



DIN Standards
Committee Railway
Standardization
(FSF)

**Progress through technology
and standardization**



FSF

DIN Standards Committee
Railway Standardization

Areas of responsibility

DIN's standards committee for railway standardization, "FSF", located in Kassel, is responsible for national (DIN), European (CEN) and international (ISO) standards in the following fields:

- **railway 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.**

The primary function of the DIN FSF is the development of consensus-based standards and the coordination of work within the many relevant technical fields. The DIN FSF represents German interests at all levels of standardization, holding secretariats within CEN and ISO.

DIN

**NATIONAL
DIN**

DIN Standards Committee
for Railway Standardization
(FSF)

cen

**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)

ISO

**INTERNATIONAL
International Organization for
Standardization**

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



The highest body in the DIN FSF organizational structure is its steering committee which is responsible for financing and making fundamental decisions. The steering committee is supported by three 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 **coordination committee Urban Rail** is responsible for the national coordination of standardization activities deriving from the work programme under standardization mandate M486 Urban Rail.

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



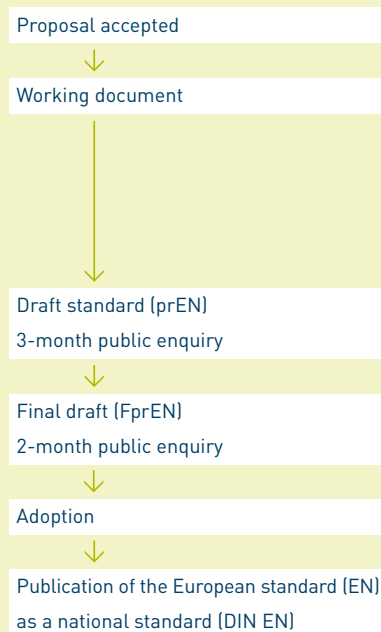
DEVELOPING EUROPEAN STANDARDS (EN) AND INTERNATIONAL STANDARD (ISO)

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.

EN DEVELOPMENT STAGES



ISO DEVELOPMENT STAGES





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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 the 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 Standards Committees in DIN”.

European and international standards work within the DIN FSF

European and international standardization is carried out in the technical committees of CEN and ISO, respectively. To this end, the responsible FSF working bodies send experts to work in these technical committees, subcommittees 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. Any International Standard (ISO) that has not already been adopted by CEN as an EN ISO Standard can be adopted as a DIN ISO Standard at national level.



Don't 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 and ultimately reducing 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.**

Prevent overly strict requirements for products and **maintain the competitiveness of the railway industry.**



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 the FSF, the "Locomotive Standards Committee LONA".

The DIN FSF has held the secretariat of the European technical committee CEN/TC 256 "Railway industry" since 1990. Over 250 European Standards have been developed during this period. The majority of these standards implement EU directives on the interoperability of railways in the form of harmonized standards within the framework of the "New Approach".

In 2018, the DIN FSF's 60th anniversary was celebrated at the same time as the 100th anniversary of railway application in Germany.

Since 2012 the DIN FSF has also held the secretariat of the international technical committee ISO/TC 269 "Railway industry".

Interested? Get involved!

Thank you for your interest in the work of the DIN Standards Committee Railway Standardization (FSF)!

We would be glad to discuss ways for you to participate in our work.

FSF Office

Verein für Normung und Weiterentwicklung des Bahnwesens – NWB e.V.

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