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

Systèmes de management de la sécurité routière — Exigences et recommandations de bonnes pratiques

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 39001 was prepared by Project Committee PC 241, *Road traffic safety management systems*.

For the purposes of research on road traffic safety management standards, users are encouraged to share their views on ISO 39001:2012 and their priorities for changes to future editions of the document. Click on the link below to take part in the online survey.

http://www.surveymonkey.com/s/39001

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Introduction

Road traffic safety (RTS) is a global concern. It is estimated that around 1,3 million people are killed and 20 million to 50 million are injured on roads around the world each year, and that this level is rising[10]. The socio-economic and health impacts are substantial.

This International Standard provides a tool to help organizations reduce, and ultimately eliminate, the incidence and risk of death and serious injury related to road traffic crashes. This focus can result in a more cost-effective use of the road traffic system.

This International Standard identifies elements of good RTS management practice that will enable the organization to achieve its desired RTS results.

This International Standard is applicable to public and private organizations that interact with the road traffic system. It can be used by internal and external parties, including certification bodies, to assess the organization's ability to meet the requirements.

Experience from around the world has shown that large reductions in death and serious injury can be achieved through the adoption of a holistic Safe System approach to RTS. This involves a clear and unequivocal focus on RTS results and evidence-based actions, supported by appropriate organizational management capacity[9][11][12].

Government cannot achieve these reductions alone. Organizations of all types and sizes, as well as individual road users, have a role to play. By adopting this International Standard, organizations should be able to achieve

— RTS results at levels that exceed what can be achieved through compliance with laws and standards, and

— their own objectives, and, at the same time, contribute to the achievement of societal goals

The management system specified in this International Standard focuses the organization on its RTS objectives and RTS targets and guides the planning of activities that will realize these goals by using a Safe System approach to RTS. Annex B describes categories of RTS results, the Safe System approach and a framework for good practice RTS management, and shows how they can be aligned with this International Standard.

Annex A provides some guidance on the implementation of this International Standard.

The RTS management system can be integrated into, or made compatible with, other management systems (see also Annex C) and processes within the organization.

This International Standard promotes the use of an iterative (plan, do, check, act) process approach that will guide the organization towards delivery of the RTS results.

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

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1 Scope

This International Standard specifies requirements for a road traffic safety (RTS) management system to enable an organization that interacts with the road traffic system to reduce death and serious injuries related to road traffic crashes which it can influence. The requirements in this International Standard include development and implementation of an appropriate RTS policy, development of RTS objectives and action plans, which take into account legal and other requirements to which the organization subscribes, and information about elements and criteria related to RTS that the organization identifies as those which it can control and those which it can influence.

This International Standard is applicable to any organization, regardless of type, size and product or service provided, that wishes to

a) improve RTS performance,

b) establish, implement, maintain and improve an RTS management system,

c) assure itself of conformity with its stated RTS policy, and

d) demonstrate conformity with this International Standard.

This International Standard is intended to address RTS management. It is not intended to specify the technical and quality requirements of transportation products and services (e.g. roads, traffic signs/lights, automobiles, trams, cargo and passenger transportation services, rescue and emergency services).

It is not the intent of this International Standard to imply uniformity in the structure of RTS management systems or uniformity of documentation.

RTS is a shared responsibility. This International Standard is not intended to exclude road users from their obligations to comply with the law and behave responsibly. It can support the organization in its efforts to encourage road users to comply with the law.

All requirements of this International Standard are generic.

Where any requirement of this International Standard cannot be applied due to the nature of an organization and its products or services, that requirement can be considered for exclusion, provided the exclusion and the reason for exclusion are documented.

Where exclusions are made, claims of conformity to this International Standard are only acceptable where these exclusions do not affect the organization’s ability to establish, implement, maintain and improve an RTS management system successfully.

2 Normative references

There are no normative references.

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