



BUSINESS PLAN
ISO/TC 241
Road traffic safety (RTS) management systems

EXECUTIVE SUMMARY

Scope of ISO/TC 241 Road traffic safety (RTS) management systems:

Standardization in the field of RTS, Road traffic safety, management standards, needs, to be effective, to consist of:

- A requirement standard (ISO 39001:2012 Road traffic safety (RTS) management systems – Requirements with guidance for use)
- RTS specific auditing requirements in third party certification, and
- Implementation and guidance documents

Business Environment:

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. The socio-economic and health impacts are substantial.

ISO 39001 and subsequent RTS related standards and documents provide tools 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.

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.

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.

Benefits:

- Timely provision of international harmonized deliverables (standards, technical specifications, etc.) in the field of RTS management systems to support the work of RTS to reduce deaths and serious injuries due to road traffic crashes.
- Close cooperation with other ISO Technical Committees (ISO/TC's) to ensure effective coordination of the work items of these bodies, avoid duplication of effort and double standardization, and encourage the involvement in RTS management standardization of experts from industry, government, academia and NGO's worldwide.
- Harmonized standards lead to cost savings as only one standard needs to be implemented by the users instead of various regional standards.
- Close cooperation with the World Bank and the World Health Organization to support RTS related initiatives such as the Decade of Action (2011-2020), etc.
- Support road safety work and progress in general, in particular in developing countries.

1 INTRODUCTION

1.1 ISO technical committees and business planning

The extension of formal business planning to ISO Technical Committees (ISO/TCs) is an important measure which forms part of a major review of business. The aim is to align the ISO work programme with expressed business environment needs and trends and to allow ISO/TCs to prioritize among different projects, to identify the benefits expected from the availability of International Standards, and to ensure adequate resources for projects throughout their development.

1.2 International standardization and the role of ISO

The foremost aim of international standardization is to facilitate the exchange of goods and services through the elimination of technical barriers to trade.

Three bodies are responsible for the planning, development and adoption of International Standards: ISO (International Organization for Standardization) is responsible for all sectors excluding Electrotechnical, which is the responsibility of IEC (International Electrotechnical Committee), and most of the Telecommunications Technologies, which are largely the responsibility of ITU (International Telecommunication Union).

ISO is a legal association, the members of which are the National Standardization Bodies (NSBs) of some 140 countries (organizations representing social and economic interests at the international level), supported by a Central Secretariat based in Geneva, Switzerland.

The principal deliverable of ISO is the International Standard.

An International Standard embodies the essential principles of global openness and transparency, consensus and technical coherence. These are safeguarded through its development in an ISO Technical Committee (ISO/TC), representative of all interested parties, supported by a public comment phase (the ISO Technical Enquiry). ISO and its Technical Committees are also able to offer the ISO Technical Specification (ISO/TS), the ISO Public Available Specification (ISO/PAS) and the ISO Technical Report (ISO/TR) as solutions to market needs. These ISO products represent lower levels of consensus and have therefore not the same status as an International Standard.

ISO offers also the International Workshop Agreement (IWA) as a deliverable which aims to bridge the gap between the activities of consortia and the formal process of standardization represented by ISO and its national members. An important distinction is that the IWA is developed by ISO workshops and fora, comprising only participants with direct interest, and so it is not accorded the status of an International Standard.

2 BUSINESS ENVIRONMENT OF THE ISO/TC

2.1 Description of the Business Environment

ISO/TC 241 is responsible for standardization in the field of Road traffic safety (RTS) management systems.

The NSB/National Standardization Body SIS – Swedish Standards Institute is responsible for the ISO/TC 241 secretariat.

Chair: Dr. Claes Tingvall, Director Road Safety at the Swedish Transport Administration, who allocates about two weeks per year.

Secretary: Mr. Peter Hartzell, Project Manager at SIS – Swedish Standards Institute, who allocates about 10-12 weeks per year.

Designation, title and current ISO stage for the committee projects:

- **ISO 39001:2012** Road Traffic Safety (RTS) management systems – Requirements with guidance for use. Developed by ISO/TC 241 and published October 2012.
- **ISO/IEC WD1 17021-7** Conformity assessment — Requirements for bodies providing audit and certification of management systems — Part 7: Part 7: Competence requirements for auditing and certification of RTS/road traffic safety management systems. Developed by ISO/CASCO Committee on conformity assessment and ISO/TC 241. Expected publication in 2015.

Currently, there is no process for prioritization, as the committee does not currently assign priorities to projects in the work programme.

Currently, there are no established relationships of projects to European regional standardization (CEN).

Scope of ISO/TC 241 Road traffic safety (RTS) management systems:

Standardization in the field of RTS, Road traffic safety, management standards, needs, to be effective, to consist of:

- A requirement standard (ISO 39001)
- RTS specific auditing requirements in third party certification, and
- Implementation and guidance documents.

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. The socio-economic and health impacts are substantial.

ISO 39001 and subsequent RTS related standards and documents provide tools 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.

ISO 39001 identifies elements of good RTS management practice that will enable the organization to achieve its desired RTS results.

ISO 39001 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.

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 ISO 39001, 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 ISO 39001 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.

The RTS management system can be integrated into, or made compatible with, other management systems and processes within the organization. ISO 39001 promotes the use of an iterative (plan, do, check, act) process approach that will guide the organization towards delivery of the RTS results.

ISO 39001 represents a significant step in the world's efforts to improve RTS by providing generalized procedures and requirements for every type of organization to develop its own RTS management system.

2.2 Quantitative Indicators of the Business Environment

Safe System Approach to RTS

Several countries are already using a Safe System approach in developing and implementing their RTS programmes. Sweden has developed a "Vision Zero" approach, the Netherlands has developed a closely related "Sustainable Safety" approach and New Zealand and several jurisdictions in Australia have established programmes under the banner of Safe System.

While the specific details vary, Safe System approaches typically:

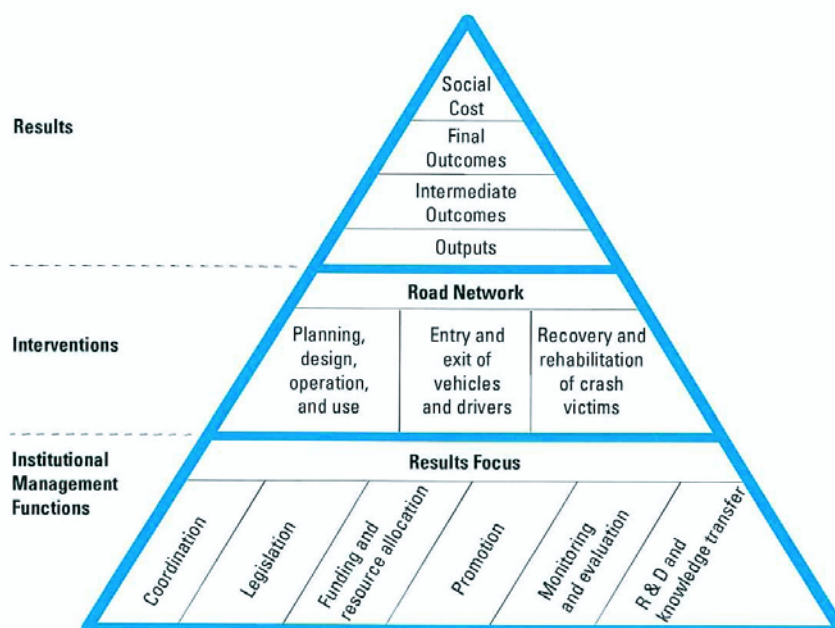
- a) have the long-term aim of eliminating traffic related deaths and serious injuries;
- b) aim to develop a road traffic system better able to accommodate human error. This is commonly achieved through better management of crash energy, so that no individual road user is exposed to crash forces likely to result in death or serious injury;
- c) incorporate many strategies for better management of crash forces, with a key strategy being road network improvements in conjunction with speed limits set, the latter set in response to the level of protection offered by the road infrastructure;
- d) rely on strong economic analyses to understand the scale of the trauma problem, and direct investment into those programmes and locations where the greatest potential benefit to society exists;
- e) are underpinned by comprehensive leadership, management and communication structures, incorporating all key government agencies and other organizations, which have a role in determining the safe functioning of the traffic system;
- f) align safety management decision-making with broader societal decision making to meet economic goals and human and environmental health goals, and to create a commercial environment that generates demand for, and benefits the providers of, safe road traffic products and services;
- g) embrace the ethos of "shared responsibility" for RTS among the various actors of the road traffic system, such that there is a shared vision amongst citizens, public, private and not-for-profit organizations regarding the ultimate safety ambition, and how to achieve it.

International work in the area of RTS management systems

The lack of good road traffic safety is a burden to societies around the world. The United Nations (UN) has taken clear steps in the field of RTS, led by the World Health Organization (WHO) and the World Bank with their 2004 “World Report on Road Traffic Injury Prevention” and the WHO 2009 “Global Status Report on Road Safety”.

In March 2010, the UN General Assembly proclaimed the period 2011 to 2020 as the Decade of Action for Road Safety, with a goal by 2020 to stabilize and then reduce the forecast level of road traffic fatalities around the world. The Global Plan for the Decade of Action for Road Safety published in 2011 identified five pillars (road safety management, safer roads and mobility, safer vehicles, safer road users, and post-crash response) and there is potential for ISO/TC 241 and ISO 39001 to deliver on the first of those.

In 2008, the Organization for Economic Cooperation and Development (OECD), and the International Traffic Forum published “Towards Zero: Ambitious Road Safety Targets and the Safe System Approach”. This report noted the importance of RTS management systems and referenced a codified management system that was developed, and subsequently published in 2009, by the World Bank Global Road Safety Facility (WBGRSF). The WBGRSF publication drew on a comprehensive review of successful jurisdictional RTS management practice to develop an RTS management system framework (see Figure 1). It is neutral to organizational structures and cultures, and presents three inter-related elements, namely institutional management functions, interventions and results.



Source: Bliss and Breen, building on the frameworks of Land Transport Safety Authority, 2000; Wegman, 2001; Koornstra et al, 2002; Bliss, 2004.

Figure 1 — World Bank Global Road Safety Facility Road Safety Management System Framework

The WBGRSF framework identifies the following institutional management functions that need to be performed as part of a successful RTS management system:

- a) results focus: a statement of the organization’s ambition for RTS performance and accountability that guides all activities and interventions;

- b) coordination: the orchestration and alignment of interventions, both (internally) within the organization and horizontally across related organizations with a role or interest in RTS;
- c) legislation: the specification of, and/or compliance with, legal or policy instruments that typically address institutional accountabilities, as well as land use, road network, road user, vehicle and post-crash medical care safety standards and rules;
- d) funding and resource allocation: the financing of interventions and activities on a sustainable basis, using a rational evaluation and programming framework to allocate resources;
- e) promotion: the sustained communication of RTS as a core interest of the organization, emphasising the shared societal responsibility for delivering interventions that will achieve the desired improvements in RTS performance;
- f) monitoring and evaluation: the systematic and ongoing measurement of RTS outputs and outcomes and evaluation of the interventions to ensure that they are delivering the desired RTS results;
- g) research and knowledge transfer: the systematic and ongoing creation, codification, transfer and application of knowledge in relation to RTS.

These functions support delivery of interventions that are typically the focus of RTS practitioners. The exact nature of interventions are identified, shaped and implemented in order to achieve the desired results. Interventions address standards and rules in the following areas:

- the safe planning, design, operation and use of the road network;
- the conditions of entry and exit to the road network by vehicles and drivers (e.g. registration and driver licensing);
- the recovery and rehabilitation of road traffic crash victims.

Interventions also address compliance with these standards and rules, using a combination of education, enforcement and incentives.

The final element of the WBGRSF road safety management framework is the identification, documentation and measurement of the desired results and their expression as quantitative RTS targets:

- a) Final outcomes include the long-term vision of the future safety of the road traffic system, together with short- to medium-term RTS targets, expressed in terms of desired reductions in social costs, fatalities and serious injuries;
- b) Intermediate outcomes are measures of interventions that are known to improve final RTS performance, such as reducing average traffic speeds or improving the safety rating of the vehicle fleet, and provide more meaningful management data;
- c) Outputs represent the physical deliverables of organizations that seek to improve intermediate and final outcomes, such as kilometres/miles of engineering safety improvements, the number of police enforcement operations or completion of specific task milestones.

The OECD recommends that jurisdictions conduct a road safety management capacity review using the assessment framework and series of applicable checklists developed and used by the World Bank (OECD 2008, World Bank 2009).

Relationship between this International Standard and the WBGRSF Road Safety Management Framework

While the WBGRSF framework was developed to assist countries to improve their RTS performance, the institutional management functions outlined within it, and the interventions and achievement of results, are applicable to organizations of any size or complexity, public or private. The framework sets out the generic elements of an RTS management system and hence provides a useful reference to guide the application of this International Standard. More specifically, the three-tiered WBGRSF framework is relevant to the requirements stated in Clauses 4 to 10 and its relationship with these can be summarised in Table 2.

While ISO 39001 is an MSS, management system standard, there is also clear correspondence with ISO 9001 (QMS) and ISO 14001 (EMS). This has the benefit of adding to organizational efficiency by integrating the MSS.

World Bank Global Road Safety Facility	ISO 39001
Institutional management functions	Management in the context of ISO generally refers to all the activities that are used to coordinate, direct, and control an organization.
Results focus	<p>Clause 5 sets out the requirements for the top management of the organization to demonstrate RTS leadership and commitment. These include ensuring compatibility of the RTS management system with the strategic direction and business processes of the organization, requiring the adoption of the elimination of death and serious injury as the long term objective and the implementation of activities that deliver RTS improvements.</p> <p>Clause 6 outlines the planning process for reviewing safety results. 9.3 and 10.2 provide for planned management reviews and continual organizational improvement to achieve the desired results.</p>
Coordination	<p>4.1, 4.2 and 4.3 encourage the organization to examine its internal and external context in order to identify RTS impacts and their sphere of influence. They recognize that RTS performance depends on activities within an organization and/or across multiple organizations and road users.</p> <p>5.2 places responsibility on top management to work in partnership and collaborate with others to develop a Safe System. 7.1 specifies coordination requirements to assist the organization in achieving its desired RTS results.</p>
Legislation	<p>Legislation typically addresses land use, road network, road user, vehicle and post-crash medical care safety standards and rules and compliance with them.</p> <p>6.2 outlines a comprehensive list of RTS performance factors to be considered by the organization and a number of these performance factors are governed by legislation and should be addressed accordingly.</p>
Funding and resource allocation	7.2 requires all levels of organizational management to ensure the availability of resources and a rational framework for their allocation, to establish, implement, maintain and improve the RTS management system and associated activities.
Promotion	7.4, 7.5 and 7.6 require communication and promotion of RTS objectives and performance expectations across the various levels of the organization and the engagement of the employees in a continual improvement process. The organization is also encouraged to communicate externally with interested parties about its requirement for a long-term focus on RTS results and interim measures to achieve them.
Monitoring and evaluation	ISO management systems standards have a strong focus on monitoring and measurement of outcomes as part of the PDCA process. 9.1 requires the organization to monitor and evaluate the key characteristics of its operations that impact on RTS results
Research and development and knowledge transfer	10.1 requires the organization to address nonconformities with this International Standard and investigate, analyse and document RTS incidents to determine underlying deficiencies and identify opportunities for improved preventive action.

Interventions	6.2 c) ensures that the organization comprehensively specifies traffic safety measures in the RTS management system. 7.3 and 8.1 pay special attention to the organizational staff competencies and operational planning and control activities that will be required to sustain the RTS measures. 9.2 requires the establishment of audit procedures to ensure organizational compliance with the RTS measures.
Results	6.3 requires the establishment of RTS objectives in terms of desired RTS results, which can include RTS targets for final and intermediate outcomes and organizational outputs to achieve them.

Table 2 — Relationship between WBGRSF Management Framework and ISO 39001

3 BENEFITS EXPECTED FROM THE WORK OF THE ISO/TC

The work of ISO/TC 241 will complement national, regional and international standardization work for any road traffic safety (RTS) related subject.

Benefits:

- a) Timely provision of international harmonized deliverables (standards, technical specifications, etc.) in the field of RTS management systems to support the work of RTS to reduce deaths and serious injuries due to road traffic crashes
- b) Close cooperation with other ISO Technical Committees (ISO/TC's) to ensure effective coordination of the work items of these bodies, avoid duplication of effort and double standardization, and encourage the involvement in RTS management standardization of experts from industry, government, academia and NGOs worldwide
- c) Harmonized standards lead to cost savings as only one standard needs to be implemented by the users instead of various regional standards
- d) Close cooperation with the World Bank and the World Health Organization to support RTS related initiatives such as the Decade of Action (2011-2020), etc.

Standards developed by ISO/TC 241 are primarily for saving lives and preventing serious injury due to road traffic crashes by supporting and promoting the application of RTS worldwide. They will provide tools to employers (both at public and private organizations), employees at their work places, road traffic agencies, legal authorities, and at the same time are supposed to assure safety, quality, and efficiency within the subject area of RTS management systems.

One key benefit of RTS standardization is to support organizations to become more efficient and effective in their management system work while at the same time contributing to saving lives and avoiding serious injury from road traffic related crashes.

Another benefit is to assist the organizations to identify their key RTS performance indicators and to be able to work effectively and efficiently within a management system.

Additional benefits will come from supporting organizations to assess their current management system and consider integrating the RTS management system with, e.g., ISO 9001 (QMS) and ISO 14001 (EMS). This will also serve as a tool to improve and maximise the benefit from the internal and external audit process, including the certification process.

In March 2010, the UN General Assembly proclaimed the period 2011 to 2020 as the Decade of Action for Road Safety, with a goal by 2020 to stabilize and then reduce the forecast level of road traffic fatalities around the world. The Global Plan for the Decade of Action for Road Safety published in 2011 identified five pillars (road safety management, safer roads and mobility, safer vehicles, safer road users, and post-crash response) and the work of ISO/TC 241, including ISO 39001, is delivering on the first of those pillars.

By closely cooperating with the World Bank and the World Health Organization, ISO/TC 241 is achieving the targets of both involving the world leading experts in our work and also utilizing the international network to spread the word and wisdom of the work of ISO/TC 241. The overall result will be an improved and enhanced knowledge transfer, at the industrial, commercial, and professional level.

4 REPRESENTATION AND PARTICIPATION IN THE ISO/TC

4.1 Countries/ISO members bodies that are P and O members of the ISO committee

4.2 Analysis of the participation

Many of the principal players in this field (the industrialized countries that have already progressed well with RTS and global RTS-involved organizations such as the World Bank and the World Health Organization) are represented. The involvement of European and Asian countries is high. The involvement of developing countries exists but should be improved.

[ISO/TC 241 has 28 P-members, 18 O-members, 4 ISO liaisons and 11 external liaisons.](#)

30.4 % (14 of 46) members are developing countries (as per the ISO list).

The partners involved in the work of the technical committee are:

- government agencies;
- audit and certification organizations;
- consumer associations;
- academia (incl. e.g. research institutes);
- international governmental organizations;
- non-governmental organizations (e.g. WB, WHO);
- industry (e.g. transport organizations, vehicle manufacturers, road construction, etc.).

Presently it is not felt that a specific stakeholder lacks in participation.

5 OBJECTIVES OF THE ISO/TC AND STRATEGIES FOR THEIR ACHIEVEMENT

5.1 Defined objectives of the ISO/TC

The objective of ISO/TC 241 is to establish International Standards in the field of road traffic safety management, which reflect the needs of interested parties and actual practice in industry and includes the intention to follow technological changes by appropriate standardization work.

ISO/TC 241 will have multiple sources of inflow of New Work Items (NWIs) that have to be addressed, assessed, and prioritized in a structured way. ISO/IEC Directives Part 1, Clause 2.3 describes the proposal stage that provides guidance to address and accept NWIs.

ISO provides binding quantitative acceptance requirements; it is up to the members of ISO/TC 241 to decide on further guiding qualitative criteria which would enable NSBs to prioritize work items.

5.2 Identified strategies to achieve the ISO/TC's defined objectives

The following key strategies have been identified to achieve the defined objectives in 5.1:

ISO/TC 241 will work towards multi-level and seamless cooperation with our P- and O-members and Liaisons as well as other relevant interested parties.

Liaisons shall be established as required by the standardization work.

A significant benefit of ISO/TC 241 is that “RTS/Road traffic safety management” becomes integrated within the ISO family of MSS, management systems standards, as ISO 39001 is following ISO/IEC Directives Part 1, Appendix SL 8 and SL 9. Therefore, ISO 39001 can effectively be integrated with e.g. ISO 9001/QMS and ISO 14001/EMS in an organization’s management system. This way, the active use of ISO 39001 will make RTS management more structured and usable for any kind of organizations, public or private, regardless of size or maturity level of RTS management.

To develop, maintain and optimize a set of coherent standards, ISO/TC 241 cooperates with various liaisons that deal with RTS/Road traffic safety and other ISO/TCs where either subject of transport, roads, vehicles, occupational health, etc. is of concern and being used in the respective specific applications, such as

- ISO/TC 022, Road Vehicles
- ISO/TC 204 Intelligent transport systems
- ISO/TC 211, Geographic information/Geomatics
- ISO/PC 283 OHS/Occupational health and safety management systems
- European Transport Safety Council (ETSC)
- FIA Foundation
- Global Road Safety Forum (GRSF)
- Global Road Safety Partnership (GRSP)
- International Forum for Road Transport Technology (IFRTT)
- The International Road Federation (IRF)
- The International Transport Forum (OECD/ITF)
- International Association of Oil & Gas producers (OGP)
- UN Economic Commission for Europe (UNECE)
- World Bank (WB)
- World Health Organization (WHO)

Liaisons shall be established as required by the standardization work.

Furthermore, ISO/TC 241 will monitor alternative routes of road traffic safety management related standard development to avoid diverging developments and to involve ‘new entrants’ not familiar with ISO standardization.

Taking into account rapid technical development, various ISO deliverables (International Standards, Technical Specifications, Publicly Available Specifications, Technical Reports, and International Workshop Agreements) will be used.

To work efficiently and effectively, TC 241 organizes once a year a meeting week in which, as much as possible, the meetings of working groups, subcommittees, and the TC itself take place. In preparation for this meeting, some of the work will be completed by electronic means.

6 FACTORS AFFECTING DELIVERY AND IMPLEMENTATION OF THE ISO/TC WORK PROGRAMME

Conditions for successful road traffic safety management standardization are especially:

- Adequate availability of experts from developed as well as developing countries, ranging from public to private organizations, NGOs, road safety administrations and other relevant parties.
- Adequate resources (e.g. funding) to support professionals from standardization institutes, including the work of the secretariats. Proper application of standardization rules, organization

of efficient meetings and assistance in drafting unambiguous standards are indispensable.

- Delegates and working group experts shall have sufficient resources available (capacity, travel budget, etc.) to participate actively in the standardization work and to make proper contributions.
- Viewpoints can differ because of national education and habits, different commercial interests, etc. Without a clear outline of the purpose of the standard and the commitment of all parties concerned a standard cannot be developed within a reasonable time schedule.
- As there was no ISO/TC on road traffic safety management in the past, it is of great value that ISO/TC 241 coordinates closely with the work being performed in well-established groups where road safety is effectively on the agenda, such as the World Bank, the World Health Organization and UNRSC (United Nations Road Safety Collaboration).
- To avoid redundant and not cost effective work, all ISO TCs should refer to ISO/TC 241 if road traffic safety management application issues in their standardization work are arising.

7 STRUCTURE, CURRENT PROJECTS AND PUBLICATIONS OF THE ISO/TC

This section gives an overview of the ISO/TC's structure, scope of the ISO/TC 241 and any existing subcommittees and working groups as well as information on existing and planned standardization projects, publications of the ISO/TC and its subcommittees.

7.1 Structure of the ISO committee

Subcommittees/Working Groups:

Subcommittee/Working Group	Title
ISO/TC 241/WG 1	ISO 39001 Clauses 1-3 <i>The convener can be reached through the secretariat</i>
ISO/TC 241/WG 2	ISO 39001 Clauses 4-10 <i>The convener can be reached through the secretariat</i>
ISO/TC 241/WG 3	ISO 39001 Editing Committee <i>The convener can be reached through the secretariat</i>
ISO/TC 241/WG 4	Marketing <i>The convener can be reached through the secretariat</i>

Joint working groups under the responsibility of another committee:

ISO/CASCO/JWG 41	Joint ISO/CASCO - ISO/TC 241 WG: Competence requirements for auditing and certification of RTS (Road Traffic Safety) management systems
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[7.2 Current projects of the ISO technical committee and its subcommittees](#)

[ISO/CASCO/JWG 41](#) (joint ISO/CASCO – ISO/TC 241 WG):

ISO/IEC DTS 17021, Part 7 (part of ISO/IEC 17021 Conformity assessment – Requirements for bodies providing audit and certification of management systems, ISO/IEC 17021:2011)
Title (of Part 7): Conformity assessment — Requirements for bodies providing audit and certification of management systems —Part 7: Competence requirements for auditing and certification of road traffic safety management systems.

[7.3 Publications of the ISO technical committee and its subcommittees](#)

Abstract

ISO 39001:2012 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 ISO 39001:2012 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.

Reference information

Glossary of terms and abbreviations used in ISO/TC Business Plans

General information on the principles of developing ISO standards