



Social Responsibility in public transport

PROJECT FOR A GUIDE ON HOW TO USE ISO 26000

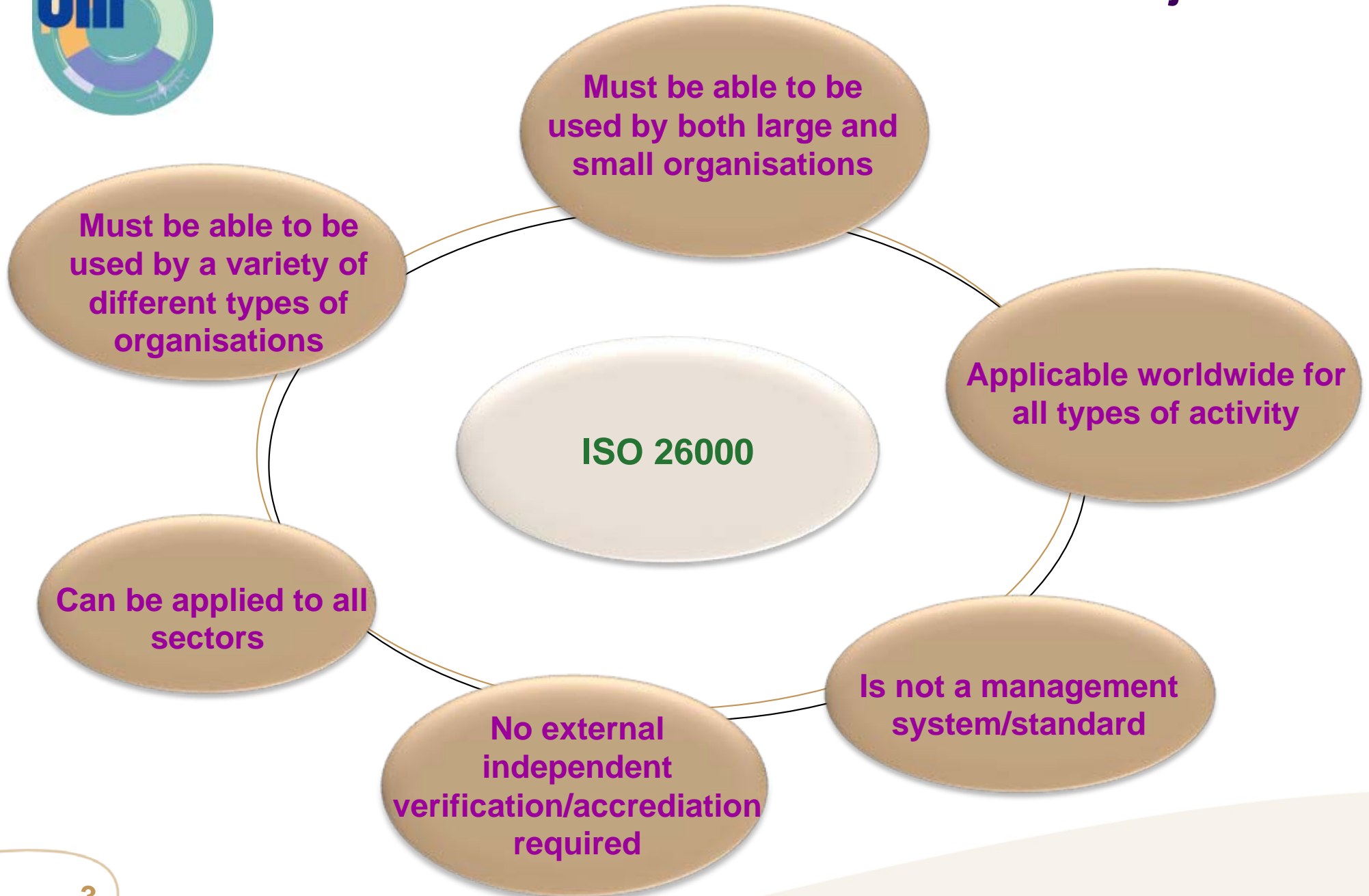
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1. Sustainable Development and Public Transport
2. ISO 26000
3. The project for a UITP implementation guide for the sector

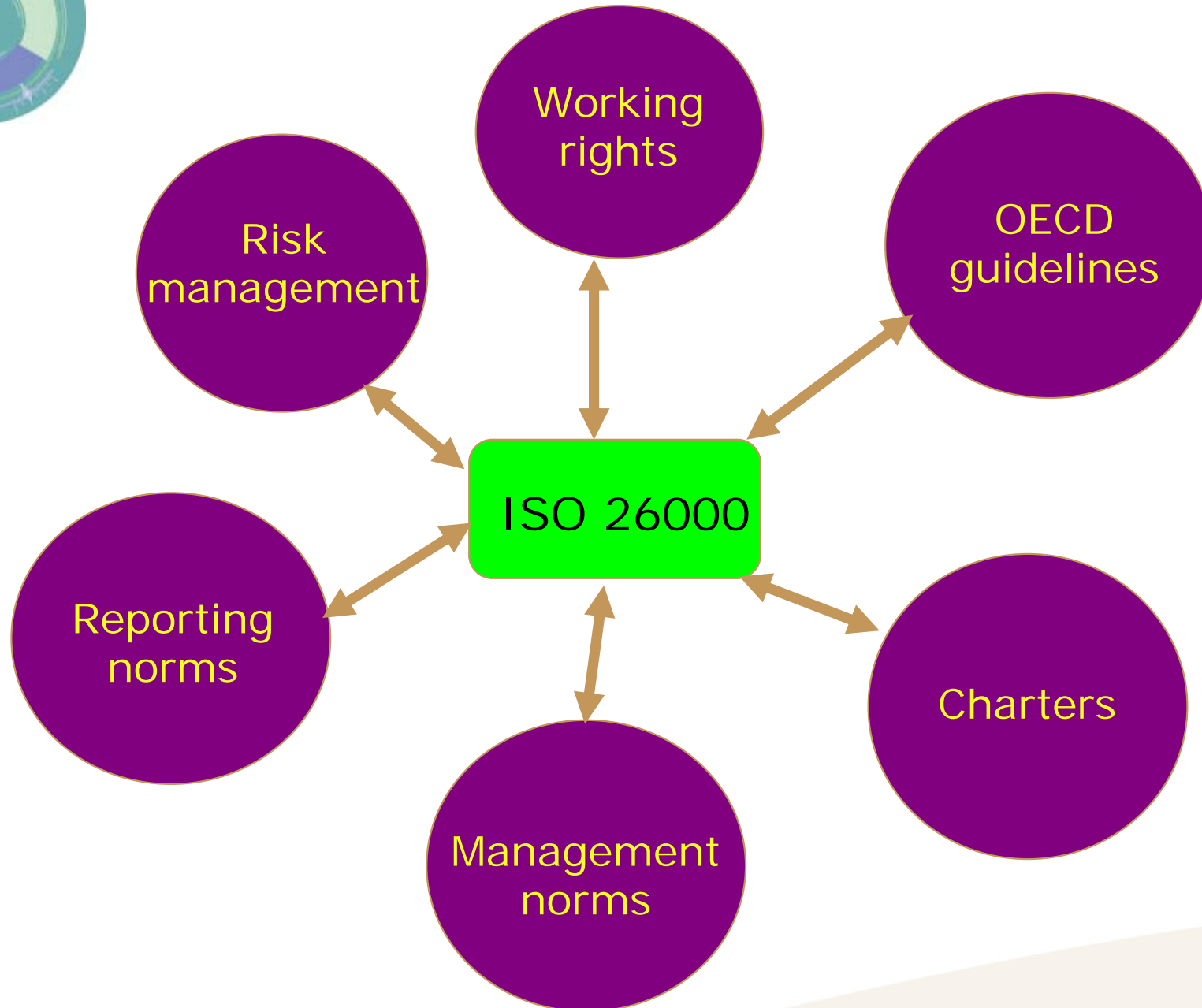


The FIRST international standard on this subject !





Coherent with other existing standards





Definition – ISO FDIS 26000

The responsibility of an organisation in respect to the impacts of its decisions and its activities on society, the environment demonstrated by transparency and ethics

Contributes to **sustainable development** that includes the societal health and well being.

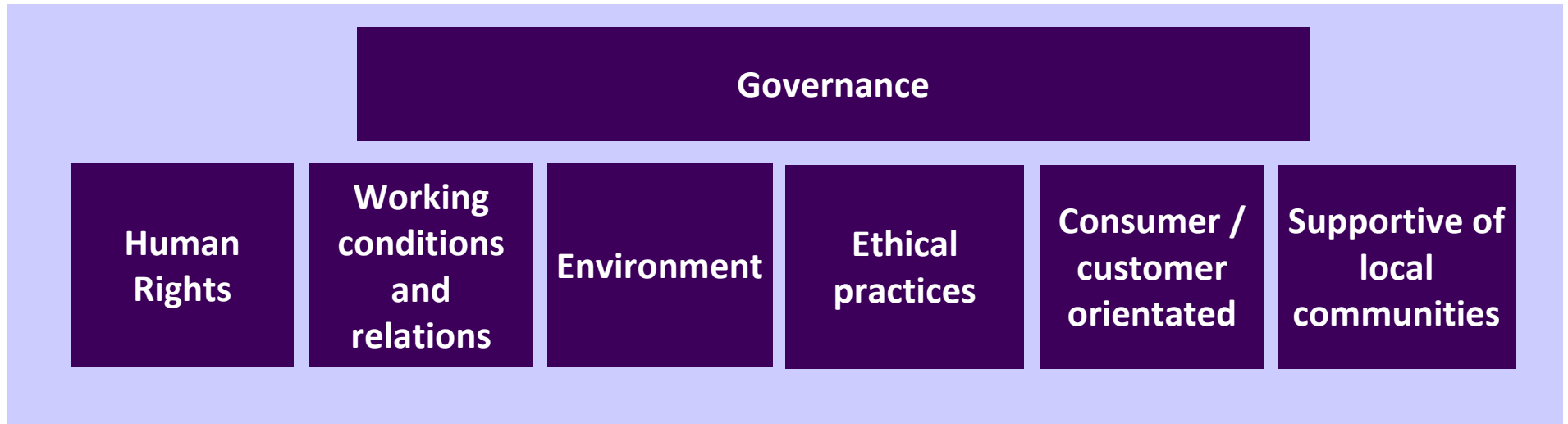
Takes **stakeholder** needs into account

Respects the **law** and is compatible with **international norms**

Integrated across the **whole organisation** and put into practice



7 central themes



A 'library' of themes to explore in about 40 different areas

A global approach integrating the economic dimension

Need to decide how best to go forward



The project for developing guidelines for the sector
with the support of UITP



Some first thoughts

- Knowledge about implementing management systems (ex ISO 9001, ISO 14001...)
- Workers right, conventions for the sector and social charters
- National and local programmes (eg Grenelle de l'environnement, France), good environmental practices, climate action plans...
- Other Charters
- Local initiatives, in partnership with local authorities
- Positioning and leadership of UTP (& UITP)
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Why do we need guidelines for the sector?

- National initiatives are starting (ex in France : AFNOR is taking the lead in other sectors for ISO 26000)
- Some sectors are really getting into it : ex Communications Agencies
- Authorities and local governments show an interest as this norm can be applied across all sectors and size or organisation, allowing some level of comparability and can lead to questioning the way, we (es. Operators) report
- We should position the technical knowledge within the sector against those outside such as institutions, other professional organisations, analysts, associations etc ...



Benefits of creating guidelines for the sector – for operators, authorities, the sector as a whole

- Fit with our voluntary approach
- Bring added value to our existing knowledge base and reinforce our competitiveness vis-à-vis other sectors
- Position ourselves towards other stakeholders (ex Associations..)
- Give us a head start and show leadership in developing any norm
- Manage risks and misunderstandings (via recommendations, identification of pitfalls etc...)



Launch of a UITP working group – objective Create set of guidelines for the sector that would be recognised by ISO

- WHO? Experts and those working on this issue at senior level (only Members of the SD Commission or all signatories?)
- Open to other actors representing important stakeholders (ex ISO, ILO.....)
- With UITP's technical and administrative support (Resources)
- HOW? Meetings – eg 4 x yr at UITP or a member
- TIMEFRAME? 2011=>?
- Initial training on the norm for the working group by an agreed organisation
- NEEDS Sponsoring eg TRANSDEV possible (ex 5k€ en 2011)