



Standards Committee
Railway (FSF)

Progress through technology
and standardization



Areas of responsibility

DIN Standards Committee Railway (FSF), located in Kassel, is responsible for national (DIN), European (CEN) and international (ISO) standards for the mechanics of heavy rail and urban rail systems. This includes

- infrastructure,
- rail vehicles,
- vehicle systems and components,
- interaction between infrastructure and vehicles.

It is also responsible for standardization at national level in the field of

- ropeways and
- hyperloop systems.

The primary function of DIN FSF is the development of consensus-based standards and the coordination of work within the numerous relevant technical fields.

DIN FSF represents German interests at all levels of standardization, holding secretariats within CEN and ISO.



NATIONAL
DIN

Standards
Committee Railway
(FSF)



EUROPEAN
European Committee for
Standardization

CEN/TC 256 "Railway Applications"
Secretariat: Germany (DIN)

CEN/TC 242 "Safety Requirements for
Passenger Transportation by Rope"
Secretariat: France (AFNOR)

CEN/CLC/JTC 20 „Hyperloop Systems“
Secretariat: Netherlands (NEN)



INTERNATIONAL
International Organization for
Standardization

ISO/TC 269 "Railway Applications"
Secretariat: Germany (DIN)



Organizational structure

The steering committee of DIN FSF is responsible for financing and making fundamental decisions. It is supported by two special committees:

- the **executive committee** is responsible for making financial and strategic decisions;
- the **coordination committee** is responsible for the work programmes of the FSF working bodies and for mirroring the work of the corresponding European and international technical committees.

The DIN FSF office in Kassel supports the experts who develop standards by organizing meetings, consulting, distributing information and drafting manuscripts.

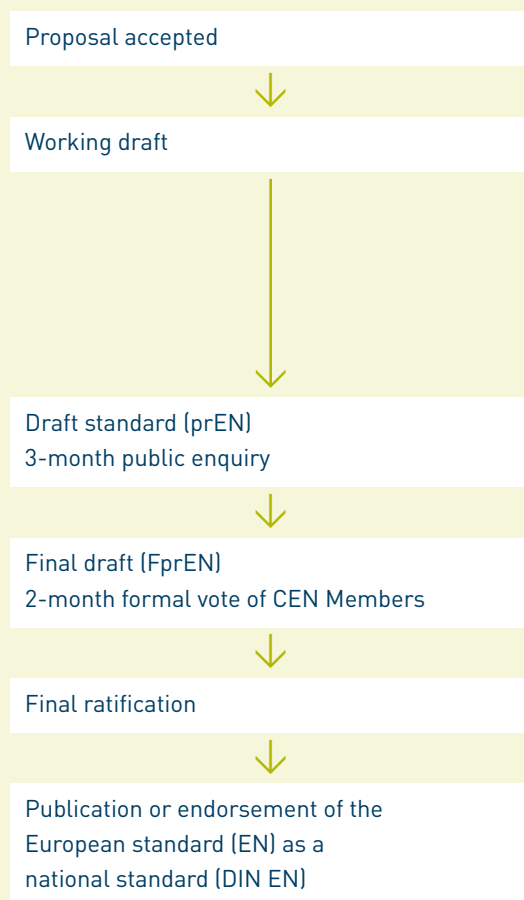
Standardization – Anyone can participate!

Anyone can submit a proposal for the development of a new standard.

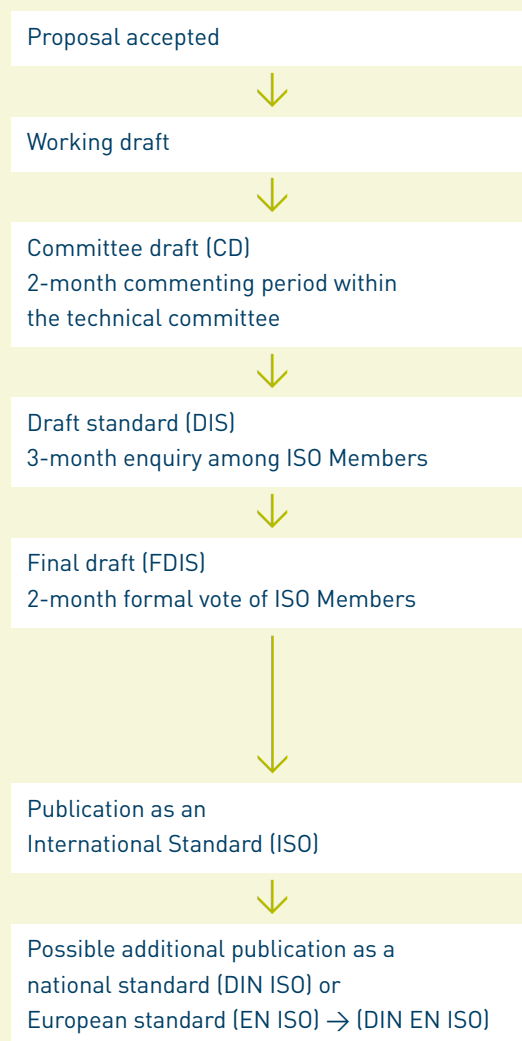
After approval by the responsible FSF working body, the standard is either developed at national level or a proposal is submitted for development at European or international level.

Developing European Standards (EN) and International Standards (ISO)

CEN DEVELOPMENT STAGES



ISO DEVELOPMENT STAGES





Principles of standardization

Keeping standards up-to-date

Every standard is reviewed at least every 5 years to make sure it reflects the state of the art. The standard is either confirmed, revised or withdrawn, as necessary.

Legal status of standards

The use of technical standards is not legally binding as a rule. Standards only become legally binding if reference is made to them in legal provisions or contracts. Although the provisions laid down in standards in and of themselves do not guarantee that the state of the art is complied with, they are used in legal courts as benchmarks of technical performance, as they are deemed "generally accepted rules of technology".

National standards work within DIN FSF

The technical work in FSF working bodies is carried out by experts from stakeholders such as the railway industry, the supply and transport industry, railways and railway associations, consulting engineers, statutory accident insurance companies, scientific and research organizations, and public authorities. Anyone can comment on draft standards and participate in the committee's work in accordance with the "Guidelines for DIN's Standards Committees".

European and international standards work within DIN FSF

European and international standardization is carried out in the technical committees of CEN and ISO, respectively. The responsible FSF working bodies send experts to work in these technical committees, sub-committees and working groups, and to represent the agreed German position.

Adoption of European and International Standards

A European Standard (EN) is announced at national level by all CEN member countries and is published or recognized as an identical national standard. Any conflicting national standards are to be withdrawn.

There is no obligation to implement International Standards. An International Standard (ISO) can be adopted by CEN (as an EN ISO) or at national level (as a DIN ISO).



Do not miss the opportunity to be part of it!

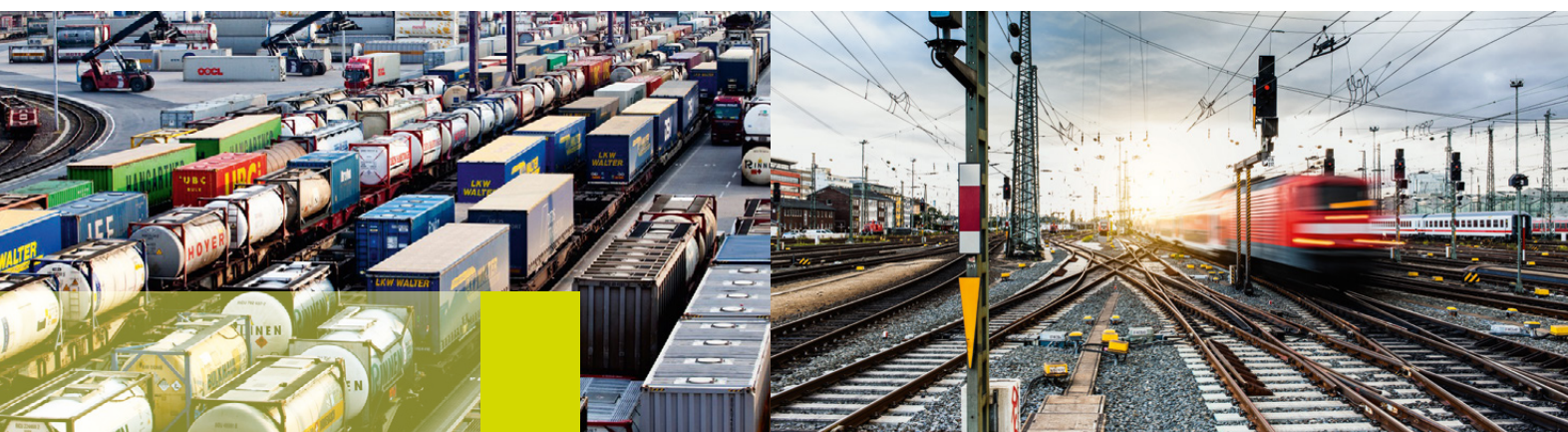
Gain a knowledge lead – as well as a competitive edge – by participating in standards work early on. Take advantage of the potential of standards as **strategic marketing instruments** for your company.

Have a direct influence on the technical content of standards that apply at international, European and national level, thus ensuring **high quality** for your company. Prevent overly strict requirements for products and therefore ultimately **reduce** costs.

Implement the newest developments in standards and, by participating in their development, help establish **new technologies and innovations** on the market.

Make new contacts within the working bodies and, on this neutral basis, maintain relationships with **customers and companies heading in the same direction**.

Discover new trends and market opportunities early on, and help effectively transfer **innovations into standards**.





Knowledge gained in years of experience

The rapid development and dissemination of the railway throughout the 19th century would have been unthinkable without the standardization of components and materials. In Germany, the organized standardization of the railway industry started in 1918 with the predecessor to DIN FSF, the "Locomotive Standards Committee LONA".

DIN FSF has held the secretariat of the European technical committee CEN/TC 256 "Railway Applications" since 1990. Currently there are more than 300 published standards. The majority of these standards implement the EU directive on the interoperability of the rail system in the European Union in the form of harmonized standards within the framework of the "New Approach".

Since 2007 DIN FSF has been organizing the standardization at national level for CEN/TC 242 "Safety Requirements for Passenger Transportation by Rope", since 2021 the standardization at national level for CEN/CLC JTC 20 „Hyperloop Systems“.

Since 2012 DIN FSF has also held the secretariat of the international technical committee ISO/TC 269 "Railway Applications". 26 International Standards have been published so far, 30 International Standards are currently under development. The number of International Standards increases, notably due to the migration of published European Standards to ISO. To realize international standardization projects in accordance with German stakeholder interests, it is crucial that railway companies provide and delegate qualified experts to occupy key positions in international working bodies.

Interested? Get involved!

Thank you for your interest in the work of DIN Standards Committee Railway (FSF)! We would be glad to discuss ways for you to participate in our work.

DIN FSF Office

Verein für die Normung und Weiterentwicklung des Bahnwesens (NWB e. V.)

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