

ECONOMIC COMMISSION FOR EUROPE

Informal document AC.11 No. 10 (2007)

INLAND TRANSPORT COMMITTEE

4 October 2007

Multidisciplinary Group of Experts on Inland
Transport Security

ENGLISH ONLY

Second session

Geneva, 9-10 October 2007

Item 4 of the provisional agenda

REGULATORY INITIATIVES AT THE INTERNATIONAL LEVEL

Submitted by the International Organization for Standardization (ISO)

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Organisation internationale de normalisation
International Organization for Standardization
Международная Организация по Стандартизации



Our ref. TMB / NWIP

TO THE ISO MEMBER BODIES

Date 2007-09-28

New work item proposal – Road-traffic safety management systems – Requirements with guidance for use

Dear Sir or Madam,

The Technical Management Board, at its 40th meeting in September 2007, approved the circulation to all ISO member bodies of the new work item proposal proposed by SIS (Sweden). It should be noted that if the NWIP is approved, the work would be carried out in a Project Committee.

The NWIP on the development of a management systems standard on “Road-traffic safety” is attached herewith and we invite you to respond before the closing of the vote on 28 December 2007.

You are kindly invited to complete the ballot form (Form 05) which is available in the ISOTC Portal in the section [ISO forms](#) and send it (preferably in Word format) to the Secretariat of the ISO Technical Management Board before **28 December 2007**, or electronically as an attachment to tmb@iso.org if you wish to reply by e-mail.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'MAS', with a long horizontal stroke extending to the right.

Michael A. Smith
Secretary to the Technical Management Board

Encl: NWIP (Form 04)



NEW WORK ITEM PROPOSAL	
Date of presentation 2007-08-28	Reference number (to be given by the Secretariat)
Proposer Sweden	ISO/TC / SC N
Secretariat SIS	

A proposal for a new work item within the scope of an existing committee shall be submitted to the secretariat of that committee with a copy to the Central Secretariat and, in the case of a subcommittee, a copy to the secretariat of the parent technical committee. Proposals not within the scope of an existing committee shall be submitted to the secretariat of the ISO Technical Management Board.

The proposer of a new work item may be a member body of ISO, the secretariat itself, another technical committee or subcommittee, or organization in liaison, the Technical Management Board or one of the advisory groups, or the Secretary-General.

The proposal will be circulated to the P-members of the technical committee or subcommittee for voting, and to the O-members for information.

See overleaf for guidance on when to use this form.

IMPORTANT NOTE: Proposals without adequate justification risk rejection or referral to originator.

Guidelines for proposing and justifying a new work item are given overleaf.

Proposal (to be completed by the proposer)

Title of proposal (in the case of an amendment, revision or a new part of an existing document, show the reference number and current title)	
English title	Road-traffic Safety management systems - Requirements with guidance for use
French title (if available)	
Scope of proposed project	
General	
To better understand the need for this proposed project please read the "Background" in Annex A and the "Market relevance" in Annex B!	
This International Management Systems Standard will provide:	
<ul style="list-style-type: none">• Principles of Road-Traffic Safety. The principles will include (but are not limited to) Safe Road Transport System, Leadership, Process approach, Factual approach and Continual Improvement (PDCA)• Requirements for a road-traffic safety management system where an organization<ul style="list-style-type: none">a) wishes to seek understanding of its role in the road transport system and thereby enable effective efforts to be made in the area of road-traffic safety, and;b) wishes to create conditions, in its role in the road transport system, for individuals to survive and avoid serious injuries in the road-traffic, and;c) aims to enhance satisfaction among relevant stakeholders in the area of road-traffic safety through the effective application of the system and the assurance of conformity to stakeholder and society and applicable regulatory requirements, and;d) wishes to demonstrate its ability to consistently perform processes where the output meets traffic safety requirements on road transports from users, other stakeholders, society and applicable regulatory requirements, and;e) wishes to reduce costs for transports in the road-traffic system• Guidance on techniques that shall be used to enable the organization to be effective and systematic in the achievement of the road-traffic safety objectives. These techniques are (but not limited to)<ul style="list-style-type: none">a) defining of the internal and the external context where the role and the influence of the organization and relevant stakeholders are analyzed in the area of road-traffic safety, andb) the concept of Traffic Safety Performance Indicators which enables the organization to understand the process that leads to accidents/injuries and thereby facilitates the definition of the road-traffic safety objectives and targets.	

<p>Application</p> <p>All requirements of this International Standard are generic and are intended to be applicable to all organizations regardless of type, size, products and services provided.</p> <p>A multitude of organisations and companies are acting in a way that is influencing road traffic safety. All of these could benefit (see Annex B "Market relevance") from having an international management standard for traffic safety. An attempt to categorise can be to divide into companies and organisations influencing:</p> <ul style="list-style-type: none"> • the design, building and maintenance of roads and streets • design and production of cars, lorries and other road vehicles including parts and equipment • companies working with transports of goods and people • companies generating significant flows of goods and people • all organisations having personnel working in the road transport system <p>Potential early adopters are transport and haulage companies, rental car companies and local government organising transports of goods and people.</p> <p>The requirements are intended to be incorporated into any management system and conformity with this International Standard can be demonstrated by:</p> <ul style="list-style-type: none"> • making a self-determination and self-declaration, or • seeking confirmation or itsconformance by parties having an interest in the organization, such as customers, or • seeking confirmation of its self-declaration by a party external to the organization, or • seeking certification/registration of its road-traffic safety management system by an external organization <p>The extent of the application depends on factors such as the road-traffic safety policy of the organization, the nature of its activities, products and services and the location where and the conditions in which it functions. In the same way the management system documentation will be tailored to the needs of the organization. This International Standard also provides, in the Annex , informative guidance on its use.</p> <p>NOTE In this International Standard, the term “process” applies to all processes with effect on traffic safety, needed to produce a product intended for, or required by, one or several stakeholders.</p>	
<p>Concerns known patented items (see ISO/IEC Directives Part 1 for important guidance)</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If "Yes", provide full information as annex</p>	
<p>Envisaged publication type (indicate one of the following, if possible)</p> <p><input checked="" type="checkbox"/> International Standard <input type="checkbox"/> Technical Specification <input type="checkbox"/> Publicly Available Specification <input type="checkbox"/> Technical Report</p>	
<p>Purpose and justification (attach a separate page as annex, if necessary)</p> <p>See separate annex B "Market relevance" or the complete Justification Study!</p> <p>All requirements of this International Standard are generic and are intended to be applicable to all organizations, regardless of type, size, service and product provided. Therefore it is important to gather experts from several stakeholder groups in relation to road-traffic safety. These stakeholders can be, but are not limited to, infrastructure experts, authorities, consumers, transport service sector, governments, vehicle constructors etc. Therefore it is preferable to start a new committee (project committee) not connected to only one of these stakeholders.</p>	
<p>Target date for availability (date by which publication is considered to be necessary)</p>	
<p>Proposed development track <input type="checkbox"/> 1 (24 months) <input type="checkbox"/> 2 (36 months - default) <input checked="" type="checkbox"/> 3 (48 months)</p>	
<p>Relevant documents to be considered</p> <p>ISO 14001, ISO 9001, ISO Guide 72</p>	
<p>Relationship of project to activities of other international bodies</p> <p>OHSAS 18001</p>	
<p>Liaison organizations</p>	<p>Need for coordination with:</p> <p><input type="checkbox"/> IEC <input type="checkbox"/> CEN <input type="checkbox"/> Other (please specify)</p>

New work item proposal

Preparatory work (at a minimum an outline should be included with the proposal) <input type="checkbox"/> A draft is attached <input checked="" type="checkbox"/> An outline is attached. It is possible to supply a draft by 1 th Q 2008 The proposer or the proposer's organization is prepared to undertake the preparatory work required <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Proposed Project Leader (name and address) Marcus Ihre SIS, Swedish Standards Institute Sankt Paulsgatan 6 SE-11880 Stockholm, Sweden	Name and signature of the Proposer (include contact information) Eva Albåge Nordberg SIS, Swedish Standards Institute Sankt Paulsgatan 6 SE-11880 Stockholm, Sweden Direct: +46 8 555 520 04	
Comments of the TC or SC Secretariat Supplementary information relating to the proposal <input type="checkbox"/> This proposal relates to a new ISO document; <input type="checkbox"/> This proposal relates to the amendment/revision of an existing ISO document; <input type="checkbox"/> This proposal relates to the adoption as an active project of an item currently registered as a Preliminary Work Item; <input type="checkbox"/> This proposal relates to the re-establishment of a cancelled project as an active project. Other: Voting information The ballot associated with this proposal comprises a vote on: <input type="checkbox"/> Adoption of the proposal as a new project <input type="checkbox"/> Adoption of the associated draft as a committee draft (CD) (see ISO Form 5, question 2.3.1) <input type="checkbox"/> Adoption of the associated draft for submission for the enquiry vote (DIS or equivalent) (see ISO Form 5, question 2.3.2) Other:		
Annex(es) are included with this proposal (give details) <input checked="" type="checkbox"/> Annex A "Background" and Annex B "Background"		
Date of circulation 2007-09-28	Closing date for voting 2007-12-28	Signature of the TC or SC Secretary

Use this form to propose:

- a) a new ISO document (including a new part to an existing document), or the amendment/revision of an existing ISO document;
- b) the establishment as an active project of a preliminary work item, or the re-establishment of a cancelled project;
- c) the change in the type of an existing document, e.g. conversion of a Technical Specification into an International Standard.

This form is not intended for use to propose an action following a systematic review - use ISO Form 21 for that purpose.

Proposals for correction (i.e. proposals for a Technical Corrigendum) should be submitted in writing directly to the secretariat concerned.

Guidelines on the completion of a proposal for a new work item

(see also the ISO/IEC Directives Part 1)

- a) **Title:** Indicate the subject of the proposed new work item.
- b) **Scope:** Give a clear indication of the coverage of the proposed new work item. Indicate, for example, if this is a proposal for a new document, or a proposed change (amendment/revision). It is often helpful to indicate what is not covered (exclusions).
- c) **Envisaged publication type:** Details of the types of ISO deliverable available are given in the ISO/IEC Directives, Part 1 and/or the associated ISO Supplement.
- d) **Purpose and justification:** Give details based on a critical study of the following elements wherever practicable. *Wherever possible reference should be made to information contained in the related TC Business Plan.*
 - 1) The specific aims and reason for the standardization activity, with particular emphasis on the aspects of standardization to be covered, the problems it is expected to solve or the difficulties it is intended to overcome.
 - 2) The main interests that might benefit from or be affected by the activity, such as industry, consumers, trade, governments, distributors.
 - 3) Feasibility of the activity: Are there factors that could hinder the successful establishment or global application of the standard?
 - 4) Timeliness of the standard to be produced: Is the technology reasonably stabilized? If not, how much time is likely to be available before advances in technology may render the proposed standard outdated? Is the proposed standard required as a basis for the future development of the technology in question?
 - 5) Urgency of the activity, considering the needs of other fields or organizations. Indicate target date and, when a series of standards is proposed, suggest priorities.

New work item proposal

6) The benefits to be gained by the implementation of the proposed standard; alternatively, the loss or disadvantage(s) if no standard is established within a reasonable time. Data such as product volume or value of trade should be included and quantified.

7) If the standardization activity is, or is likely to be, the subject of regulations or to require the harmonization of existing regulations, this should be indicated.

If a series of new work items is proposed having a common purpose and justification, a common proposal may be drafted including all elements to be clarified and enumerating the titles and scopes of each individual item.

e) Relevant documents and their effects on global relevancy : List any known relevant documents (such as standards and regulations), regardless of their source. When the proposer considers that an existing well-established document may be acceptable as a standard (with or without amendment), indicate this with appropriate justification and attach a copy to the proposal.

f) Cooperation and liaison: List relevant organizations or bodies with which cooperation and liaison should exist.

Modern societies depend profoundly on mobility and are deeply concerned for the safety of their people. Simultaneous mobility and safety is therefore a fundamental right of any modern road user.

The field of road-traffic safety is concerned with reducing the consequences of vehicle crashes. This is done by developing and implementing management systems based in a multidisciplinary and holistic approach. Such management systems will result in interrelated activities in a number of fields.

In recent years and in some areas of the world more holistic approaches to road traffic safety have developed. The Swedish “Vision Zero”, the Dutch “Sustainable mobility” and the Australian “Safe Systems Approach” are all examples of this development. Modern traffic safety programs containing a holistic approach to road traffic safety are more effective than older approaches.

In the past the field of road-traffic safety has been fragmented. There have been different traffic safety cultures in the organisations involved and as a result co-operation has been difficult to achieve. For example organizations responsible for the infrastructure, the car industry, police and enforcement as well as educators have not shared a common picture how to solve road traffic safety problems. This condition has limited the effect of the actions being taken.

Modern approaches to road traffic safety starts in the state saying everyone has the right to use roads and streets without risking life or health. To achieve this goal all organizations influencing the design and the use of the road transport system have to be able to co-operate.

A standardized management system for road traffic safety is a necessity for a systematic work in the field of road traffic safety. This is because the road transport system is an open system. An open system is a system where the result depends on several organizations involved. The organizations also depend on each other to be able to produce the result. At the same time there is not an overall management controlling each organisation on a higher level. In such a situation the organisations have to be able to co-operate.

An open system also means there are difficulties when identifying the interfaces between organizations involved in road-traffic safety. Since such a multitude of actors are influencing road traffic safety, both designers and users, the interface between each individual organization and the system is extremely important to identify and agree about. One example of such an interface is the road code in an individual country. Following the road code does not necessarily ensure safe traffic. For an organisation working with road-traffic safety the identification of the interfaces to relevant traffic safety aspects becomes essential.

There is a need for a tool simplifying this process. Introducing Performance Indicators is one way to make the road traffic safety work problem oriented. Performance Indicators are meant to be essential parameters for road traffic safety. The performance indicators should have a direct link to traffic safety and make it possible to monitor the performance of each organisation involved in a specific safety problem. The indicators also make the mapping of interfaces efficient.

In deciding the need for a development of Road Traffic Safety MSS, SIS has:

- Noted that users of the road transportation systems place safety as the most important aspect. Injuries on humans but also damage on goods is seen as nonconformities to normal operations. This is seen in several customer surveys.
- Noted from experience on the market that companies in the transport sector that has developed and implemented a systematic approach to road-traffic safety (regional schemes) saves money as an additional consequence of the implemented traffic safety activities. There are also examples of “win-win” between insurance companies and transport companies that has implemented a systematic approach to road-traffic safety.
- Noted the need for systematic extensive common road-traffic safety initiatives to enhance world health, and reduce deaths and injuries by traffic accidents.
- Noted from the report from the World Health Organization, Geneva, 2004. “World report on road traffic injury prevention”: Road traffic injuries are a major but neglected public health challenge that requires concerted efforts for effective and sustainable prevention. Of all the systems with which people have to deal every day, road traffic systems are the most complex and the most dangerous. Worldwide, an estimated 1.2 million people are killed in road crashes each year and as many as 50 million are injured. Projections indicate that these figures will increase by about 65% over the next 20 years unless there is new commitment to prevention.
- INI/2006/2112 : 22/02/2006 - Non-legislative initial document
PURPOSE: to present a mid-term review of the European Road Safety Action Programme.
CONTENT: both the 2001 Transport White Paper and the European Road Action programme, adopted in 2003, have set a target of halving the number of road fatalities in the EU by 2010 (today more than 40.000 deaths in traffic per year). Key to achieving this target is the concept of “shared responsibility”. In accordance with this principle, action has been taken at a local level (roads have been made safer); at an individual level (encouraging more responsible behaviour) at an industry level (safer vehicles in response to consumer demand) and at a Community level.
- Noted that demands for effective logistics increases constantly. This means that the carriers have to develop their processes and their management systems to be able to deliver traffic safe and environmental sustainable transports. Carriers also have to be able to transport humans and goods in several transportation systems which means there is a need for a common MSS in several transportation systems.
- Noted that focus on road safety standard for products within road transportation systems is increasing e.g. EuroNCAP, USNCAP, AUSNCAP, EuroRAP, AUSRAP, iRAP.
- Noted that there is a fast development of new safety systems based on information technology. It is necessary for service providers, industry, government, suppliers etc. to keep in step. Otherwise it will be confusing for users of the transportation system when some bodies provide them with modern technology and others with old. Or it will not be possible to take advantage of the safety benefits of the new products.
- Taken account of globally wide spread initiatives in road traffic safety, the need of harmonization has risen in order to systematize the knowledge of these efforts.

- Taken account of the work that is ongoing in Road Traffic Safety, locally, regionally and globally, by initiative of WHO, EU and national road authorities.
- Noted the opportunity to enhance the "compatibility" of the family of Management Systems by including the Road Traffic Safety dimension.

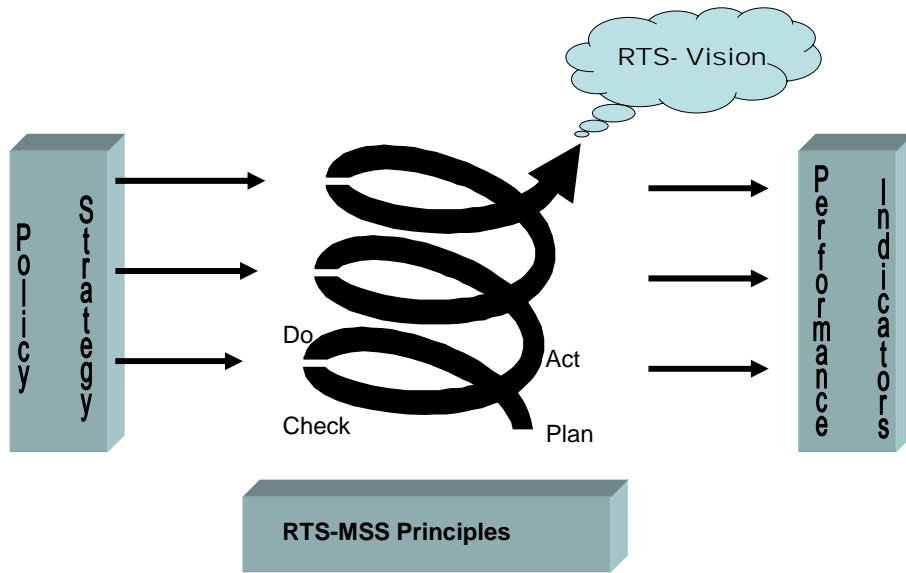
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* Explanation of the term *Vision Zero*:

-the image of a future in which no one will be killed or serious injured in the road traffic system. It is both an attitude to life and a strategy for designing a safe road transport system. It establishes that the loss of human life in traffic is unacceptable. Road safety in the spirit of *Vision Zero* means that roads, streets and vehicles must be much more adapted to human capacity and tolerance. The responsibility for safety is shared between those who design and those who use the road transport system.



Model of the Road Traffic Safety Management System

Justification Study for - a Development of a Road Traffic Safety Management System Standard

1. Introduction

Following the publication of ISO Guide 72:2001 *Guidelines for the justification and development of management systems standards*, ISO now requires that proposals for new management system standards (MSS), or proposals for amendments/revisions to existing MSS, should be accepted through the justification process given in ISO Guide 72.

This paper presents a Justification Study for developing a Road Traffic Safety Management System Standard, in accordance with the ISO Guide 72 justification process.

ISO Guide 72 recommends that a Justification Study should be based on annex C of the ISO/IEC Directives, Part 1, 2001, and the general principles stated in ISO Guide 72, clause 5. Additionally, ISO Guide 72, annex A, lists a set of questions that have been developed from annex C of the ISO/IEC Directives, Part 1, and from the principles in ISO Guide 72 clause 5. ISO Guide 72 recommends that these questions should be used as the criteria for justifying and assessing a proposed MSS project. This Justification Study follows these recommendations.

The principles given in ISO Guide 72, clause 5, are as follows:

Market relevance	Any MSS should meet the needs of, and add value for, the primary users and other affected parties.
Compatibility	Compatibility between various MSSs and within an MSS family should be maintained.
Ease of use	It should be ensured that the user can easily implement one or more MSS.
Topic coverage	An MSS should have sufficient application coverage to eliminate or minimize the need for sector-specific variances.
Flexibility	An MSS should be applicable to organizations in all relevant sectors and cultures and of every size. An MSS should not prevent organizations from competitively adding to or differentiating from others, or enhancing their management systems beyond the standard.
Technically sound basis	An MSS should be based on proven management practices or existing scientifically validated and relevant data.
Easily understood	An MSS should be easily understood, unambiguous, free from cultural bias, easily translatable, and applicable to businesses in general.
Free trade	An MSS should permit the free trade of goods and services in line with the principles included in the WTO Agreement on Technical Barriers to Trade.
Applicability of conformity	The market need for first-, second- or third-party conformity assessment, or any assessment combination thereof, should be assessed. The resulting MSS should clearly address the suitability of use for conformity assessment in its scope. An MSS should facilitate joint audits.
Exclusions	An MSS should not include directly related product (including services) specifications, test methods, performance levels (i.e. setting of limits) or other forms of standardization for products produced by the implementing organization.

The approach taken in preparing this Justification Study has been to address each of the principles in turn, followed by the presentation of answers to relevant Annex A questions. These are given in sections 3 to 12 below. Note that the Annex A questions are given within a gray-shaded background, with the answers following, outside of the shading

Section 2 presents the "Basic information" required by the initial Annex A questions.

All the Annex A questions have been addressed.

2. Basic information

ISO Guide 72, Annex A; A.2.1

Basic information on the MSS proposal

A.2.1a) What is the proposed purpose and scope of the MSS?

The purpose is for development of a Road Traffic Safety Management System Standard.

The Scope is as follows:

1 Scope

1.1 General

To better understand the need for this proposed project please read the "Background" in Annex A (to the NWIP) and "Market relevance" in chapter 3.1.

This International Management Systems Standard will provide:

- Principles of Road-Traffic Safety. The principles will include (but are not limited to) Safe Road Transport System, Leadership, Process approach, Factual approach and Continual Improvement (PDCA)
- Requirements for a road-traffic safety management system where an organization
 - a) wishes to seek understanding of its role in the road transport system and thereby enable effective efforts to be made in the area of road-traffic safety, and;
 - b) wishes to create conditions, in its role in the road transport system, for individuals to survive and avoid serious injuries in the road-traffic, and;
 - c) aims to enhance satisfaction among relevant stakeholders in the area of road-traffic safety through the effective application of the system and the assurance of conformity to stakeholder and society and applicable regulatory requirements, and;
 - d) wishes to demonstrate its ability to consistently perform processes where the output meets traffic safety requirements on road transports from users, other stakeholders, society and applicable regulatory requirements, and;
 - e) wishes to reduce costs for transports in the road-traffic system
- Guidance on techniques that shall be used to enable the organization to be effective and systematic in the achievement of the road-traffic safety objectives. These techniques are (but not limited to)
 - a) defining of the internal and the external context where the role and the influence of the organization and relevant stakeholders are analyzed in the area of road-traffic safety, and
 - b) the concept of Traffic Safety Performance Indicators which enables the organization to understand the process that leads to accidents/injuries and thereby facilitates the definition of the road-traffic safety objectives and targets.

1.2 Application

All requirements of this International Standard are generic and are intended to be applicable to all organizations regardless of type, size, products and services provided.

A multitude of organisations and companies are acting in a way that is influencing road traffic safety. All of these could benefit (see chapter 3.1 "Market relevance") from having an international management standard for traffic safety. An attempt to categorise can be to divide into companies and organisations influencing:

- the design, building and maintenance of roads and streets
- design and production of cars, lorries and other road vehicles including parts and equipment
- companies working with transports of goods and people
- companies generating significant flows of goods and people
- all organisations having personnel working in the road transport system

Potential early adopters are transport and haulage companies, rental car companies and local government organising transports of goods and people.

The requirements are intended to be incorporated into any management system and conformity with this International Standard can be demonstrated by:

- making a self-determination and self-declaration, or
- seeking confirmation or its conformance by parties having an interest in the organization, such as customers, or
- seeking confirmation of its self-declaration by a party external to the organization, or
- seeking certification/registration of its road-traffic safety management system by an external organization

The extent of the application depends on factors such as the road-traffic safety policy of the organization, the nature of its activities, products and services and the location where and the conditions in which it functions. In the same way the management system documentation will be tailored to the needs of the organization. This International Standard also provides, in the Annex , informative guidance on its use.

NOTE In this International Standard, the term "process" applies to all processes with effect on traffic safety, needed to produce a product intended for, or required by, one or several stakeholders.

A.2.1b) Would the proposed MSS work item result in an International Standard (IS), an ISO(/IEC) Guide, a Technical Specification (TS), a Technical Report (TR), a Publicly Available Specification (PAS), or an International Workshop Agreement (IWA)?

International Standard

A.2.2b) Is the MSS intended to be a guidance document, contractual specification or regulatory specification for an organization?

The developed Road Traffic Safety Management System Standard (RTSMSS) is intended to be a regulatory specification document.

A.2.1d) Is there one or more existing ISO technical committee or non-ISO organization that could logically have responsibility for the proposed MSS? If so, identify.

No

A.2.1e) Have relevant reference materials been identified, such as existing guidelines or established practices?

Yes, the following relevant reference materials have been identified.

- The existing families of management system standards for quality and environment: ISO 9000, ISO 14000
- Standard for Occupational Health, OHSMS 18000
- External road traffic safety programmes or standards, e.g. SE, NZ, US and UK

A.2.1f) Are there technical experts available to support the standardization work? Are the technical experts direct representatives of the affected parties from the different geographical regions?

The interest and knowledge in road traffic safety seems to be very high in a large variety of different geographical regions and among affected parties.

A.2.1g) What efforts are anticipated as being necessary to develop the document in terms of experts needed and number/duration of meetings?

60 Experts, and up to 2 meetings per year for 4 years will be needed.

A.2.1h) What is the anticipated completion date?

4th quarter of 2011

3. Principle 1

Market relevance	Any MSS should meet the needs of, and add value for, the primary users and other affected parties.
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3.1 "Market relevance" of the Development of Road Traffic Safety MSS (RTS-MSS)

In deciding the need for a development of Road Traffic Safety MSS, SIS has:

- Noted that users of the road transportation systems place safety as the most important aspect. Injuries on humans but also damage on goods is seen as nonconformities to normal operations. This is seen in several customer surveys.
- Noted from experience on the market that companies in the transport sector that has developed and implemented a systematic approach to road-traffic safety (regional schemes) saves money as an additional consequence of the implemented traffic safety activities. There are also examples of "win-win" between insurance companies and transport companies that has implemented a systematic approach to road-traffic safety.
- Noted the need for systematic extensive common road-traffic safety initiatives to enhance world health, and reduce deaths and injuries by traffic accidents.
- Noted from the report from the World Health Organization, Geneva, 2004. "World report on road traffic injury prevention": Road traffic injuries are a major but neglected public health challenge that requires concerted efforts for effective and sustainable prevention. Of all the systems with which people have to deal every day, road traffic systems are the most complex and the most dangerous. Worldwide, an estimated 1.2 million people are killed in road crashes each year and as many as 50 million are injured. Projections indicate that these figures will increase by about 65% over the next 20 years unless there is new commitment to prevention.
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PURPOSE: to present a mid-term review of the European Road Safety Action Programme.
CONTENT: both the 2001 Transport White Paper and the European Road Action programme, adopted in 2003, have set a target of halving the number of road fatalities in the EU by 2010 (today more than 40.000 deaths in traffic per year). Key to achieving this target is the concept of "shared responsibility". In accordance with this principle, action has been taken at a local level (roads have been made safer); at an individual level (encouraging more responsible behaviour) at an industry level (safer vehicles in response to consumer demand) and at a Community level.
- Noted that demands for effective logistics increases constantly. This means that the carriers have to develop their processes and their management systems to be able to deliver traffic safe and environmental sustainable transports. Carriers also have to be able to transport humans and goods in several transportation systems which means there is a need for a common MSS in several transportation systems.
- Noted that focus on road safety standard for products within road transportation systems is increasing e.g. EuroNCAP, USNCAP, AUSNCAP, EuroRAP, AUSRAP, iRAP.

- Noted that there is a fast development of new safety systems based on information technology. It is necessary for service providers, industry, government, suppliers etc. to keep in step. Otherwise it will be confusing for users of the transportation system when some bodies provide them with modern technology and others with old. Or it will not be possible to take advantage of the safety benefits of the new products.
- Taken account of globally wide spread initiatives in road traffic safety, the need of harmonization has risen in order to systematize the knowledge of these efforts.
- Taken account of the work that is ongoing in Road Traffic Safety, locally, regionally and globally, by initiative of WHO, EU and national road authorities.
- Noted the opportunity to enhance the "compatibility" of the family of Management Systems by including the Road Traffic Safety dimension.

3.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; A.2.2 Affected parties

A.2.2a) Have all the affected parties been identified? For example:

- 1) organizations (of various types and sizes): the decision-makers within an organization who approve work to implement and achieve conformance to the MSS;
- 2) customers/end-users, i.e. individuals or parties that pay for or use a product (including service) from an organization;
- 3) Supplier organizations, e.g. producer, distributor, retailer or vendor of a product, or a provider of a service or information;
- 4) MSS service provider, e.g. MSS certification bodies, accreditation bodies or consultants;
- 5) regulatory bodies;
- 6) non-governmental organizations.

Yes, all categories of affected parties in question 2.2a) have been identified. They will be invited to participate in validation exercises, during the development of the RTS MSS.

There is a need to strengthen institutions and to create effective partnerships to deliver high road safety standard. Such partnerships should exist horizontally between different sectors of government and vertically between different levels of government, as well as between governments industry and nongovernmental organizations. In the government sector, this means establishing collaboration between sectors, including public health, transport, finance, law enforcement and other organizations concerned. In the industrial sector this means establishing collaboration between carriers, car industry, suppliers and other organizations concerned.

Note: The response to A.2.2b), is given in section 2 *Basic Information* above.

ISO Guide 72, Annex A; A.2.3 Need for an MSS

A.2.3a) What is the need? Does the need exist at a local, national, regional or global level? Does the need apply to developing countries? Does it apply to developed countries? What is the added value of having an ISO document (e.g. facilitating communication between organizations in different countries)?

Projections show that, between 2000 and 2020, road traffic deaths will decline by about 30% in high-income countries but increase substantially in low-income and middle-income countries. Without appropriate action, by 2020, road traffic injuries are predicted to be the third leading contributor to the global burden of disease and injury.

The economic cost of road crashes and injuries is estimated to be 1% of gross national product (GNP) in low-income countries, 1.5% in middle-income countries and 2% in high-income countries. The global cost is estimated to be US\$ 518 billion per year. Low-income and middle-income countries account for US\$ 65 billion, more than they receive in development assistance.

There is a need for a RTS MSS generic to all affected parties. This is necessary for being able to divide responsibility between organizations and at the same time being able to meet customer requirements on the road transport system. A generic RTS MSS makes it possible for developing countries to take benefit from safe products and best practice in developed countries. It will make it possible for several organizations to keep in mind what is necessary when new technology is introduced. The need exists at local, national, regional and global levels. Together it will speed up the development of the safety standard and will increase the possibilities to take advantage of new technology in all transport systems.

Humans and goods cross the borders. The number of organizations operation on the global market and at the same time delivering services and products being used in the road transport system are increasing. These global operators often co-operate with organizations on national and local level. This means there is a need for generic ISO MSS to be used by these organisations.

There is also a need to reduce costs. A generic RTS MSS reduces costs compared to a situation when an organization have to develop and use specialized RTS MSS.

Today there are many competing road traffic safety initiatives and system management standards at local, national, and regional levels. The issue of Traffic Safety is incoherent addressed in many categories such as quality, environment, and occupational health. There is a lack of road traffic safety management principles which have to be identified and used by top management in order to lead the organization towards systematic improved performance.

A.2.3b) Does the need exist for a number of sectors and is thus generic? If so, which ones? Does the need exist for small, medium or large organizations?

The need exists for all sectors, and all sizes of organization, and is generic. This is proven by the number of initiatives taken on all levels in many different sectors.

A.2.3c) Is the need important? Will the need continue? If yes, will the target date of completion for the proposed MSS satisfy this need? Are viable alternatives identified?

The need is important and will continue. The target date for completion (the 4th quarter of 2010) is a good balance between those seeking a standard now and those who want elaborate time to develop a standard of high quality with wide spread acceptance. It is also in accordance with the project timescales identified in the ISO/IEC Directives. Consequently, viable alternatives are not needed and have not been identified.

A.2.3d) Describe how the need and importance were determined. List the affected parties consulted and the major geographical or economical regions in which they are located.

The need and importance have been determined through:

- 1) Statistics WHO – China
- 2) Statistics and customer surveys; US, NZ, EU, SE
- 3) Swedish Road Authority, Swedish Work Environment Authority, SIDA
- 4) Carriers; TRB, Schenker, SÅ, Green Cargo, Transport buyers
- 5) Conferences; Road safety, ITS,

A.2.3e) Is there known or expected support for the proposed MSS? List those bodies that have indicated support. Is there known or expected opposition to the proposed MSS? List those bodies that have indicated opposition.

There is an expected support from all countries where there is a knowledge and awareness of the need to work systematic with traffic safety work. Examples are China, Japan, Australia, Holland, Israel, Great Britain and Norway

In addition to these countries there are several international organisations showing high interest in the area of harmonized international standards for improving traffic safety. These are the United Nations, World Health Organization and The World Bank.

The Swedish National Standards Body SIS aims to run the secretariat for this proposed project of RTS MSS together and by twinning with a developing country. In this case, if appropriate, this country can be China. There is also a proposed chairman for this project:

Professor, Dr Med. Sc Claes Tingvall
Director of Traffic Safety
Swedish Road Administration

Opposition might arise from parties not familiar with management systems and the benefits of a structural approach for continuous improvements.

ISO Guide 72, Annex A; A.2.5 Value of an MSS

A.2.5.1 Value to an organization implementing the MSS

A.2.5.1a) What are the expected benefits and costs to organizations, differentiated for small, medium and large organizations if applicable?

The economic cost of road crashes and injuries is estimated to be 1% of gross national product (GNP) in low-income countries, 1.5% in middle-income countries and 2% in high-income countries. The global cost is estimated to be US\$ 518 billion per year. Low-income and middle-income countries account for US\$ 65 billion, more than they receive in development assistance.

Benefits and costs probably similar to the use of ISO 9001 and ISO 14001.

A survey of organisations with implemented local road traffic safety management systems show that there are a wide variety of benefits to organizations in using the standards, including:

- Increased performance
- Improved customer satisfaction
- Improved customer commitment
- Increased management commitment
- More effective management reviews
- Increased supplier performance
- Improved supplier commitment
- The use of data as a business management tool

Other benefit have been identified:

- A high, uniform and consistent transport quality (as influence of incidents and accidents decreases)
- Improved possibilities to take advantage of intelligent technology

- Increased possibilities to identify, agree and focus on the responsibility for the organization within the field of road traffic safety
- Lower costs for injuries, damage, accidents and incidents

The costs to organizations in using the standards include:

- risk analysis
- process design
- process implementation
- process and customer satisfaction measurements
- system and process documentation
- employee training.

These benefits and costs are applicable to all sizes of organization. It is considered that the benefits considerably outweigh the costs to an organization.

A.2.5.1b) Describe how the benefits and the costs were determined. Provide available information on geographic or economic focus, industry sector and size of the organization. Provide information on the sources consulted and their basis (e.g. proven practices), premises, assumptions and conditions (e.g. speculative or theoretical), and other pertinent information.

The benefits and cost have been determined by help of surveys to organisations which have been using SIS/EN standard.

Note: For the responses to questions A.2.5.1c), and A.2.5.1d), see section 7 below.

A.2.5.2 Value to other affected parties

A.2.5.2a) What are the expected benefits and costs to other affected parties (including developing countries)?

Affected parties benefit through:

- reduced costs trough reduced number of road traffic injuries, accidents and incidents (logistic costs)
- society costs
- cost for insurance
- the establishment of a worldwide body of knowledge
- the sharing of best practice
- the establishment of peer review and other monitoring systems to ensure that the provision of training, certification and accreditation services are of a reasonable standard and are universally applied.
- the establishment of formal complaints handling processes by the certification and accreditation bodies

The costs that other affected parties experience are lower using RTS MSS than they would be in developing and implementing their own standards, which would add additional development, implementation and training costs in addition to the costs their industries would pay for not complying with a major international road traffic safety management standard.

A.2.5.2b) Describe how the benefits and the costs were determined. Provide any information regarding the affected parties indicated.

A.2.5.2c) What will be the expected value to society?

- A reduction of deaths and/or injuries caused by road traffic, with reduction of social welfare costs and costs for health care.
- Social stability in developing countries as the breadwinner often is the one who is most exposed to risks in the transport system and there are no social insurance supporting families being hard-stricken.
- A reduction of cargo damage and transport delays, promoting efficient logistics and world trade.
- A reduction in the number of different road traffic safety programmes, allowing organizations to focus the use of their resources in a more effective and efficient manner.
- A common understanding of the issue Traffic Safety, thus promoting more efficient harmonized actions from different sectors.

ISO Guide 72, Annex A; A.2.8 Other risk factors

Have any other risks been identified (e.g. timeliness or unintended consequences to a specific business)?

There is a potential timeliness conflict between those organizations ready to implement a RTS MSS, and those organizations which would like to see a slower development. However, it is considered that the expected target date for completion, the 4th quarter of 2010, hopefully will be satisfactory to both groups.

Additionally, ISO has indicated that it wishes to see improvements in compatibility between the MSS. A RTS MSS will contribute to strengthening the principle of a structural approach, working with relevant aspects and continuous improvement, thus promoting the essence of MSS.

4. Principle 2

Compatibility	Compatibility between various MSSs and within an MSS family should be maintained.
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4.1 "Compatibility" of the RTS MSS

An initiative in Road Traffic Safety must work closely with ISO TC 207, ISO TC 176 and other ISO and IEC TCs, and Liaison partners, to ensure compatibility between the family of Management System Standards. Such activities of co-ordination are vital in an upcoming development process.

4.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; 2.7 Risk of incompatibility, redundancy and proliferation

A.2.7a) Is there potential overlap or conflict with other existing or planned ISO or non-ISO international standards, or those at the national or regional level? Are there other public or private actions, guidance, requirements and regulations that seek to address the identified need, such as technical papers, proven practices, academic or professional studies, or any other body of knowledge?

Where there is overlap with other management system standards (e.g. ISO 9001 and ISO 14001), on general management system issues (e.g. control of documentation), the TC for RTS MSS must work to ensure that there is full compatibility between the standards.

There are many other national and regional initiatives, technical papers, proven practices, academic studies, or other bodies of knowledge in the field of road traffic safety and traffic safety management. Through necessary liaison arrangements, and through the inherent knowledge of its participating experts, TC for RTS MSS must ensure that such initiatives are taken account of during the development of its standards.

Interviews show that a majority of organizations working with road traffic safety management, already try to integrate these issues with other management systems.

A.2.7b) Is the MSS or the related conformity assessment activities (e.g. audits, certifications) likely to add to, replace all or parts of, harmonize and simplify, duplicate or repeat, conflict with, or detract from the existing activities identified above? What steps are being considered to ensure compatibility, resolve conflict or avoid duplication?

TS MSS, and the associated conformity assessment activities are likely to add to, replace (all or parts of), harmonize and simplify, duplicate or repeat some of the activities identified above, but it is unlikely to be in conflict with or detract from them. Through its liaison arrangements, and through the inherent knowledge of its participating experts, TC for RTS MSS must ensure that such initiatives are taken account of during the development of its standards.

A.2.7c) Is the proposed MSS likely to promote or stem proliferation of MSSs at the national or regional level, or by industry sectors?

Hopefully the development of RTS MSS will help stem the proliferation of MSSs. Great effort must be made to develop generic road traffic safety management system standards written in non-technical management language to reduce the need for sector interpretations.

5. Principle 3

Ease of use	It should be ensured that the user can easily implement one or more MSS.
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5.1 "Ease of Use" of the development of RTS MSS

TC for RTS MMS must work closely with their liaison partners to achieve the objective of "compatibility" between the RTS MSS and other management system standards and programmes, such as ISO 14000 and 9000, to enable users to implement one or more MSS. In some instances there has been intense activity and exchange of experts during the development of the respective standards (e.g. with ISO/TC 207 for the ISO 14000 series of environmental management system standards and with ISO/TC 176 for the ISO 9000 series). Hopefully these efforts will continue during the development of the RTS MSS.

See also section 9 below, concerning the principle "Easily Understood".

5.2 Response to relevant ISO Guide 72, Annex A questions

No questions were found to be relevant to this principle.

6. Principle 4

Topic coverage	An MSS should have sufficient application coverage to eliminate or minimize the need for sector-specific variances.
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6.1 "Topic coverage" of the RTS MSS

It is intended that the developed standard will remain generic and be applicable to all sizes and types of organization operating in any sector. This will require that the standard has sufficient application coverage to eliminate or minimize the need for sector-specific variances. However, where a sector advises that it is unable to move towards the generic standards, it would be advisable to continue to promote RTS MSS as the core of the sector specific road traffic safety management system standard, and to provide the sector with support in its activities. A Task Group can be established with the remit of addressing sector specific concerns.

6.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; A.2.4 Sector-specific MSS proposals

A.2.4a) Is the MSS for a single specific sector?

No, the standards will be generic, addressing all sectors.

A.2.4b) Will the MSS reference or incorporate an existing, non-industry-specific ISO MSS (e.g. from the ISO 9000 series of quality management standards)? If yes, will the development of the MSS conform to the ISO/IEC Sector Policy (see 6.8.2 of ISO/IEC Directives, Part 2, 2001), and any other relevant policy and guidance procedures (e.g. those that may be made available by a relevant ISO technical committee)?

The standards are part of the MSS family with reference to ISO 14000 series of environment management standards and ISO 9000 series of quality management standards.

A.2.4c) What steps have been taken to remove or minimize the need for particular sector-specific deviations from a generic MSS?

TC RTS MSS will enter into a wide range of sector liaison arrangements. There is an awareness of the need for a generic MSS. A wide range of sector experts will be involved in the development of the standard. This is on order to accommodate their particular requirements within the generic standards. This will prevent the need for sector specific documents. Also the standards will be written in management language with a minimum of technical road traffic safety terminology.

7. Principle 5

Flexibility	An MSS should be applicable to organizations in all relevant sectors and cultures and of every size. An MSS should not prevent organizations from competitively adding to or differentiating from others, or enhancing their management systems beyond the standard.
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7.1 "Flexibility" of the RTS MSS

It is intended that RTS MSS will be generic and applicable to organizations in all relevant sectors and cultures and of organizations of every size.

TS MSS will include "continual improvement" as a core concept, and encourage organizations to add to, differentiate and innovate in the development of their management systems to a more mature level of business excellence.

7.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; A.2.5 Value of an MSS

A.2.5.1c) Will the MSS allow an organization competitively to add to, differentiate or encourage innovation of its management system beyond the standard?

It is intended that RTS MSS will be a generic standard that encourage organizations to competitively add to, or differentiate, or innovate their management systems beyond the standards. Starting in a generic RTS MSS initiative to go beyond the standard and when such initiatives are successful the result will be seen in form of quicker reduction of injuries, accidents and incidents. Such result will be a strong motivating factor to learn from experiences and will encourage innovation of management systems.

8. Principle 6

Technically sound basis	An MSS should be based on proven management practices or existing scientifically validated and relevant data.
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8.1 "Technically sound basis" of the RTS MSS

The basic principles of management systems, as employed in the ISO 14000 and ISO 9000 family of standards, have their roots in the early quality control methodologies of the 1920s and have been under development and advancement ever since. This is especially the case for the focus on the management of processes.

The widespread use of the ISO 9000 standards, as recorded through ISO's ISO 9001 and ISO 14001 Certificates Survey, indicates that the use of this process approach is now very widespread, and should form base for a new RTS MSS.

The health sector has an important role to play in establishing data systems on injuries and the effectiveness of interventions, and the communication of these data to a wider audience.

Validation studies with users of traffic safety standards and programs will be performed during the development of the RTS MSS to ensure that the standards are based on validated and relevant data. There is a lot of knowledge and experience to take advantage of.

8.2 Response to relevant ISO Guide 72, Annex A questions

No questions were found to be relevant to this principle.

9. Principle 7

Easily understood	An MSS should be easily understood, unambiguous, free from cultural bias, easily translatable, and applicable to businesses in general.
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9.1 "Easily Understood" of the RTS MSS

One of the primary objectives is that the standards can be applicable to both authorities and businesses in general, and that they should be easy to understand and apply. Formal "validation" programmes with users of the standards can be instigated to test the achievement of this objective.

TC RTS MSS should strive for a wide representation from many Member Bodies and different stakeholder groups. This diversity can ensure that the standard is free from cultural bias, and is translatable. During the development of the year 2000 editions of ISO 9001 and ISO 9004, respondents were specifically requested to identify text where they had encountered translation difficulties, and to make suggestions for improvement. A similar approach is envisioned for the development of RTS (Road Traffic Safety) MSS.

Experiences from presentations and discussions world wide indicate that there are core RTS principles which are easy to understand. There is a need for guidance and standards for the implementation and this will be given by help of the RTS MSS. When these principles are more widely implemented it will be easy to understand what the core is and what is the adaptation to the cultural framework.

9.2 Response to relevant ISO Guide 72, Annex A questions

No questions were found to be relevant to this principle.

10. Principle 8

Free trade	An MSS should permit the free trade of goods and services in line with the principles included in the WTO Agreement on Technical Barriers to Trade.
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10.1 "Free trade" of the RTS MSS

The ISO 9001 and ISO 9004 have already improved the free trade of goods and services, through the removal or harmonization of competing national standards on quality management. RTS MSS will equally contribute to improve the free trade.

Humans and goods cross the borders. The number of organizations operation on the global market and at the same time delivering services and products being used in the road transport system are increasing. These global operators often co-operate with organizations on national and local level. This means there is a need for generic ISO MSS to be used by these organisations.

It is intended that the development of RTS MSS will enable greater use of the standards, and the consequent removal of further obstacles to free trade.

10.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; A.2.6 Risk of trade barriers

A.2.6a) How would the MSS facilitate or impact global trade? Could the MSS create or prevent a technical barrier to trade?

By reducing the number of different national or regional traffic safety programmes, RTS MSS can facilitate global trade, and remove technical barriers to trade.

A.2.6b) Could the MSS create or prevent a technical barrier to trade for small, medium or large organizations?

RTS MSS can prevent technical barriers to trade for all sizes of organization.

A.2.6c) Could the MSS create or prevent a technical barrier to trade for developing or developed countries?

RTS MSS can prevent technical barriers to trade for both developing and developed countries.

A.2.6d) If the proposed MSS is intended to be used in government regulations, is it likely to add to, duplicate, replace, enhance or support existing governmental regulations?

Compliance to RTS MSS can be accepted as demonstration of compliance with regulatory requirements, so the standard may be deemed to be replacing or supporting governmental regulations.

11. Principle 9

Applicability of conformity	The market need for first-, second- or third-party conformity assessment, or any assessment combination thereof, should be assessed. The resulting MSS should clearly address the suitability of use for conformity assessment in its scope. An MSS should facilitate joint audits.
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11.1 "Applicability of conformity" of the RTS MSS

The Scope is explicit about the suitability for use of the standards for conformity assessment purposes (see section 2 above).

Surveys show a continuing demand for third-party conformity assessment systems. This need will be met through the availability of the RTS MSS. Little direct data are available to define market demand for first or second party conformity assessment systems; however, RTS MSS may be used for both situations.

Consultation with other TC during the development of RTS MSS will ensure that it will be compatible with ISO 14001 and ISO 9001 to facilitate joint audits. Liaisons with other ISO and IEC TCs, and Liaison partners, will also seek to ensure that RTS MSS will facilitate joint audits with other MSS.

11.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; A.2.5 Value of an MSS

A.2.5.1 Value to an organization implementing the MSS

A.2.5.1d) If the intended use is for contractual or regulatory purposes, what are the potential methods to demonstrate conformance (e.g. first party, second party or third party)? Does the MSS enable organizations to be flexible in choosing the method of demonstrating conformance, and to accommodate for changes in its operations, management, physical locations and equipment?

Conformance to RTS MSS may be demonstrated either through first, second or third party assessment systems, such as audits or self-assessment programmes. The standard allows organizations to be flexible in choosing their methods of demonstrating conformance, and is able to accommodate changes in operations, management, physical locations and equipment.

A.2.5.1e) If third-party registration/certification is a potential option, what are the anticipated benefits and costs to the organization? Will the MSS facilitate joint audits with other management system standards or promote parallel assessments?

For RTS MSS the primary benefits of third party certification include:

- Increased customer and governmental confidence, due to the independence of the certification audits
- reductions in second party quality audits, leading to cost savings
- improved communications on traffic safety management to customers and suppliers
- improved efficiency as the global infrastructure expands, e.g. through the provision of standardized auditor training courses, the availability of knowledgeable and experienced consultants, a diversity of certification bodies etc.

The costs of third-party registration/certification include:

- employee training
- audit preparation costs
- audit costs
- registration fees.

The liaison arrangements with other TCs or other external organizations, will ensure that RTS MSS is fully compatible with as many other MSS as possible, to enable joint audits wherever possible.

12. Principle 10

Exclusions	An MSS should not include directly related product (including services) specifications, test methods, performance levels (i.e. setting of limits) or other forms of standardization for products produced by the implementing organization.
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12.1 "Exclusions" of the RTS MSS

The standards only focus on issues related to road traffic safety management systems and do not include product specifications, product test methods, product performance levels, or other forms of guidance or requirements directly related to products produced or provided by the implementing organization.

12.2 Response to relevant ISO Guide 72, Annex A questions

ISO Guide 72, Annex A; A.2.1 Basic information on the MSS proposal

A.2.1c) Does the proposed purpose or scope include product (including service) specifications, product test methods, product performance levels, or other forms of guidance or requirements directly related to products produced or provided by the implementing organization?

No, the standards only focus on issues related to road traffic safety management systems and do not include product specifications, product test methods, product performance levels, or other forms of guidance or requirements directly related to products produced or provided by the implementing organization.

Annex 1 - Listing of supporting reference materials and data sources

World Health Organization, Geneva, 2004

“World report on road traffic injury prevention”:

Recommended actions

Recommendation 1: Identify a lead agency in government to guide the national road traffic safety effort.

Each country needs a lead agency on road safety, with the authority and responsibility to make decisions, control resources and coordinate efforts by all sectors of government

Recommendation 2: Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country.

Possible sources of data include: police; health ministry and health care settings; transport ministries; insurance firms; motor vehicle manufacturing companies; and government agencies collecting data for national planning and development. However, the accuracy, consistency and thoroughness of these data should be assessed before making use of them.

Information systems on road traffic deaths and injuries should be simple and cost-effective to implement, appropriate to the skill levels of the staff using them, and consistent with national and international standards. Standards that could be easily and profitably adopted include: the use of the 30 day traffic fatality definition; the International Statistical Classification of Diseases and Related Health Problems; the International Classification of External Causes of Injury (ICECI); and the Injury Surveillance and Survey guidelines developed by WHO and its collaborating centres.

Recommendation 3: Prepare a national road safety strategy and plan of action

Recommendation 4: Allocate financial and human resources to address the problem

Information from other countries on their experience with various interventions can help a government in assessing the costs against the benefits of specific interventions and set priorities based on which interventions are likely to be the best investment of scarce financial and human resources.

Recommendation 5: Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions

Recommendation 6: Support the development of national capacity and international cooperation

Produce and implement a global plan for road safety.