
**Road traffic safety — Good practices
for implementing commuting safety
management**

*Sécurité routière — Bonnes pratiques pour la mise en œuvre du
management de la sécurité des trajets journaliers*

iTeh Standards
(<https://standards.iteh.ai>)
Document Preview

[ISO 39002:2020](https://standards.iteh.ai/catalog/standards/iso/614bf5a1-0c6f-4a32-9cb3-b7e6b76f5b8c/iso-39002-2020)

<https://standards.iteh.ai/catalog/standards/iso/614bf5a1-0c6f-4a32-9cb3-b7e6b76f5b8c/iso-39002-2020>



iTeh Standards
(<https://standards.iteh.ai>)
Document Preview

[ISO 39002:2020](https://standards.iteh.ai/catalog/standards/iso/614bf5a1-0c6f-4a32-9cb3-b7e6b76f5b8c/iso-39002-2020)

<https://standards.iteh.ai/catalog/standards/iso/614bf5a1-0c6f-4a32-9cb3-b7e6b76f5b8c/iso-39002-2020>



COPYRIGHT PROTECTED DOCUMENT

© ISO 2020

All rights reserved. Unless otherwise specified, or required in the context of its implementation, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Fax: +41 22 749 09 47
Email: copyright@iso.org
Website: www.iso.org

Published in Switzerland

Contents

Page

Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Factors affecting commuting crashes	1
4.1 Road users.....	2
4.2 Vehicles.....	3
4.3 Road and environment.....	3
5 Roles and responsibility	4
5.1 Organization.....	4
5.2 Employees/students.....	4
5.3 Government agencies and interested parties.....	4
6 Good practices recommendations	5
6.1 General.....	5
6.1.1 Commitment to incorporate commuting safety management in RTS Policy.....	5
6.1.2 Commuting incident report and investigation including near miss.....	5
6.1.3 Journey and risk management.....	6
6.1.4 Family safety reminder.....	6
6.1.5 Vehicle inspection.....	7
6.1.6 Consequence management.....	8
6.1.7 Health and fitness to ride/drive.....	8
6.1.8 Periodic campaign and awareness on road safety.....	9
6.1.9 Training.....	9
6.1.10 Engagement with government and interested parties.....	10
6.1.11 Crash response plan.....	11
6.1.12 Commuting incident management review.....	11
6.2 Further good practices.....	11
6.2.1 Organizational commuting profile.....	11
6.2.2 Incentives for participation in commuting safety programmes and initiatives.....	11
6.2.3 Additional benefits.....	12
6.2.4 Alternative working arrangement.....	12
6.2.5 Rest facilities.....	13
6.2.6 Managing work shifts.....	13
6.2.7 Community-based programmes (CBP) and corporate social responsibility (CSR).....	13
6.2.8 Work assignment after commuting crashes.....	13
Annex A (informative) Example of road hazard mapping	14
Annex B (informative) Examples of the family safety reminder card and road safety pledge	20
Annex C (informative) Examples of periodic vehicle inspection checklist and record	23
Annex D (informative) Sample safe driver training content	26
Bibliography	28

Foreword

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

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 241, *Road traffic safety management systems*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

<https://standards.iteh.ai/catalog/standards/iso/614bf5a1-0c6f-4a32-9cb3-b7e6b76f5b8c/iso-39002-2020>

Introduction

0.1 General

The high proportion of road traffic crashes involving commuting, in many countries, is a global concern. Organizations should take proactive actions to improve safe commuting on roads. This principle is applicable to any organization to help it protect commuters including vulnerable road users (VRU).

Organizations can influence and inculcate road safety culture among their employees/students. They can also help to minimize commuting crashes through the provision of adequate and relevant policies, processes and training on road safety, use of safer modes of transport and vehicles, and planning of safe journeys. A systematic assessment should also be developed for assessing commuting crash prevention and initiatives to ensure their effectiveness.

There is also a need to emphasize extensive commuting safety management outreach programmes. Organizations should be fully committed in building a 'safety first' culture, which will consequently promote the prevention of commuting crashes.

It is recognized that implementation of this document could deliver societal, environmental and economic benefits to the organization in addition to the safety deliverables addressed therein.

This document gives guidelines for good practices that can be adopted by organizations around the world to manage their commuting safety management with a systematic and flexible approach while at the same time ensuring continual improvement to their practices and systems. It highlights measures and initiatives that can be taken to mitigate commuting risks. Organizations are encouraged to adopt as many good practices as possible in this document.

0.2 Concept of implementing good practices for commuting safety management

This document recognizes the use of an iterative Plan-Do-Check-Act (PDCA) approach to guide organizations toward achieving maximum commuting safety management results (see [Figure 1](#)).

Plan: Establish objectives and targets on commuting safety management in accordance with the organization's policy under top management's leadership and commitment and plan the processes necessary to achieve them.

Do: Ensure that sufficient capacity and resources are provided and implement the processes for commuting safety management as planned.

Check: Monitor and measure the process performance against objectives and targets and identify the opportunities for continual improvement.

Act: Take actions to continually improve process performance with the aim of reducing the incidence and risk of death and serious injuries in road crashes.