1. Marc Shotten and Adrian Walsh opened the meeting describing the progress on the online portal for the Knowledge Repository of Road Safety Management Documents. The repository will be operated by IRF Geneva and supported by an initial grant from the Global Road Safety Facility (GRSF).

2. The group provided guidance and feedback on the site and discussed how to vet materials for the site including relevance and scope for:
   - Types of documents
   - Updating links
   - Ensuring docs fall under road safety management
   - Links to other pillar publications
   - Plans to populate future materials

3. The group heard presentations on potential materials from Global NCAP and ISO39001 as case studies on whether or not materials would make the cut for the site.

4. The Group discussed linking training modules and courses in road safety management; for the latter this would depend on IRF/WHO rules and this will be discussed for consideration.

5. The Group also noted that when possible, it should not link materials requiring payment (e.g. some IRTAD/ITF docs are not free within the first years of publication).

6. In-between now and the next meeting the site will be finalized for beta-testing and members will be able to comment on content.

7. The Group also will finalize a plan to reach out to the other WGs to ensure relevant docs are collected for inclusion.

8. Finally, Group agreed to highlight a calendar of events and build opportunities to use WG members to discuss road safety management at future meetings for example of the development banks, or major conferences in order to increase the visibility of the topic. Work will start on this in January 2017.
GLOBAL NCAP

#NOZEROSTARCARS

JESSICA TRUONG – PROGRAMMES DIRECTOR & ASIA PACIFIC COORDINATOR
NCAP For Safer Cars...Worldwide

Promote a market for safety by raising awareness of the car buying public and encouraging manufacturers to build safer vehicles.
Advocate for:

• stronger consumer information

• universal application of UN minimum standards for crash protection and avoidance
# Road Map for Safer Cars 2020

<table>
<thead>
<tr>
<th>Road Map for Safer Vehicles 2020 UN Regulations* for:</th>
<th>All New Vehicles Produced or Imported</th>
<th>All Vehicles Produced or Imported</th>
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<tr>
<td><strong>CRASH TESTS</strong></td>
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<td>Side Impact (No.95)</td>
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<td><strong>SEAT BELTS</strong></td>
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<td>Seat Belt &amp; Anchorages (No.14 &amp; 16)</td>
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<td>Electronic Stability Control (No. 13H / GTR. 8)</td>
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<td>2020</td>
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<td><strong>PEDESTRIAN SAFETY</strong></td>
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<td>Pedestrian Protection (No.127 / GTR. 9)</td>
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<td><strong>ANTI-LOCK BRAKES</strong></td>
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<td>Motorcycle Anti-Lock Brakes (No. 78 / GTR. 3)</td>
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<td><strong>AUTONOMOUS EMERGENCY BRAKING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Autonomous Emergency Braking Systems</td>
<td>Highly Recommended</td>
<td>Highly Recommended</td>
</tr>
</tbody>
</table>

*or equivalent national standards such as US FMVSSs
The importance of fleet decisions

- Duty of care & OHS
- Reducing the likelihood of crashes
- Corporate social responsibility
- Supporting the aims of the UN Decade of Action for Road Safety/Global Goals/ ISO standard for *Road Traffic Safety Management System* (ISO 39001)
[Company Name] is committed to providing a safe workplace for all employees and ensuring that a safety culture permeates the organisation. Accordingly, Management undertakes to purchase and/or lease the safest available vehicles within reasonable bounds of affordability. This policy will apply to all cars purchased and/or leased by [Company Name] including pool and company vehicles.

The basic requirements for [Company Name] are:

- Wherever possible, choose a five star car (and never less than four stars) as rated by a recognised New Car Assessment Programme and,
- Obtain confirmation from the manufacturer that the vehicle passes the latest version of the following United Nations (UN) vehicle safety regulations (or equivalent United States Federal Motor Vehicle Safety Standards [FMVSS]).

A. Mandatory Requirements [For immediate application as the minimum safety requirements]

- Electronic stability control – UN Regulation 13-H/GTR 8 or FMVSS 126
- Seat belt anchorages – UN Regulation 14 or FMVSS 210
- Safety belts and restraint systems – UN Regulation 16 or FMVSS 209
- Frontal collision protection – UN Regulation 94 or FMVSS 208
- Side collision protection – UN Regulation 95 or FMVSS 214

B. Highly Recommended Requirements [Highly recommended for purchase or lease if available]

- Pedestrian safety – UN Regulation 127/GTR 9
- Autonomous emergency braking
Fleet Safety Guidelines and Safer Car Purchasing Policy
2016 - 2017

• Wherever possible, choose a five star car (and never less than four stars) as rated by a recognised New Car Assessment Programme and,
Mandatory Requirements

- Electronic stability control – UN Regulation 13-H/GTR 8 or FMVSS 126
- Seat belt anchorages – UN Regulation 14 or FMVSS 210
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- Frontal collision protection – UN Regulation 94 or FMVSS 208
- Side collision protection – UN Regulation 95 or FMVSS 214
Fleet Safety Guidelines and Safer Car Purchasing Policy 2016 - 2017

Highly Recommended Requirements

- Pedestrian safety – UN Regulation 127/GTR 9
- Autonomous emergency braking
ISO 39001:2012 – Road traffic safety management system standard
UNRSC, Geneva November 2016

Peter Hartzell, SIS – Swedish Standards Institute
Secretary ISO/TC 241 – Road traffic safety management systems
ISO 39001:2012

Benefits with a management system standard:

- Manage your organization (business and RTS)
- Improvement process
- Faster and safer process flow
- Better quality
- Market confidence
PDCA Concept for ISO 39001

1. Identify the impact organization can have on RTS
2. Establish leadership commitment
3. Identify risks and opportunities
4. Set RTS Performance and Policy

Act

Do

Plan

Check

- Improve the RTS management system on continual basis
- Monitor and evaluate RTS performance
- Perform internal audit and management review
- Perform RTS MS as planned
- Ensure adequate training and competencies
- Be prepared with emergency response plan

2016-11-18
RTS Performance Factors

- The heart of RTS MS
- Identify and prioritize
  - Risk exposure factor (distance, volume, product/services provided)
  - Final safety outcome factors (i.e. number of KSI)
  - Intermediate safety performance factor (safe planning, road design, PSE, fitness, journey management, post-crash response)

- **KSI**: Killed and Seriously Injured
- **PSE**: Personal Safety Equipment
Benefits of ISO 39001 implementation

- Reduction in KSI
- Increased transparency of RTS work
- Improve the company brand
- Cost reductions related to traffic crashes
- Increased trust from the public and society
- Improved customer confidence (distinction from competitors)
- Improved standardization of work and communication
- Reduction in insurance/premium fees and costs
- Improved employee satisfaction (safer work conditions/OHSAS)
- Better focus and commitment to abiding to traffic rules
- Opportunity to validate that the organization’s MS, processes and activities are in line with globally recognised standards
Organisational structure and culture with management system standard ISO 39001

- Leadership engagement and support
- Create structure
- Support fact-based decisions
- Competence and training programs
- A focused corporate RTS culture and program
- Meet requirements and targets
- Enable continuous improvements
- Genuine ownership of the RTS program
  - clear and measurable benefits and results
- Long-term commitment
- Direct link with strategic goals and objectives
- Close relation with products, services and processes
- Clear and continuous communication with management, staff and customers (and other interested parties)
Thank you for your attention!
For more information, please contact:

ISO/TC 241 Secretariat
Peter Hartzell, peter.hartzell@sis.se

Phone: +46-8-555 520 29
Mobile phone: +46-707-64 56 99

www.sis.se