
Guidance for accreditation

Road traffic safety (RTS) management systems ISO 39001:2012

Foreword

The accreditation of certification bodies that certify Road Traffic Safety (RTS) Management Systems ISO 39001:2012 is based on STAFS 2020:1, ISO/IEC 17021:2015.

Introduction

Certification bodies may apply for accreditation within the following competences. These competences are based on the classification in ISO 39001:2012 annex A.4.1.

- b) Goods and passenger transport in the road traffic system carried out by the organization, or contracted to other organizations.
 - 1. An organization that carry out transport, e.g. truck or bus companies
 - 2. An organization that mediates, procures or buys transport of goods or passengers, e.g. truck centrals, purchasers of public transport and school bus, goods production organizations
- c) Activities that generate traffic to and from locations controlled or influenced by the organization such as supermarket, schools, and locations with many visitors
- d) Service delivery and products for the road traffic system, such as transport service, management, planning, design, construction and maintaining infrastructure, activities that are conducted on an ongoing basis of an emergency nature like ambulance, salvor and traffic and legislative activities.

The following competence shall always form the basis for an accreditation as this affects all organisations.

- a) Employees' use of road transport to and from work, or during work, in public transport or private vehicles as passengers or drivers, and as pedestrians or cyclists.

Competence (§ 7.1, ISO/IEC 17021-1:2015)

Auditors who audits management system for road safety should have knowledge and skills according to SIS-ISO/IEC TS 17021-7:2014:

Assessment of compliance – Requirements on bodies who audits and certifies management systems – Part 7: Competence requirements for audit and certification of management systems for road safety (ISO/IEC TS 17021-7:2014, IDT)

Calculation of mandays (§ 9.1.4, ISO/IEC 17021-1:2015)

Effective number of personnel	Audit time Stage 1 + stage 2 (days)
1-5	2
6-10	3
11-25	4
26-65	5
66-125	7
126-275	9
276-625	11
626-1550	14
1551-3450	16
3451-6800	18
>6800	Proportional increasing

Table 1: Guidelines for calculation of mandays

Aspects to take into account when calculating audit time:

- Complexity/activity categories and deviation in the activities
- Activity risks
- Number of activity sites, where also temporary sites shall be considered
- The organization's decision according to the requirements in the sections 4.1, 4.2 and 4.3 in SS-ISO 39000:2012
- Applicable parts of IAF MD5:2018

Considerations of the company's activities and conditions in the form of e.g. quantity of goods, distance travelled, number of passengers, number of trips, distance travelled and time spent in traffic, number of visitors/students, plant size and availability should be made when calculating mandays.

Combined audits may be performed according to IAF MD 11:2019.

Any audited temporary operating locations and facilities shall be identified.