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ISO 39001 CD2 (May 2010)

Road traffic safety (RTS) management systems — Requirements with guidance for use

ISO/PC 241 Road traffic safety management systems
PC Secretary, Peter Hartzell, SIS, Sweden
Work shop – Alignment of Management System Standards
Buenos Aires May 6th, 2010

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Introduction

- Good news
- Bad news

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RTS – Road Traffic Safety

- Today, about 3000 people will die on the roads
- Each year nearly 1.3 million people die as a result of a road traffic collision
- Nearly 3 persons die every minute
- 1 out of 3 is a child
- An estimate of up to 50 million people sustain non-fatal injuries from a collision

RTS – Road Traffic Safety

- 10 jumbo jets of deaths every day, or one major earthquake every month
- 85% of casualties in low and middle income countries, and becoming the leading cause of death for 4-30 year olds
- # 1 cause of death to 10-19 year olds, second leading cause of death to 4-9 year olds
- It is estimated that over 25% of road deaths involve work related driving
- Economic consequences of road insecurity: 1-3% of the respective GNP of the world countries, reaching a total over USD 500 billion.

RTS – Road Traffic Safety

- 2 May 2008 – Cyclone Nargis, Myanmar/Burma, over 100 000 dead and 2 million homeless
- 12 May 2008 – Sichuan (southwestern China) earthquake, 55 000 dead, 25 000 missing, 5 million displaced
- Every two months the roads take the same toll on humanity – but the response is not the same…

RTS - Road Traffic Safety

- Acceptable? Of course not!
- Can we do something about it? Yes!
- Is anything already being done? Yes!
- Can ISO help? Yes!

WORLD BANK GLOBAL ROAD SAFETY FACILITY

Evolution of results focus

1950s	the road user (‘blame the victim’)
1960 – 70s	systemic interventions – the ‘Haddon matrix’
1980 – 90s	targeted national plans
90s onwards	*Safe System* approach (‘shared responsibility’)

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RTS - Road Traffic Safety

Road traffic injuries can be prevented

- Sustainable response to road safety through:
  - an adequately funded lead agency
  - a national plan or strategy
  - measureable targets

RTS - Road Traffic Safety

Effective interventions include:

- road safety features in land-use and transport planning
- designing safer roads
- independent road safety audits for new projects
- improving safety features of vehicles
- effective speed management
- setting and enforcing laws requiring use of seat-belts, helmets and child restraints
- setting and enforcing blood alcohol concentration limits for drivers
- improving post-crash care for victims of road crashes

RTS - Road Traffic Safety

Who is, or should be, doing something:

The United Nations

- First Global Ministerial Conference on Road Safety: Time for Action, held in Moscow, Nov 19-20th 2009
- The UN General Assembly resolutions:
  resolution March 2nd 2010 co-sponsored by 94 countries
  - recognizing activities and efforts
  - supporting and calling for action

RTS - Road Traffic Safety

UN:s Decade of Action for Road Safety (2011-2020)

- **Overall goal**:
  To halt or reverse the increasing trend in road traffic fatalities around the world by increasing activities at the national level.
- Multi-sector partnership stressed (e.g. MENA-Middle East & North Africa partnership recognized)
- **ISO 39001** Road traffic safety management systems recognized
- Focus on key risk factors, capacity building and aligned plan
- Increased funding requested
- Red Cross and Red Crescent National Societies committed

RTS - Road Traffic Safety

Other initiatives:

- The **WHO** (World Health Organization)/**WB** (The World Bank)World report on road traffic injury prevention (2004)
- The World Bank´s Global Road Safety Facility
- The Commission for Global Road Safety
- Global Road Safety Initiative
- **OECD** (Organisation for Economic Co-operation and Development) /**ITF** (The International Transport Workers' Federation)Towards Zero
- Ambitious Road Safety Targets and the Safe System Approach (2008)
- **ETSC**/European Transport Safety Council project Preventing Road Accidents and Injuries for the Safety of Employees (PRAISE).

RTS - Road Traffic Safety

Who is, or should be, doing something…

Also:

- Respective country (authorities)
- Companies and organizations
- Individuals
- ISO – The International Organization for Standardization

ISO – International Organization for Standardization

- ISO/PC 241 Road traffic safety management systems – ISO 39001

Examples of other ISO road safety standards:

- the World Side Impact Dummy (WorldSID)
- driver licences
- vehicle warning and control systems

ISO Focus magazine – October 2009

- Road traffic fatalities are forecast to increase from the current level of more than 1.3 million to more than 1.9 million by 2020. By 2015, road crashes are predicted by the World Health Organization (WHO) to be the leading cause of premature death and disability for children aged 5 and above.

ISO Focus magazine – October 2009

- Contributors include Dr. Mark Rosenberg, Director of the Global Road Safety Forum, who writes:

  "The future ISO 39001 will provide guidance on developing, nurturing, and sustaining a management system for road traffic safety, and will therefore go a very long way to stopping the current **epidemic of road traffic deaths**, an epidemic that is out of control and quickly getting worse in developing countries."

ISO Focus magazine – October 2009

Dr. Mark Rosenberg
Director, Global Road Safety Forum

- *"Road traffic deaths are both predictable and preventable. For this reason, we should no longer call them accidents."*

ISO Focus magazine – October 2009

Prof. Claes Tingvall, Chairman of the European New Car Assessment Programme (Euro NCAP), Director of Road Safety, Swedish Road Administration and **Chair of ISO's project committee, ISO/PC 241**, *Road safety management*, writes:

- "While actions taken on the country level will have a major impact on the development of traffic safety, swathes of organizations will play a growing role to diminish a major public health problem across the world. Once again, **ISO will be the meeting point** for such a process."
- "If we can achieve the same success with ISO 39001 as we have with, for example ISO 14001 (*and ISO 9001*) , we can look forward to a major breakthrough of traffic safety across the world."

ISO/PC 241 – Road traffic safety management systems

- Swedish secretariat
- NSB SIS – Swedish Standards Institute
- The Chair Mr. Claes Tingvall
- The Secretary: Mr. Peter Hartzell

Progress in ISO/PC 241 - RTS management systems

- 1st meeting in Stockholm June 2008 (WD1)
- 2nd meeting in Kuala Lumpur February 2009 (WD2)
- 3rd meeting in Ottawa September 2009 (CD1)
- 4th meeting in Beijing March 2010 (CD2)
- 5th meeting in Berlin November 2010 (DIS)
- 6th meeting in Sydney August 2011 (FDIS)
- Comments on CD2 to be handled in Berlin
- Sub-groups are established to develop the content of the standard; terms & definitions, structure and text
- Target date for publication: April 2012

Members of ISO/PC 241

P-members

- Argentina
- Armenia
- Australia
- Canada
- China
- Colombia
- Finland
- Germany
- Italy
- Japan
- Jordan
- Korea
- Malaysia
- Nigeria
- Philippines
- South Africa
- Spain
- Sweden
- Switzerland
- Thailand
- United Kingdom

O-members

- Belgium
- Bulgaria
- Cyprus
- Czech Republic
- France
- Israel
- Netherlands
- New Zeeland
- Norway
- Singapore

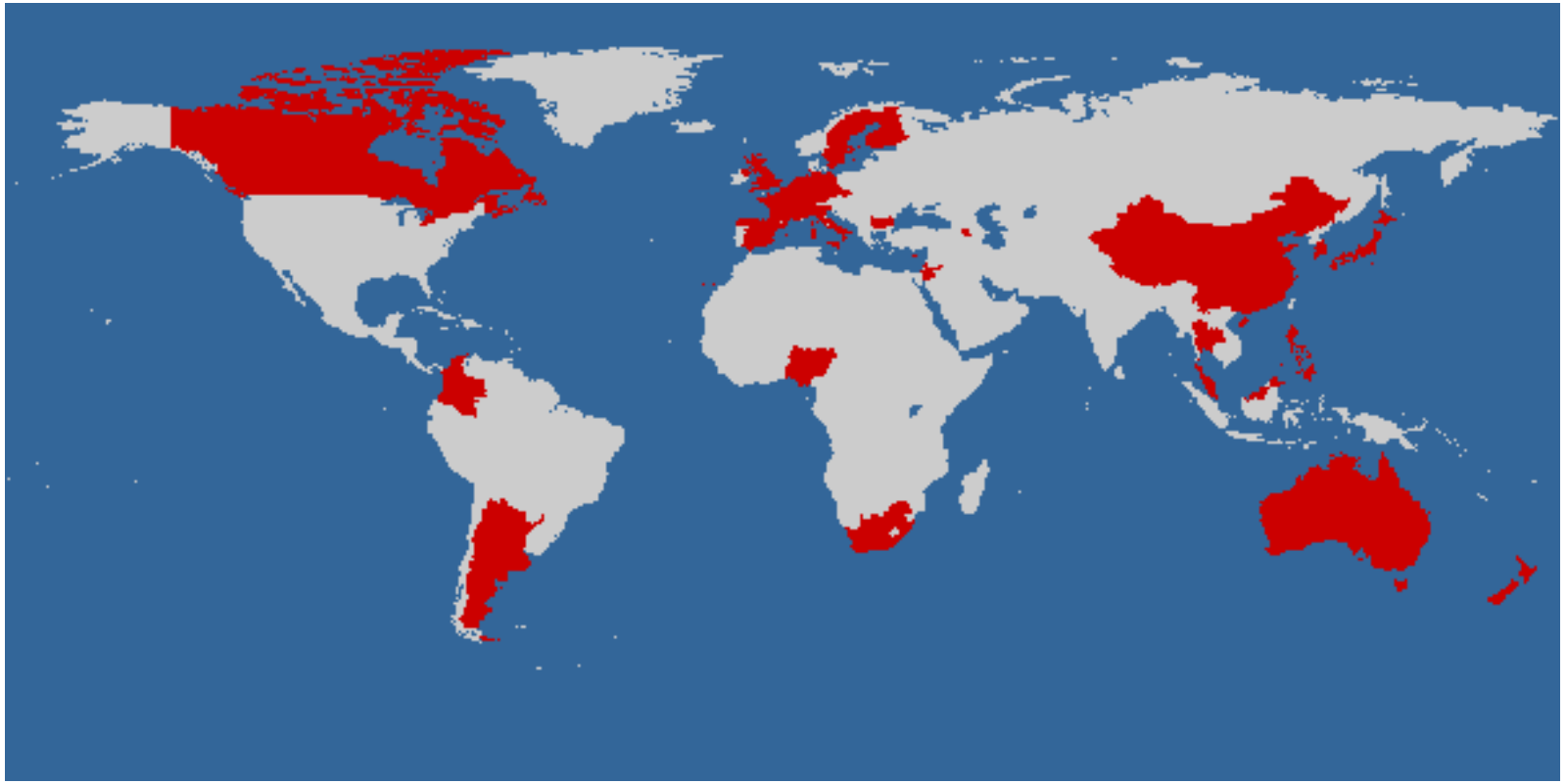
Liaisons

- ISO/TC 22, Road Vehicles
- ISO/TC 211, Geographic information/Geomatics
- Global Road Safety Forum (GRSF)
- Global Road Safety Partnership (GRSP)
- World Health Organization (WHO)
- World Bank (WB)
- The International Transport Forum (ITF/OECD)
- International Association of Oil & Gas producers (OGP)
- UN Economic Commission for Europe (UNECE)
- European Transport Safety Council (ETSC)
- The International Road Federation (IRF)

ISO/PC 241 RTS - Global participation

members

31 countries = 14%



ISO/PC 241 RTS - Global participation

non-members

192 countries = 86%

Scope of ISO 39001 (1)

- **This International Standard specifies requirements for a road traffic safety (RTS) management system** to enable an organization to develop and implement RTS policy and objectives which take into account legal and other requirements to which the organization subscribes, and information about significant RTS aspects. It applies to those RTS aspects that the organization identifies as those which it can control and those which it can influence. It states the RTS aspects that are effective in contributing to an organization's RTS long term goals and intermediate objectives.

Scope of ISO 39001 (2)

This International Standard is **applicable to any organization** that wishes to:

- establish, implement, maintain and improve an RTS management system,
- assure itself of conformity with its stated RTS policy, and
- demonstrate conformity with this International Standard.

The extent of the application depends on factors such as the RTS policy of the organization and the nature of its activities.

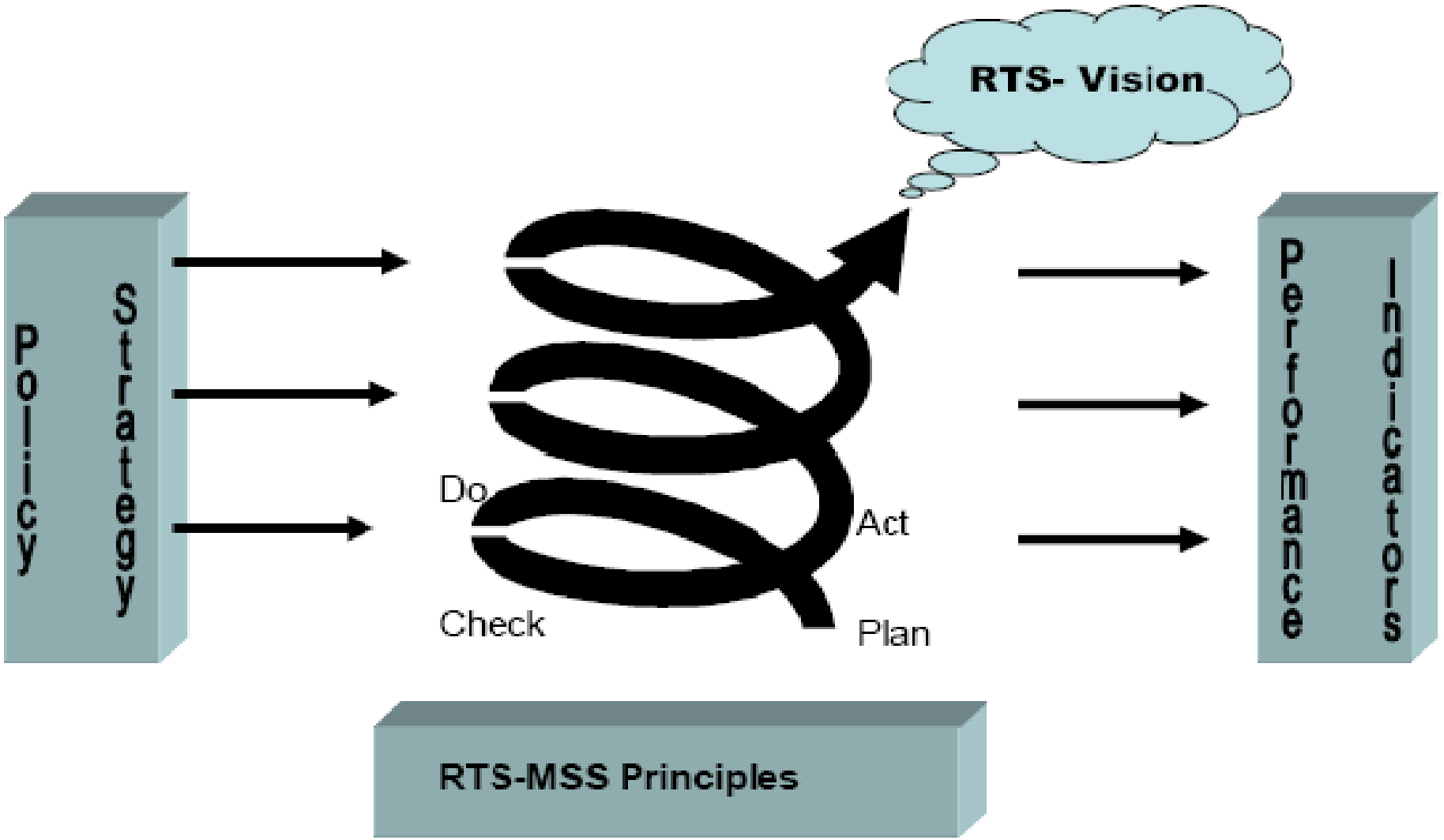
Scope of ISO 39001 (3)

- This International Standard is intended to **address the management of RTS**. It is not intended to define the technical standards of transportation products and services (i. e. roads, traffic signs/lights, automobiles, trams, cargo and passenger transportation services, and rescue and emergency services).
- If specific standards or regulations for the safety of products or services exist, these can be used in conjunction with this International Standard.

Scope of ISO 39001 (4)

- **RTS is a shared responsibility**. Road users can and must contribute to RTS by obeying the law and displaying appropriate behaviour.
- The organization should consider what steps or systems it can put in place to encourage drivers and other road users to obey the law and other rules.

Model of the RTS Management System



ISO 39001 based on HLS – High Level Structure

- ISO JTCG (Joint Technical Coordination Group) is working on a new structure for MSS – Management System Standards
- Structure, clause and sub-clause titles, terms & definitions and identical text
- This will make it easier for organizations to work with MSS in their respective management system
- The HLS work is expected to be completed within 2010
- The new HLS will be applied by all new MSS and future revisions of existing MSS
- This will have a positive effect on ISO 39001

CD 2 ISO 39001 – Contents (1)

- 0.1 General
- 0.2 Process Approach
- 1 Scope
- 1.1 Application
- 2 Normative references
- 3 Terms and definitions
- 4 Context of the organization
- 4.1 Understanding of the organization and its context
- 4.2 Needs and requirements
- 4.3 Management system and scope

CD 2 ISO 39001 – Contents (2)

- 5 Leadership
- 5.1 Management commitment
- 5.2 Policy
- 5.3 Organizational roles, responsibilities and authorities

CD 2 ISO 39001 – Contents (3)

Clause 6 – the unique part of ISO 39001

- **6 Planning**
- **6.1 Objectives and plans to achieve them**
- **6.2 RTS performance management**
- **6.3 RTS performance factors**
- **6.4 Additional RTS performance factors**
- **6.5 RTS aspects**
- **6.6 Other requirements related to RTS**
- **6.7 Collaboration and co-ordination**

CD 2 ISO 39001 – Contents (4)

- 7 Support
- 7.1 Resources
- 7.2 Competence
- 7.3 Awareness
- 7.4 Communication
- 7.5 Documented information

CD 2 ISO 39001 – Contents (5)

- 8 Operation
- 8.1 Operational planning and control
- 8.2 Control of nonconformity
- 9 Performance evaluation
- 9.1 General
- 9.2 Internal audit
- 9.3 Management review
- 10 Improvement
- 10.1 Corrective action
- 10.2 Preventive action
- 10.3 Continual improvement

CD 2 ISO 39001 – Contents (6)
- Annexes (informative) and Bibliography

- **Annex A: Guidance on the use of this international standard**
- **Annex B: International work relating to road traffic safety management frameworks**
- **Annex C: Correspondence between ISO 39001:20xx, ISO 14001:2004 and ISO 9001:2008 (possibly removed in the future)**
- **Bibliography**

Uniqueness of ISO 39001 (1)
- RTS performance factors

RTS performance factors

The organization shall identify those RTS performance factors from the following list of **risk exposure factors, final safety outcome factors and intermediate safety outcome factors**, which are relevant depending on the determined role.

Uniqueness of ISO 39001 (2)
- RTS performance factors

a) **Risk exposure factors**

- Traffic volume and traffic mileage by vehicle and road user type
- Product/service volume provided by the organization

b) **Final safety outcome factors**

- Deaths and serious injuries

Uniqueness of ISO 39001 (3)
- RTS performance factors

c) Intermediate safety outcome factors

- 1. The safe planning, design, operation and use of the road network
  - Road design and safe speed especially considering separation (on-coming traffic and vulnerable road users), side areas and intersection design.
  - Use of appropriate roads depending on vehicle type, user, type of cargo and equipment
  - Use of personal safety equipment especially considering seat belts, child restraints, bicycle helmets, motorcycle helmets, and the means to see and be seen.
  - Safe driving speed also considering vehicle type, traffic and weather conditions and fitness of drivers especially considering fatigue, alcohol and drugs
  - Safe journey planning including consideration of the need to travel, the amount and mode of travel and choice of route
- 2. The safe entry and exit of vehicles and road users to the road network
  - Safe vehicles especially considering the level of occupant protection, protection of other road users (vulnerable as well as other vehicle occupants), crash avoidance ,mitigation, road worthiness and securing of loads in and on the vehicle.
- 3. The recovery and rehabilitation of crash victims from the road network
  - Post crash first aid, preparedness to alert and post crash recovery and rehabilitation

Uniqueness of ISO 39001 (4)

- Clear focus on eliminating death and serious injury from the road traffic system as a long term goal, supported by intermediate targets
- To assist organizations to achieve these long and short term goals, ISO 39001 identifies a range of activity areas that are known to result in road traffic safety improvements (Safety Performance Factors – Clause 6.3)
- ISO 39001 also requires a full examination of the organization´s internal and external context, as it relates to road traffic safety. Of particular relevance is what influence other organizations and road users have on the activities and road traffic safety performance of the organization.

Uniqueness of ISO 39001 (4)

- Given the role and influence of other organizations and individuals in road traffic safety, ISO 39001 has a greater emphasis on promotion of the organization's road traffic safety objectives, targets and plans.
- ISO 39001 acknowledges that international work has recently identified elements of good practice road traffic safety management at the country level and that this is relevant to all organizations, regardless of size or nature.

In Conclusion – To keep in mind

- Good news
- Bad news

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RTS – Road Traffic Safety

Keep in mind:

- Today, about 3000 people will die on the roads
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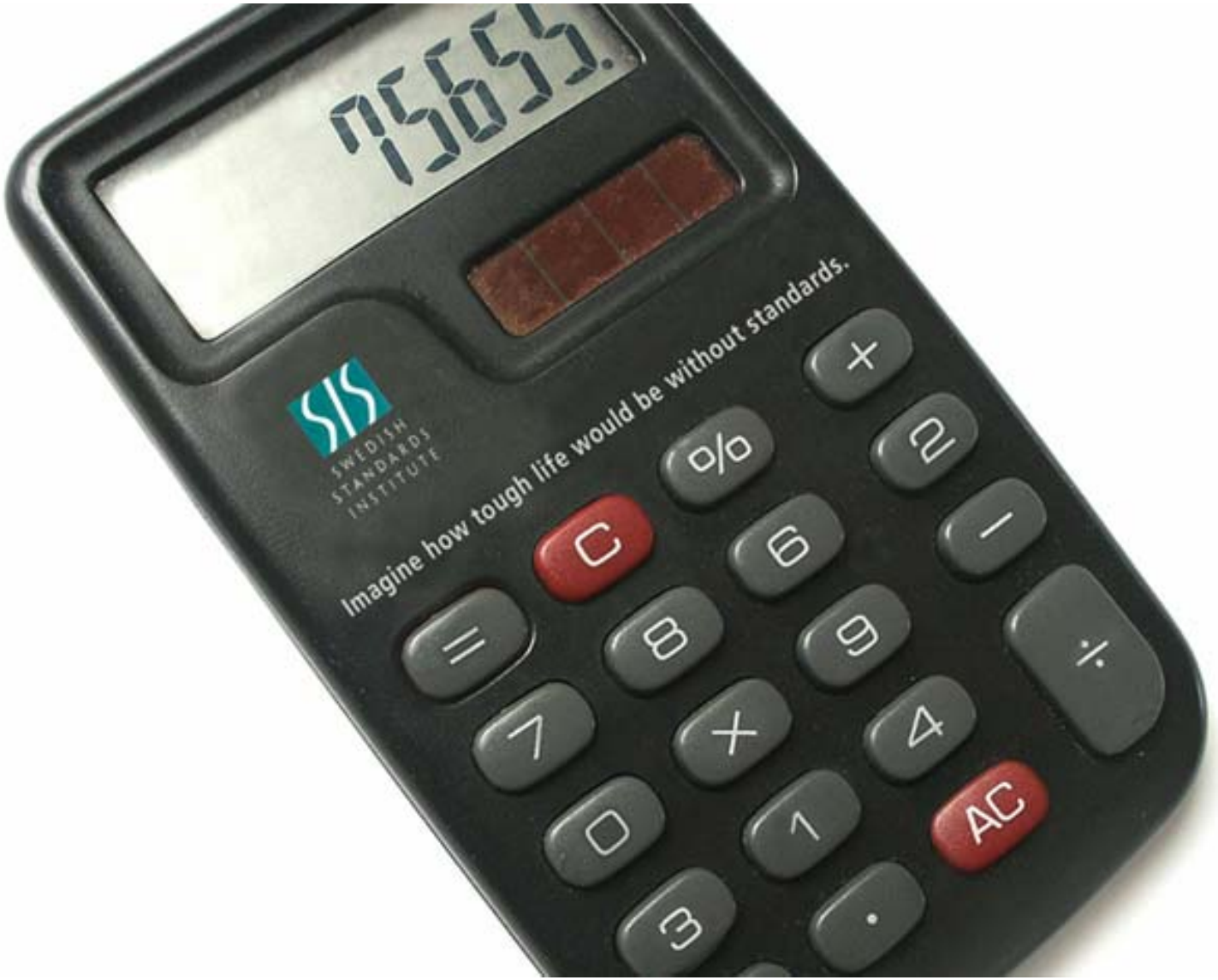

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Make a difference with ISO 39001

Road traffic safety (RTS) management systems — Requirements with guidance for use

Join & Use

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Thank you!

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PC Secretary ISO/PC 241 RTS

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