



Press Release

New quality standard for the rail industry becomes requirement for participation in DB tenders for rail vehicles/rail vehicle parts

Companies competing for the award of DB contracts require certification in line with new quality standard • New rule comes into effect on January 1, 2019 • Interested companies have 12 months to gain the new certification

(Berlin, 11/23/2017) Deutsche Bahn has joined forces with other European rail operators and the rail vehicle manufacturing industry to vigorously promote further development of the quality standards of the globally recognized International Railway Industry (IRIS) certificate and transition these to an ISO standard (International Organization for Standardization).

From January 1, 2019 onward, DB's Group purchasing unit will allow only companies certified to the new IRIS Rev.3 standard to take part in competitions for tenders. By giving advance warning of the rule, Deutsche Bahn wants to give companies interested in achieving DB supplier status enough time to gain the new certification.

Unfortunately for DB, the fact that companies have IRIS certification does not always mean their products are free of defects. In recent years, experience has shown that, despite IRIS certificates, major quality issues can arise, particularly in the supply chain for rail vehicles. This is because the requirements for receiving this document are open to different interpretations. Based on a 2015 memorandum of understanding signed with the Association of the European Rail Industry (UNIFE), which holds the rights to IRIS, IRIS was replaced by the new version ISO/TS 22163 in 2017. As a result, the international ISO committees are now also involved in defining the content of the standard. By taking this step, UNIFE aims to foster worldwide use of the new standard and promote its acceptance in the global vesicle industry.

The quality requirements of the new ISO/TS 22163 standard focus on rail-specific topics such as requirements management, configuration management, development, as well as maintenance, and life cycle cost (LCC). A further goal is to make sure that companies across the supply chain insist their suppliers gain certification in accordance with the new standard. Ultimately, the final assessment can result in no certificate being awarded or in the award of a bronze, silver, or gold certificate.

"We have taken the effectiveness of this industry-specific quality standard to a higher level and expect better quality overall for DB in the future," explains Gordon Falk, Head of Rolling Stock and Parts Procurement at DB.

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