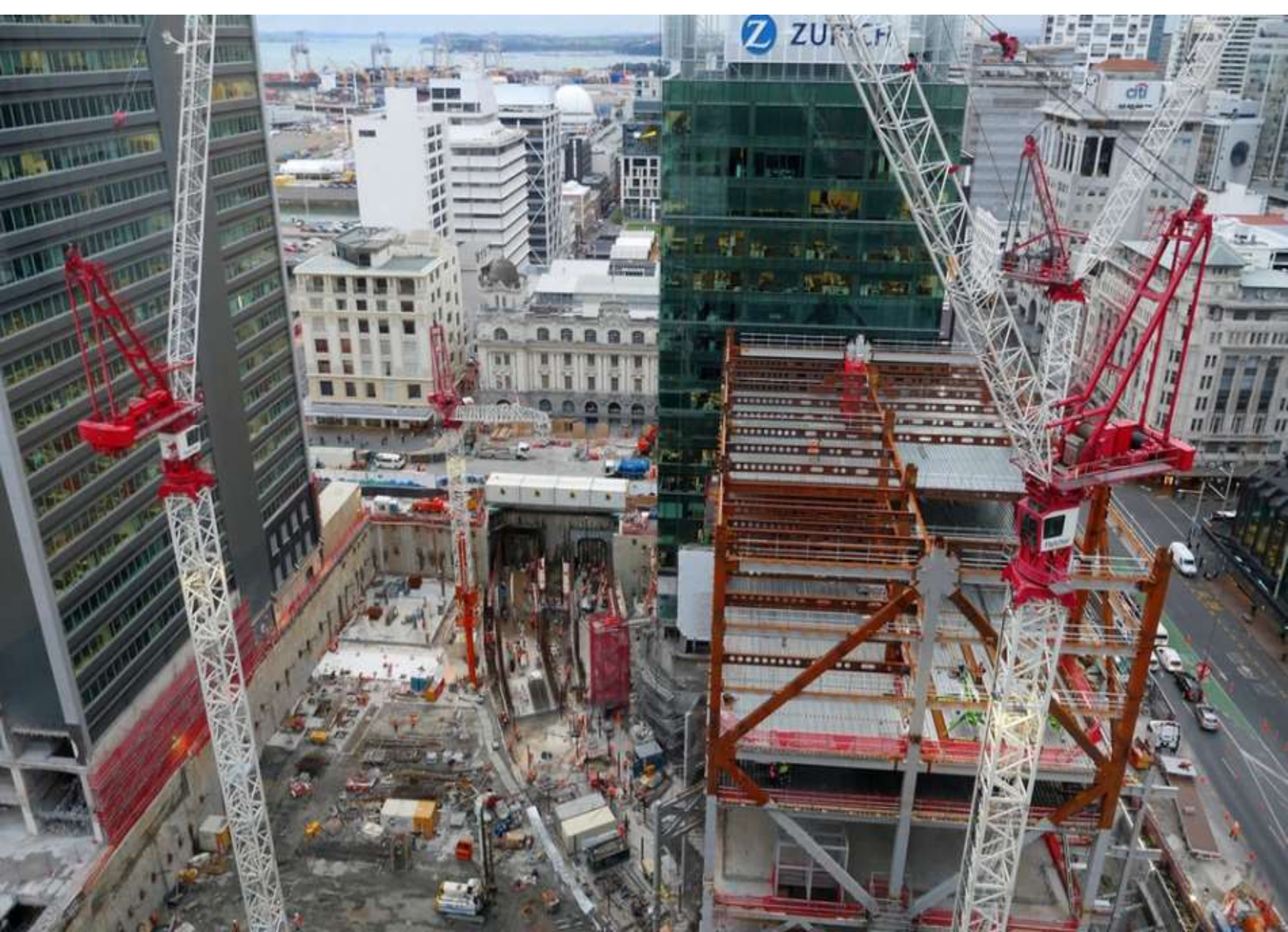
FIRE
EMERGENCY

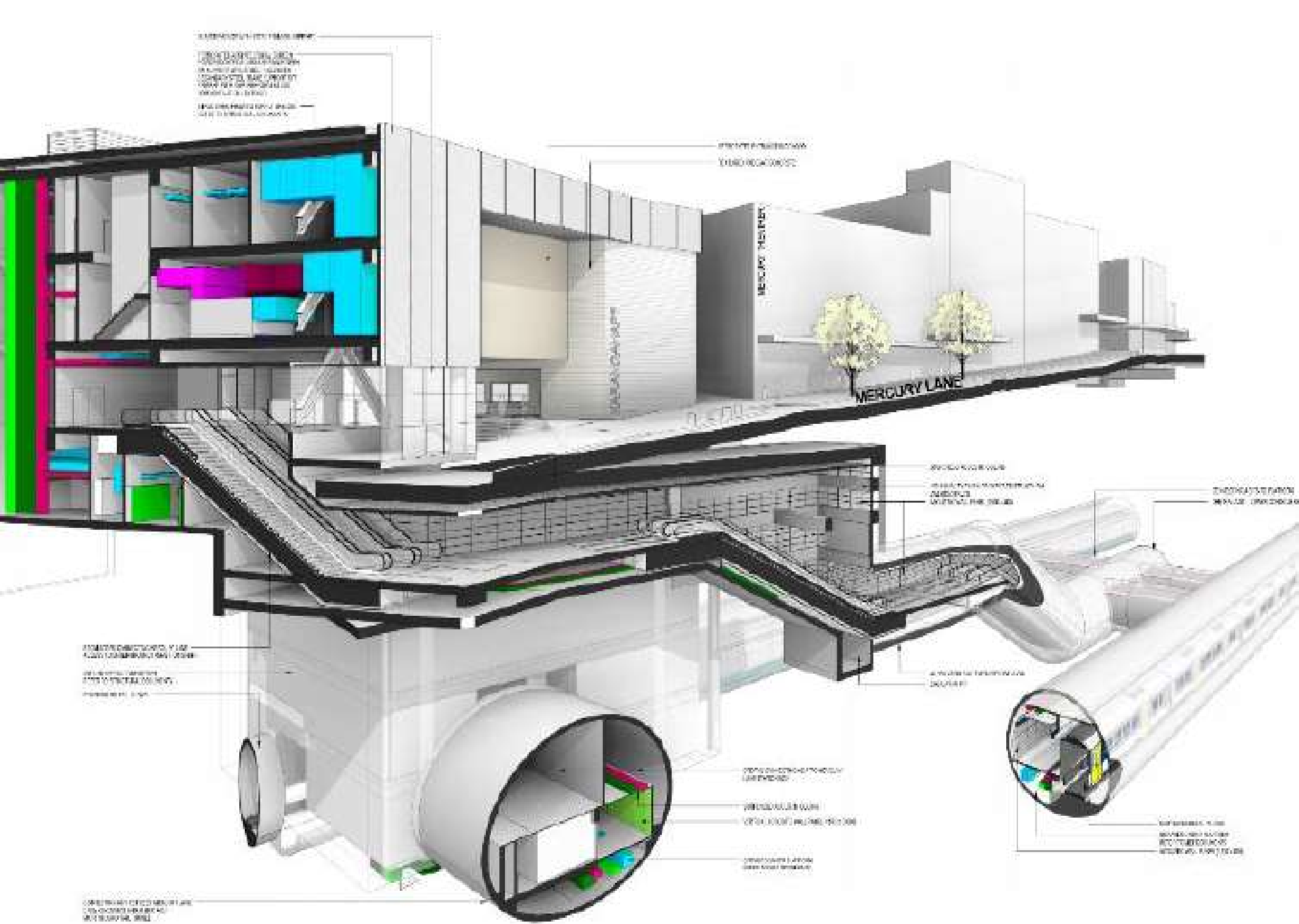
NEW ZEALAND

EMERGING TRENDS

- Evacuation (partial/disabled): Low FRR
- Use of Lifts (Egress/Access)
- Massive Timber
- Buildings in Wildfire prone areas
- Multiple use buildings
- Car stackers
- PV systems/ Li-Ion storage (MW!)
- Electric vehicles (Charging?)
- Hydrogen vehicle (Bus/Ferry/Trucks: refuelling)
- Urban Intensification (no vehicle access)












MASSIVE TIMBER



KAIKOURA COUNCIL



Storeys	New Zealand		USA		Australia		Canada		England **	
	With Sprinklers	Without sprinklers	With Sprinklers	Without sprinklers	With Sprinklers	Without sprinklers	With Sprinklers	Without sprinklers	With Sprinklers	Without sprinklers
										
20+			180		90		120		120	
20	30		180		90		120		120	
19	30		180		90		120		120	
18	30		180		90		120		120	
17	30		180		90		120		120	
16	30		180		90		120		120	
15	30		180		90		120		120	
14	30		180		90		120		120	
13	30		180		90		120		120	
12	30		120		90		120		120	
11	30		120		90		120		120	
10	30		120		90		120		120	
9	30	60	120		90		120		90	
8	30	60	120		90		120		90	
7	30	60	120		90		120		90	
6	30	60	60		90		60		60	
5	30	60	60		90		60		60	
4	30	60	60		90		60		60	60
3	30	60	0 *	§	90	90	45	45	60	60
2	30	60	0 *	§	90	90	45	45	30	30
1	0 *	0 *	0 *	§	0 *	0 *	0 *	0 *	0 *	0 *
	FRR	FRR	FRR	FRR	FRR	FRR	FRR	FRR	FRR	FRR

§ International Residential Code can be used for one- and two-family dwellings and townhouses up to 3 storeys without fire sprinklers.

* FRR may be required to protect tenancies and egress routes, or to limit fire spread across boundaries.

** ADB only applies to "common building situations".

ENERGY DISTRIBUTION

20' or 40' Container

To level peak demand (New Lynn)

- High energy storage requires cooling
- Battery cell rupture produces H₂ gas
- H₂ gas, same energy as LPG but 5 times deflagration speed

Storage Density: 170 kWh/m²

Gas Generation: 55 m³/m²

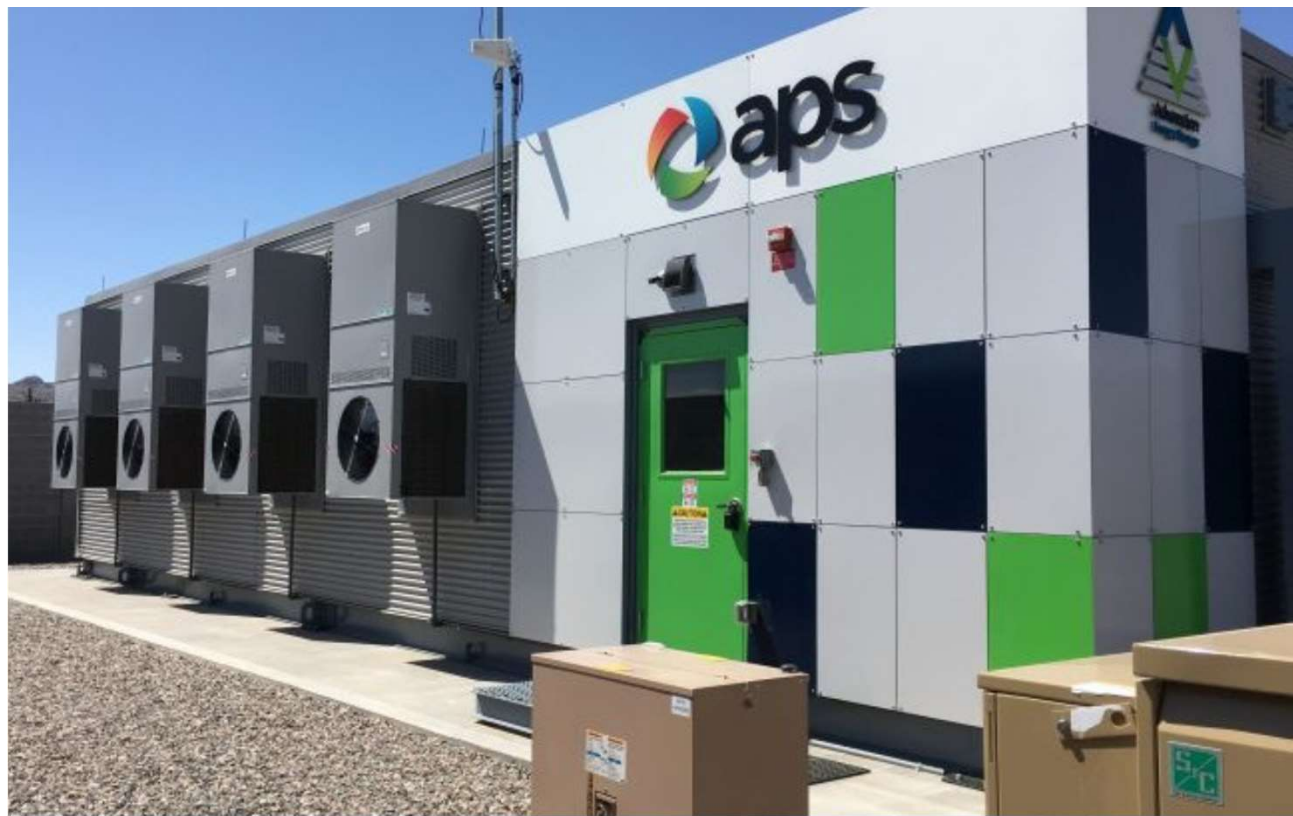
Volume of Gas: 2500%



ENERGY STORAGE

April 19, 2019

- Containerized ESS
- Smoke showing
- Fire suppression system activated
- After 2 hours, firefighters opened door
- Explosion occurred 3 minutes later
- Firefighters thrown 22 m, suffered serious injuries
- Walls bent
- Doors blown off hinges





CAR FIRES

Liverpool Car Park Fire; 31 Dec
2017: 1150 vehicles lost
Plastic fuel tanks releasing fuel into
plastic stormwater pipes



EV CHARGING (Juicers!)



TRANSPORTATION: ZERO EMISSION NEXO:

Hydrogen fuelled: Fuel Cell technology, converting hydrogen into electricity and producing water as by-product.

The future is now

FUEL CELL ELECTRIC	NEXO Hyundai's next-generation fuel cell electric vehicle.		Filters and purifies the air as it drives	Emits nothing but water vapour	Quiet operation (no noise pollution)
			Refuelling time of 3 minutes	666 km (WLTP)	Touchable surfaces made from bio-materials
BATTERY ELECTRIC	IONIQ One car. Three low emissions powertrains.		38.3kWh Battery capacity	311km Battery range (WLTP)	100kW 295Nm Output
			54min Quick charge (DC) 100kW to 80%	6hrs 5mins Standard charge (AC)	
BATTERY ELECTRIC	KONA First fully-electric small SUV.		64kWh Battery capacity	449km Battery range (WLTP)	150kW 395Nm Output
			54min Quick charge (DC) 100kW to 80%	9hrs 35mins Standard charge (AC)	

Green car lineup expanding to 44 models globally by 2025

HYUNDAI BLUE-DRIVE

NEXO

Hyundai's next-generation fuel cell electric vehicle.

Fuel cells convert chemical energy in hydrogen to electricity, emit nothing but pure water and offer high fuel efficiency and an ultra-quick refuelling time of 3 minutes.

Driving to a cleaner future

Zero CO₂ and noxious emissions

Filters and purifies the air as it drives

Emits nothing but water vapour

Quiet operation (no noise pollution)

Touchable surfaces made from bio-materials

Cutting-edge technology for everyday

666 km (WLTP) Refuelling time of 3 minutes	5-star EURO NCAP	1 World's best fuel cell efficiency, safety and driving range	Ability to power external devices
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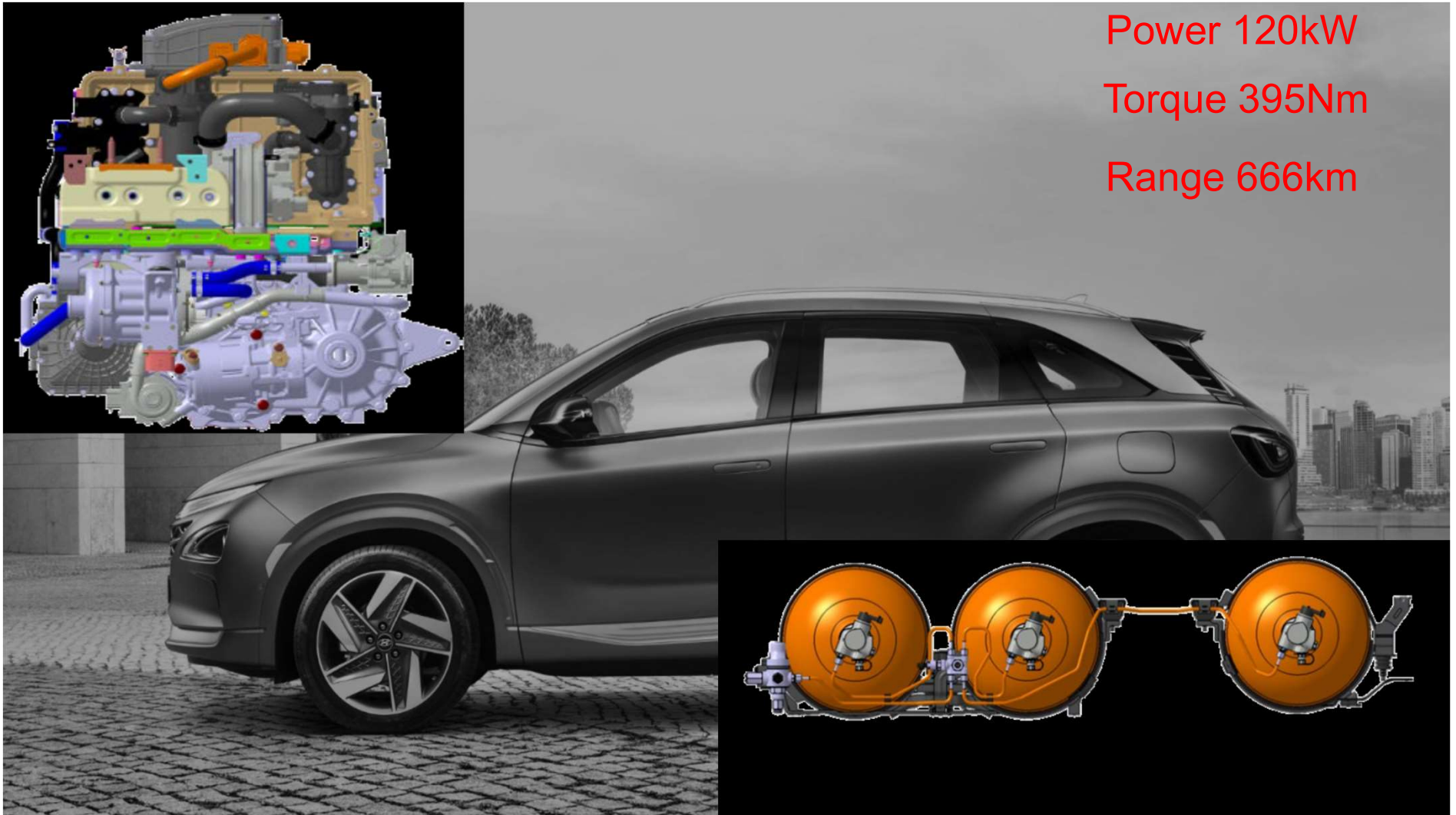
Hyundai's hydrogen journey

Timeline milestones:

- Fuel cell R&D commenced
- Sante Fe fuel cell electric vehicle
- Tucson fuel cell electric vehicle
- Hyundai ix35 (world's first mass production fuel cell vehicle)
- Hyundai NEXO

Official member: Hydrogen Council (co-chair), HYDROGEN MOBILITY AUSTRALIA (co-founder)

HYDROGEN POWER



Power 120kW
Torque 395Nm
Range 666km

ROBOTS

An automated mason builds walls and gets a mortar refill from its human friend.
Rebar robot.



INTENSIFICATION

Approximately 0-2% of the cost of a residential dwelling is spent on fire protection

Social impact

- **50 firefighters** put their personal safety at risk to extinguish this fire
- At least **4 family units** will not be ready for people to move into them (incurring stress and monetary costs)
- **Insurance administration** time and **loss of business** for developers
- **Criminal justice** costs if it is proven to be arson and the prosecuted **\$2,316**

Property and debris

- **4 properties** damaged. Average cost of a property in Auckland is over **1.2m**
- Over **20- 30 tonnes** of debris per full house. Costing **\$1,260 - \$3,7800**

Water

- It is estimated that over **180,000L** of reticulated water was used in extinguishing the fire. Costing **\$307,080**

GHG Emissions

- Emissions for a complete fire loss of exemplar house is **27-38 tonnes** of Co2 Equivalent.
- GHG value estimate **\$1,702-\$2,395**
- **Does not include GHG emissions from FENZ fire response activities**

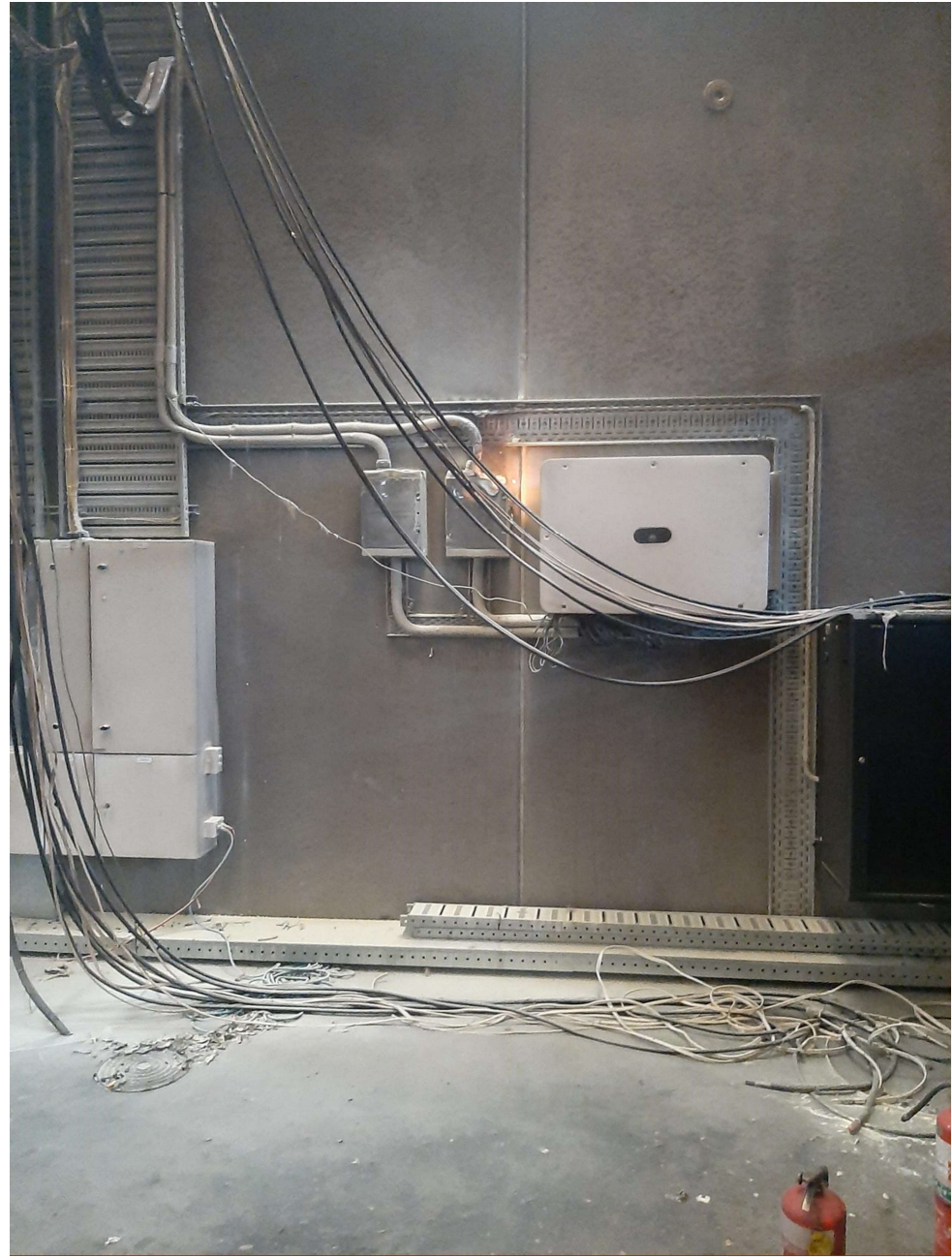




“Apartment Hybrid” Pedestrian Paths

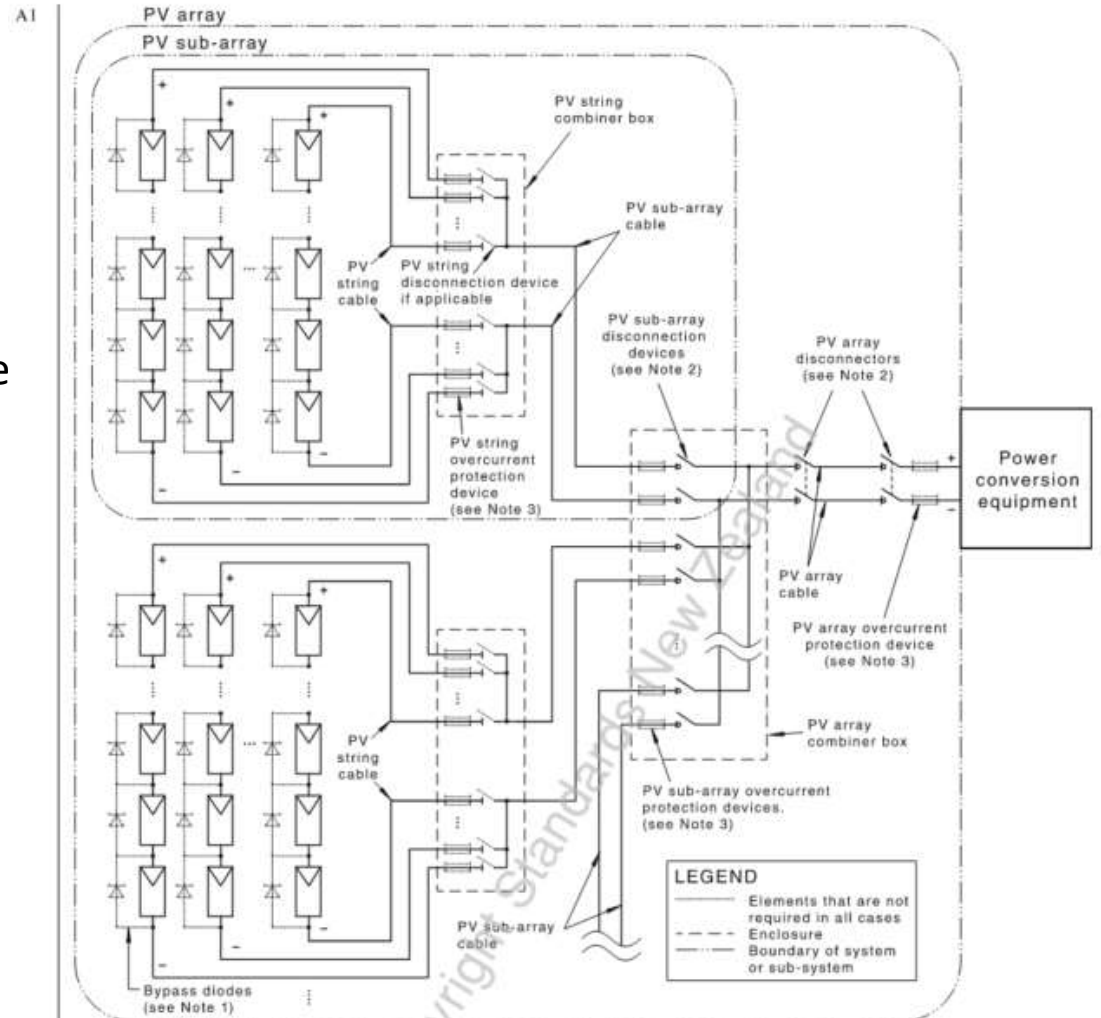


Inverter ignited after PV panels
began to generate power



NZ 5503

- Section 4.4 requires power convertor equipment (PCE – or inverter) to include mechanical isolation usually near to ground level
- Table 4.3 lists the ‘disconnection device requirements in PV arrays’
- For Low Voltage systems, disconnection devices are required on sub-array and full array cables in accordance with Section 4.4.1.5 (Aus) and 4.4.1.6 (NZ)



NOTES:

- Bypass diodes are generally incorporated as standard elements of the PV modules by manufacturers.
- See Clauses 4.3.5 and 4.4.1 for PV array disconnector requirements. These clauses include requirements that all such disconnectors be load breaking disconnection devices. This figure shows the disconnector as a switch disconnector (i.e. making, breaking and on-load isolating), however this Standard allows for it to be either a switch disconnector (i.e. making, breaking and on-load isolating) or a circuit-breaker (i.e. suitable for isolation—non-polarized).
- Overcurrent protection devices where required, see Clause 3.3.

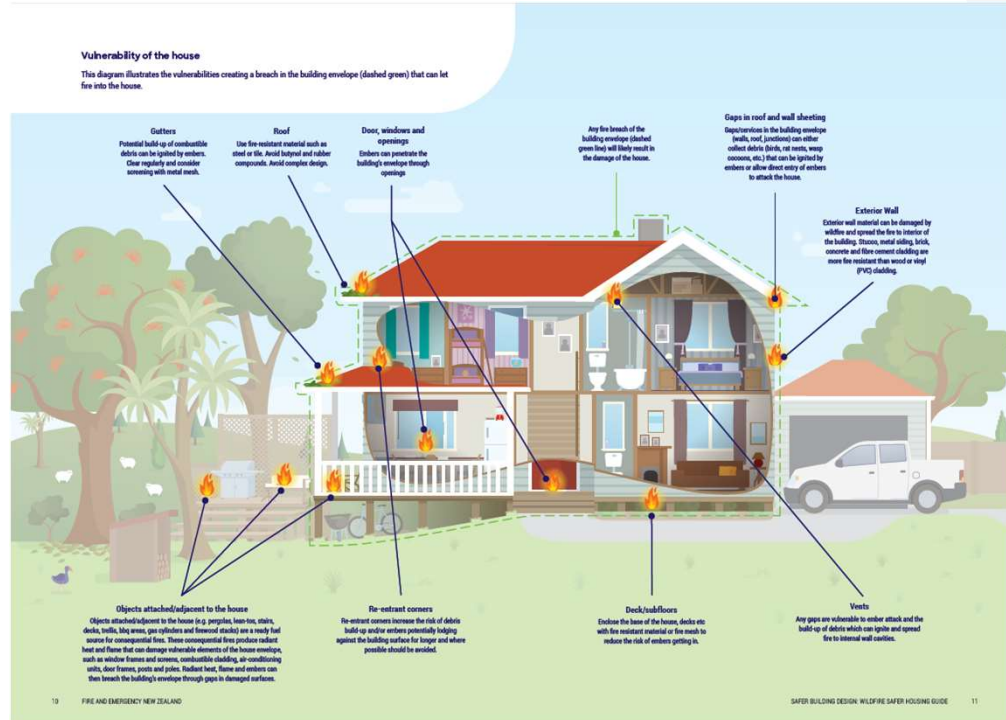
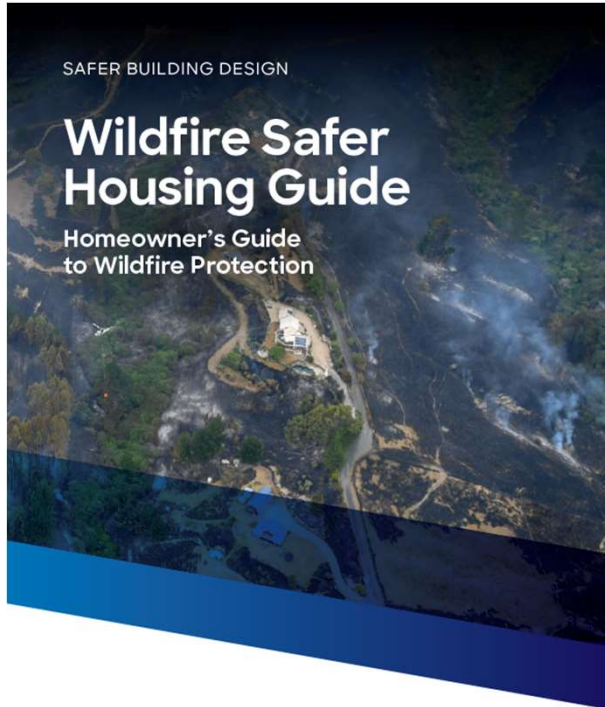
FIGURE 2.4 PV ARRAY DIAGRAM—TYPICAL INSTALLATION FOR MULTIPLE PARALLEL STRING CASE WITH ARRAY DIVIDED INTO SUB-ARRAYS

AUTOMATIC WAREHOUSE



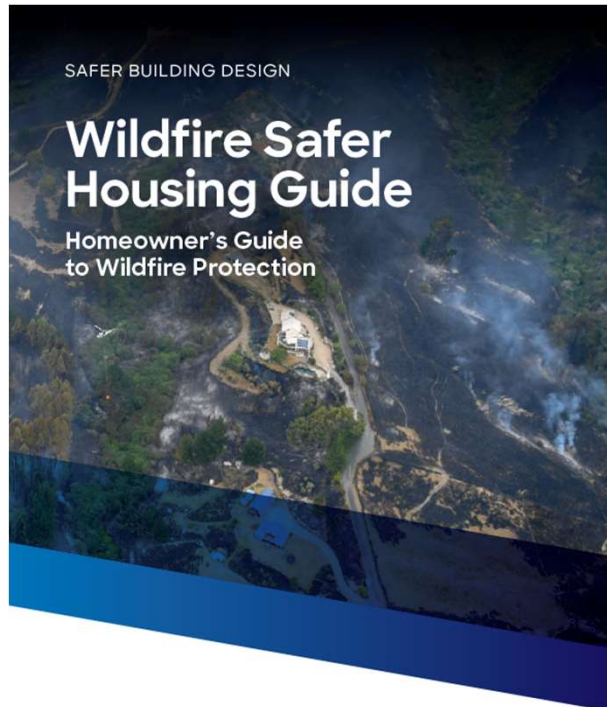
<https://www.youtube.com/watch?v=rIKUnR4hMD8>

Wildfire Safer Housing Guide



August 2022

Wildfire Safer Housing Guide



August 2022

Contents Ngā Ihirangi

Introduction	4
Scope	5
Background	7
Recommendations:	
House construction elements	11
Additional recommendations:	
Fire safety systems	24
Bibliography	26

<https://www.fireandemergency.nz/home-and-community-fire-safety/the-threat-of-rural-fire/>



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DESIGNERS GUIDE TO FIREFIGHTING

<https://fireandemergency.nz/business-and-landlords/designers-guide-to-firefighting-operations/>

- [**F5-01 GD Introduction to FFO in buildings**](#) - [PDF, 783KB]
- [**F5-02 GD FFO Emergency vehicle access**](#) - [PDF, 842KB]
- [**F5-03 GD FFO on radio communications**](#) - [PDF, 405KB]
- [**F5-04 GD FFO Fire alarm panels**](#) - [PDF, 651KB]
- [**F5-05 GD FFO Building hydrant systems**](#) - [PDF 997KB]
- [**F5-06 GD FFO on automatic sprinkler systems**](#) - [PDF, 546KB]
- [**F5-07 GD FFO on stairways in buildings**](#) - [PDF, 462KB]
- [**F5-08 GD FFO in lifts**](#) - [PDF, 429KB]
- [**F5-09 GD FFO Fire control centres**](#) [PDF, 875KB]
- [**F5-10 GD FFO Evacuation of high rise buildings**](#) - [PDF, 428KB]
- [**F5-12 GD FFO on construction sites**](#) - [PDF, 503KB]
- [**F5-13 GD FFO on multi-tiered vehicle stacking buildings**](#) - [PDF, 431KB]

POST INCIDENT ANALYSIS

Heads-Up reports - a summary of findings from unusual fires

<https://fireandemergency.nz/research-and-reports/product-recalls-and-heads-up/?category=Heads%20Up>

RESEARCH

A study of the use of fire extinguishers (2015)

<https://fireandemergency.nz/assets/Documents/Research-and-reports/Report-148-Impact-of-HOFFE-changes-for-nonresidential-buildings.pdf>

LEARNING FROM INCIDENTS



Fire Research & Investigation Unit Heads Up



BACKGROUND

A deliberately lit fire was started against the external wall of a large warehouse which quickly spread to the internal surface linings of the building travelling up the wall and across the ceiling. Flaming pieces of building paper began to drop down onto stock below starting multiple fires within the building.

The multiple fires grew quickly and had the potential to overwhelm the sprinkler system.

The post fire investigation examined why the fire spread so quickly when it involved building products that should have been fire retardant.



Above: the rapid fire spread was promoted by flammable surface linings

INCIDENT DETAILS

For buildings of this nature, the Compliance Document for the NZ Building Code (C/AS1) requires that 'underlay to exterior cladding or roofing when exposed to view in occupied spaces' is to be fire retardant¹ (not supporting a flame). For a sprinklered building this applies to ceiling linings only.

These underlays typically have a silver foil surface on one side and a white light reflecting surface on the other side. Once installed, building lining papers are not easily distinguishable between those that are fire retardant and those that freely support fire as they are not required to be marked or labelled. It is likely that builders and compliance officers would be unable to determine by visual inspection whether a product is flammable or if it meets the Flammability Index (FI) requirements of C/AS1 Table 6.2.



Above: visual comparison of products with a C/AS1 compliant product on the right hand side of each photo.

¹ C/AS1 table 6.2 Flammability index ≤ 5 when tested to part 2 of NZS 1530 part 2.



For more information, or to contribute to 'Heads Up'
e-mail fireinvestigation@fire.org.nz







Tests of surface linings

Samples of the lining material were taken from the fire scene for further examination and were found to promote the spread of flame when tested in a manner similar to part of the test required by C/AS1: NZS 1530.2:1993 – Methods for fire tests on building materials, components and structures.

Test 1 - product sample taken from building

The sample (535 x 75 mm) was subjected to a small ignition source and the speed of flame spread was measured in seconds.

Flame quickly spread the full length of the sample. Flaming material can be seen on the final photo falling from the sample as occurred in the building fire.

	5 Secs	52 Secs	67 Secs
Sample of Product Installed			
Compliant Product Sample			

Test 2 - sample of C/AS1 compliant material

A compliant material (having a FI value < 5) was subject to the same test as above and briefly ignited with a small flame (< 100 mm) before self-extinguishing within 18 seconds. The material stayed intact.

LESSONS LEARNED/RECOMMENDATIONS

The installation of incorrect interior surface linings can, in the event of a fire, cause significant financial loss to building owners and business interruption for occupants.

Advice to manufacturers/suppliers - it would be helpful to builders and certifiers if product identification could be discretely marked (e.g. on leading edges) for easy identification of the product.

Advice to builders and compliance officers - ensure the product being used for linings is fire retardant as specified in the building consent documents.

Advice to building owners - to avoid potential loss and to protect business continuity, owners should ensure their building's interior surface linings meet the requirements of the Building Code. A simple indicative test can be to remove a small strip sample of surface lining (e.g. 500 mm x 50 mm) to a safe place and apply a small flame while the sample is held vertically. A product that meets the current code requirements (has a FI value less than 5) should not allow a flame to spread more than 100 mm upwards from the bottom edge within 160 seconds.

INFORMATION SOURCES

C/AS1, New Zealand Fire Service Post Incident Analysis Report & Fire Investigation Report - F1088022



For more information, or to contribute to 'Heads Up'
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FUTURE STATE

- Building Intelligence gathering/verification
- Fire alarm interrogation (*PIA*)
- Digital alarm transport (*panels on appliances!*)
- Emergency communication (*EWIS/Radios*)
- Importance all fire safety systems are operational (*Passive!*)
- Changes to buildings **unlikely** to be part of consent process, Vigilance required