



# Road Safety Index

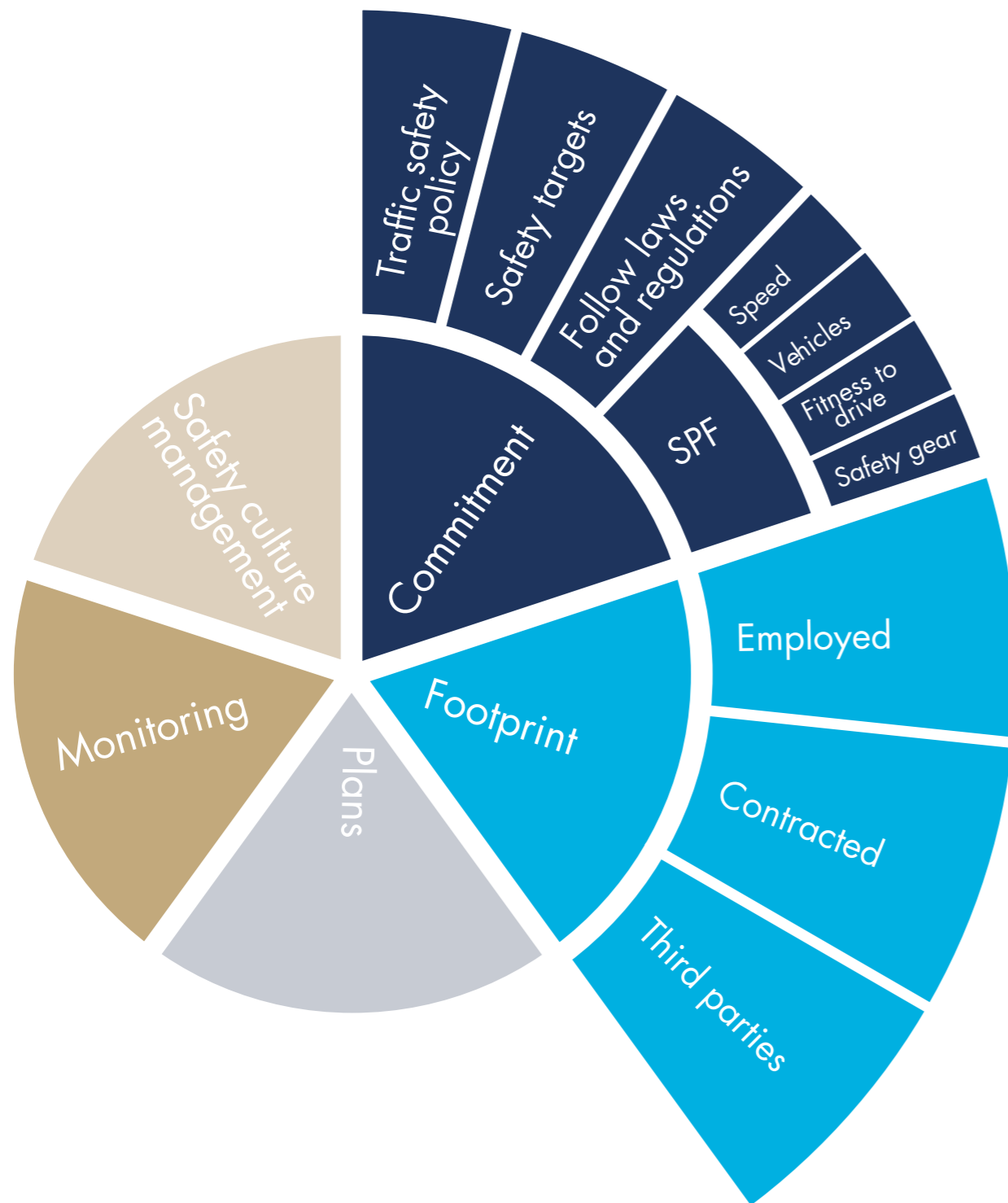
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This manual contains the following modules of the FIA RS Index: Commitment, Footprint. The remaining three (Planning, Monitoring of Safety Performance, and Safety Culture Management) will be made available at a later stage. Further, it contains the supply chain analysis part. Scoring tables are developed for all of them.



The **FIA Road Safety Index** (FIA RS Index) is a rating system aiming to show the impact of traffic safety on an organization's value and supply chain, and vice versa. Using the FIA RS Index helps an organization, irrespective of size and sector, to increase its insights on what would be beneficial to improve concerning road transport and road safety in order to eliminate fatalities and serious injuries. Furthermore, the FIA RS Index is offering an objective benchmarking of its results and efforts in protecting employees, third parties and for some organizations also their customers or clients. This index is presenting an organization's performance as a score and as a star rating.

The FIA RS Index system is described in several documents:

### 1 FRAMEWORK DOCUMENT

The Framework contains background and cited sources for the different parts of the index. It presents what components should be included and how they relate to international standards and principles.

### 2. THE FIA RS INDEX MANUALS

The FIA RS Index Manuals contains the scoring system with criteria based on the components identified in the framework. The manual includes the six components: Commitment and Footprint. Plans, Monitoring of Safety Performance and Safety Culture. It has also a component dealing with Value chain analysis.

The manuals are divided in one document for a generic supply chain, and separate documents for organizations that market products and/or services that are traffic safety related.

### 3 GUIDANCE FOR USE

The Guidance for use documents are supporting the use of the manuals with examples and additional information. They also include a calculation sheet supporting users in generating the scores and star ratings. Guidance for use documents are designed to evolve over time.



# INTRODUCTION

The FIA Road Safety Index aims at systematic actions to eliminate deaths and serious injuries from road crashes within organizations' value chains. The FIA RS Index concept is based on the Stockholm declaration for traffic safety, adopted at the 3rd Global Ministerial Conference 2020 on road safety. Further, the index is based on the United Nations General Assembly resolution 74/299 and the resulting Global Plan for Road Safety (WHO 2021) The definitions, requirements and approaches in this manual are mainly based on ISO 39001:2012 Road traffic safety (RTS) management systems - Requirements with guidance for use and the Global Reporting Initiative, GRI 403. More about the FIA RS Index motives can be seen in a separate framework document. The framework document contains a wider set of justifications for the elements in this manual.

The FIA RS Index is presenting an organization's performance as a score and as an FIA RS Index star rating. An organization would as part of the system have an estimate of its road safety footprint.

In the FIA RS Index, there is a clear distinction between organizations with or without specific traffic safety-related products and/or services. In this manual, the generic supply chain of any organisation is presented, while the FIA RS Index manuals for organizations with traffic safety related products and services are presented in separate documents.

## READER GUIDELINES

This manual is built from four main building blocks. After the introductory information, there is a chapter on supply/value chain analysis. Thirdly, a set of criteria defining demands for scores. The fourth block is summarizing the rating calculation method.

Besides this manual, there is a separate guidance for use document available as a part of the FIA RS

Index. The guidance for use aims to clarify and help users to understand the demands. There are significant benefits in reading the criteria and the guidance for use document in parallel.

This manual is covering the five elements in the complete FIA RS Index: the elements Commitment, Footprint Planning, Monitoring of Safety Performance and Safety Culture and Supply Chain Coverage.

For organizations with safety-related products/services, there will be a further valuation also for the products/services, the FIA RS Index product/service rating: There is a set of different manuals geared towards different kinds of safety related products and services.

## THE GENERAL RATING APPROACH

The FIA RS Index is a rating system that allows an organization to investigate its current traffic safety performance and safety footprint. It is also possible to use for identification of potential actions to improve the safety record and the rating.

The objective of the FIA RS Index is to establish a framework for any organization to report openly and transparently on its ambitions, actions and success in reducing its traffic safety footprint within its complete value chain and associated sphere of influence. It should be usable in organizations of any type or size.

## SPHERE OF INFLUENCE

The potential or real impact on road safety that an organization can significantly influence through its own behavior, contracts, procurement, products, services and dialogues with employed, contracted, partners, customers and the wider community including both the private and public sector. It is important not to mix "sphere of influence" with formal responsibilities, blame and/or legislated requirements.

The FIA RS Index is inspired by other sustainability reporting systems and could be reported together with these. The progress of the organization in reducing its safety footprint is a long-term commitment and will be based on management that can both express its ambitions as well as turn them into action.

The FIA RS Index is designed to follow and evaluate this process over time, in order to give the financial sector as well as the wider society a guide to how organizations improve their sustainability through road traffic safety. This will in turn stimulate organizations to continuous improvement and the application of established and effective processes and actions. The FIA RS Index is designed to detect and credit these work processes and improvements.

The FIA RS Index is built along the Plan-Do-Check-Act (PDCA) principles. Commitments from top management, knowledge about the traffic safety footprint and the understanding of the complete supply and value chain forms the basis for planning and monitoring of progress. This would ideally result in the establishment of a mature safety culture permeating the organization in its entire sphere of influence.

Generally, organizations' value chain includes several contracted partners or are based on contractual arrangements. Therefore, a significant part of the FIA RS Index includes properties related to those contract partners. For many organizations,

the main possibility to improve road safety is to work together with and/or through their partners. The FIA RS Index also aspires to stimulate organizations to set up benchmarks and targets for their ambitions, but rather than possibilities in comparing different organization's safety footprint, the FIA RS Index is designed to focus the progress within each organization.

Generally, a wider approach to road safety covering both how an organization identifies its sphere of influence, applies and follows up its commitments and policies as well as its success to measure the safety footprint, will be valued higher than the exact identification of all road transports and associated measurements. Even decisions on future actions from the top management that have not yet been implemented will be evaluated and valued if the decisions are firm, detailed and set in time. The terms significant and relevant will be applied to the valuation wherever appropriate, in contrast to "100% covering all aspects.". In some cases, serious estimates can replace exact numbers. This said, it is important that the valuation is reported and can be audited transparently.

## THIS MANUAL IS USING THE FOLLOWING KEY APPROACH

The FIA RS Index system contains two ratings, a supply chain rating and secondly a product/service rating. The product/service rating is only to be used for organizations that deal with road safety relevant products and/or services. In this manual only the supply chain rating is presented.

In preparation of the score, multiplication factors are used. The multiplication value varies depending on the importance and/or the effort to achieve high ratings in the different scoring elements.

There are scores calculated from the different scoring areas in the system. A good overall rating can't be given to organizations with weak performance in one or several areas.

The scoring system should allow for use in only specified parts of the supply and value chain, as long as the organization can identify its entire value chain and identify clearly what parts are subjected to the valuation.

If an organization has significantly different approaches and performance in different parts of the value chain or in different regions it can also use more than one rating. If the organization prefers not to work with more than one rating it will be judged on the lowest performance.

# SUPPLY CHAIN ANALYSIS



Mapping and understanding an organization's supply chain is a natural element when starting the work with the FIA RS Index.

The first element of the FIA RS Index is therefore, the supply chain analysis. A mapping of the organization's supply chain is essential to correctly understand the organization's road safety sphere of influence, to set targets and to guide actions.

This mapping should also form the basis for the safety footprint calculation and traffic safety activities. The analysis is fundamental but does not generate any direct scoring. However, to achieve high scores in the "Safety Culture and Supply Chain Coverage" element of the rating, significant parts of the supply chain must eventually be covered.

The value chain of an organization includes the entire chain, from the sourcing of raw material to the end-use of a product or service offered by the organization. The value chain also includes suppliers- at least first tier- and contracted organizations as well as non-contracted but dependent organizations.

In the FIA RS Index, the supply chain- which is a part of the value chain- refers to road transport to move goods and people for the production of services and/or products. The values that result from the service and/or product are relevant if they relate to traffic safety. All organizations have a supply chain, while only some would produce/offer products or services relevant to traffic safety.

## THE DEFINITION OF SUPPLY CHAIN AND VALUE CHAIN

*"A supply chain refers to the system and resources required to move a product or service from supplier to customer. The value chain concept builds on this to also consider the manner in which value is added along the chain, both to the product/service, the actors involved and the end- user. From a sustainability perspective, value chain has more appeal, since it explicitly references internal and external stakeholders in the value-creation process" (Cambridge Institute for Sustainability Leadership, 2021)*

The FIA RS Index only deals with organization's safety footprint related to road traffic/transport/travel. When mapping the supply chain it is important to consider the different groups of road users that are affected as well as what kinds of transport, traffic and travel the organization influence.

## CATEGORIES OF AFFECTED PEOPLE IN THE VALUE CHAIN ANALYSIS

An organization's sphere of influence might be significant and affect many different groups and individuals. To understand the organization's potential to reduce fatalities and severe injuries it is helpful to have a categorization of these.

### THERE ARE IN ESSENCE FOUR DIFFERENT TYPES OF AFFECTED PERSONS IN TERMS OF THE ORGANIZATIONS' VALUE CHAIN:

- **Employees**, either directly by the organization, or by a contracted organization
- **Employees/workers**, including self-employed, that are **non-controlled but dependent** on the primary organization or their contracted organizations (see GRI 403). They are considered to be a subgroup of contracted
- The third group is the **third parties (victims)** affected by transport within the organization's supply chain. They can be other drivers and passengers of motor vehicles, cyclists, pedestrians, etc
- The fourth group is **customers, clients or users**, in case the organization produces or manages road safety relevant products and/or services. Also their customers' third parties should be included. The valuations related to the fourth group are presented in separate manuals.

## TRANSPORT, TRAFFIC AND TRAVEL TO BE INCLUDED IN THE VALUE CHAIN ANALYSIS

Establishing the approximate amount of transport, traffic and travel in the organization's support and value chain is a way to estimate the potential safety impact and exposure to risk for employees, third parties and customers/clients that the organization influences. All road transport and traffic types generated, influenced, contracted or made by the organization is included in such an analysis. Also walking in the road transport system can be included if significant.

Examples of transport/traffic/travel types to include are transports of raw material, transport by suppliers to the organization's facilities. Incoming transport is considered an evident part of the supply chain. Within a company transport can be performed between own units such as factories, own warehouses, offices or ongoing projects, ie all transport that doesn't involve external parties.

Downstream activities are the transports towards the market, such as external warehouses, clients and end consumers etc.

Also travel for work by employees, including employees of contracted organizations, should be part of the estimate.

Transports performed by non-contracted but dependent organizations should be included, an example might be travel by service staff to a supplier. The number of tiers and how they are defined must be presented by the organization. The minimum number would be, apart from own transport and travel by employees, the first-tier suppliers and contracted organizations. The minimum level would also include first-tier non-contracted but dependent organization's transport and travel related to services and products of the organization in question.

## LIMITING THE SCOPE OF THE FIA RS INDEX

There might be reasons to limit the FIA RS Index rating to parts of an organization's supply chain for a period of time. A gradual introduction of safety management, tools and monitoring can help an organization to pilot and learn from experience. To eventually earn full points in the FIA RS Index, the supply chain rated must cover at least three quarters of the supply value chain.

In case the organization initially wants to limit the scope of the rating, that limitation of the coverage of the FIA RS Index starts in defining the processes, markets and activities that the organization wishes to include in the FIA RS Index. An organization might also wish to limit the index valuation and calculation to a certain country, region, types of transport or any other relevant subset of its supply or entire value chain.

To calculate how much of the entire supply chain is covered by the FIA RS Index rating, the organization needs to estimate the amount of transport/traffic/travel covered and an estimate of the unanalyzed parts should be made. The proportion of the analyzed road transport, traffic and travel volume's relation to all flows should be calculated. The necessary quantification of road transport, traffic and travel volume can be done in different ways. Distances are the most common way to describe traffic volume, but other units could also be used. Examples of alternatives could be the number of shipments or transported goods tons. The method an organization chooses to apply should be clearly described and reported.

In the value chain specification, the road transport, traffic and travel size/volume could also be divided into different market categories — low, medium and high-income countries. Such a grouping gives a more clear knowledge and understanding of the background of the rating. In the Guidance For Use document, there are some examples of how to fill tables for different types of organizations.

One particular issue is the inclusion criteria of transport shared with other organizations. The reporting organization would have to describe its own way to define how such transports are handled in the definition of the value chain.

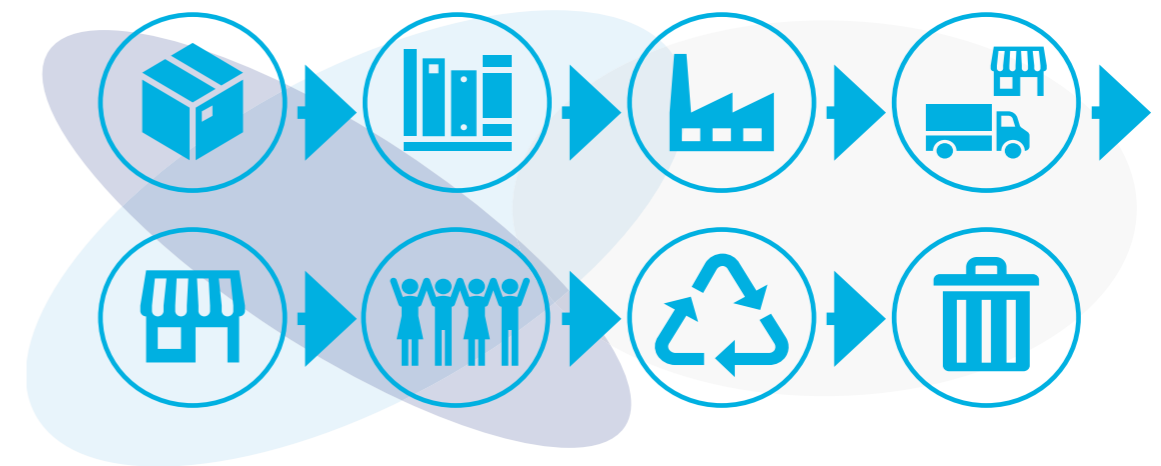
When the coverage of the FIA RS Index is established in terms of what processes, markets and activities that will be included by the organization, the next step is to define:

1. The types of transport and products/services that are included and
2. The different roles transport and products/services types have in the value chain.

Even a small part of the organization might have a considerable sphere of influence regarding responsibility and, direct or indirect impact, on the actors throughout the total value chain.

The selected parts should be clearly described and included as headlines in the road transport, traffic and travel volume presentation

If the organization chooses to only analyze parts of its supply/chain for the FIA RS Index, the organization would have to include a risk assessment of the parts that are not included. This should be done referring to the general traffic situation in countries, regions or types of transport/traffic/ travel, preferably using legitimate risk estimates from WHO or alike (The Global Health Observatory). The organization would also have to give a timetable as to when the entire supply chain will be covered by the Commitments and Footprint sections of the FIA RS Index.



# 1. COMMITMENT

Commitment is the first scoring element. It contains seven scoring tables. It is important that the organization has an informed idea about its sphere of influence and its road safety footprint when developing its commitments.

Systematic road safety work demands dedication and commitment from the organization's management. Typical commitments stated by an organization are policies, targets and the way compliance with policies and possible non-compliance of the policies are decided, recorded, handled and communicated. Clear commitments are a way to clarify the expressions of commitment to safety that the top management is willing to make. Furthermore, the commitments should guide how aspirations are picked up by the organization, its suppliers and contracted parties.

In the FIA RS Index, the commitment element first includes the policy part. Secondly, it evaluates an overall target for road traffic safety for the company's employees, contracted employees, and related third parties. This target must be numerical and set in time. Thirdly, the commitment must also include policies and statements in relation to traffic laws and regulations. As a fourth scoring area, common safety performance factors are highlighted. These are management of speed, the choice of vehicles and their equipment, the fitness to drive and the use of protective gear.

The relation to contracted road transport services for employees must also be described, eg, how taxi services are contracted in relation to employee safety.

## ENGAGEMENT OF TOP MANAGEMENT, TRAFFIC SAFETY POLICY

The engagement of the top management needs to be expressed. The top management would be the CEO and/or the Board. Commitments should cover the entire supply chain and should indicate assigned responsibilities within the organization. There must be a statement/policy on what grounds future actions will stand on and point at the use of evidence-based approaches. Examples of evidence-based approaches are best available information, proven experience and science-based facts. It is advised that references to sources of information regarding evidence-based approaches are given. The requirement opens for scoring if the organization will show its engagement in near time. By near time, one year is the limit at this point.

If the organization is limiting road safety to a part of the supply chain, ie to the occupational health and safety area, the scoring is reduced. The reason would be that including road safety solely in the occupational health and safety (OHS) responsibilities and actions would not include the third-party fatalities and severe injuries as a result of the organization's use of the road transport system.

Commitment: Engagement of top management, traffic safety policy	Demands	Criteria	Points
It is essential that the top management takes responsibility for traffic safety	Demand for 3 points	The top management has taken a clear role in managing and following traffic safety in the entire supply chain, to be transparent and to apply procedures and actions that are evidence based	
	Demand for 2 points	The top management will, in near time, take a clear role in managing and following traffic safety in the entire supply chain, to be transparent and to apply procedures and actions that are evidence based	
	Demand for 1 point	The top management has delegated responsibility to lower levels of the organization and/or is limiting the commitments to the OHS area	
	0 point	No traces that the top management are working with traffic safety	

Scoring table S-C1 Engagement of top management, traffic safety policy

## ROAD SAFETY TARGETS AND ROLE OF TRAFFIC SAFETY

An organization would have to define its targets for road safety within its entire supply chain. In doing so, a long-term target would have to be in alignment with how deaths and serious injuries are seen through the expression of traffic safety as a sustainability issue. The long-term target, or vision, would have to be the elimination of deaths and serious injuries in road crashes. As a result, transport and the use of the transport system is a function of safety and cannot be allowed to compete with economy, time savings, etc. And it must be clear that this is a statement of the organization in all its road transport operations.

There is also a requirement of a time-set target. It is up to the organization to define the target and set up time limits, but it would be expected that the time limit is less than 15 years and more than 1 year. The footprint reduction target would have to cover all affected persons in the supply chain, for maximum scoring. Those organizations that still do not have full information about their footprint could anyway set the long-term target.

Commitment: Road safety targets and role of traffic safety	Demands	Criteria	Points
Commitments are made in relation to footprint targets and the hierarchy of safety in relation to other aspects and the way these are communicated to the society and the employed and contracted.	Demand for 3 points	The organization has a long-term as well as a time-set target for its safety footprint in the supply chain. Safety has an explicit and communicated priority over other aspects like timeliness of transport, economy, etc.	
	Demand for 2 points	The organization has a long-term target for its safety footprint in the supply chain. Safety has an explicit and communicated priority over other aspects like timeliness of transport, economy, etc.	
	Demand for 1 point	The organization has a long-term target for its safety footprint, but no clear hierarchy of safety in relation to other aspects.	
	0 point	The organization has no targets and no clear hierarchy of safety in relation to other aspects	

Scoring table S-C2 Road safety targets and role of traffic safety

## FOLLOW LAWS AND REGULATIONS

The third scoring table is about following laws and regulations, including relevant standards. Compliance with laws, regulations and standards is a general requirement in many areas, including occupational health and safety. The experience from road traffic shows though that:

- 1 Non-compliance with road laws is often the norm.
- 2 If significant road laws were followed the number of deaths and serious injuries would be substantially reduced
- 3 Non-compliance with road laws is legally and morally blamed on the drivers, not their employers and organizational affiliations
- 4 Following road laws also have a major impact on other sustainability issues like climate, health and equity.

Therefore, a strong and communicated commitment from the organization is needed. It should assure that road laws, regulations and standards are followed: Further it should make sure that it is the organization's responsibility that this requirement is fulfilled through the entire supply chain. Any deviation, non-compliance or non-conformity to internal rules and policies with regard to road traffic must have a set of corrective actions described. The organization must be able to show evidence of such actions. The difference between the maximum scoring and the next level is to what extent the statement is valid concerning corrective actions. For maximum points, corrective actions address also contracted transports, while for 2 points the actions only apply to transports made by the organization itself.

Commitment: Follow laws and regulations	Demands	Criteria	Points
Commitments that show standpoints and policies in relation to road rules, OHS legislation and alike. The commitments made must be available, communicated and relate to the entire supply chain.	Demand for 3 points	The organization states that following relevant road rules, standards and OHS legislation in relation to transport is a minimum level. Non-compliance with this statement must have a clear and communicated sequence of action.	
	Demand for 2 points	The organization states that following relevant road rules, standards and OHS legislation in relation to transport is a minimum level. Non-compliance within the organization with this statement must have a clear and communicated sequence of action.	
	Demand for 1 point	The organization states that following relevant road rules, standards and OHS legislation in relation to transport is a minimum level.	
	0 point	The organization has no statement regarding road rules, standards or OHS legislation related to transports.	

Scoring table S-C3 Follow laws and regulations



## SAFETY PERFORMANCE FACTORS

Safety performance factors are elements and conditions that build up and have a known relation to traffic safety (ISO 39001). They are in their nature global and valid for all sorts of road traffic and transport but can also be complemented with performance factors tailored to a specific type of organization and transport needs. The safety performance factors can be measured in most cases as a fraction or proportion of to what degree they are fulfilled.

Safety performance factors must not be mixed up with actions to improve their application and/or fulfillment. There are several actions and countermeasure that can improve a safety performance factor. Education, training, internal rules, etc are different ways to influence the safety performance factors. The benefits of these actions should be measured through the progress of safety performance factors. In the FIA RS Index for a generic supply chain, four significant and well- documented performance factors are mandatory.

The safety performance factors are chosen on the basis that an organization can significantly influence the safety factor, and also that the safety factor can impact the number of fatalities and serious injuries. The four mandatory safety performance factors are speed, choice of vehicles, driver fitness and the use of protective gear. The safety performance factors are related to the entire supply chain.

In the cases that the four mandatory performance factors are not enough to manage road safety, an

organization can add one more factor if it finds it essential to its safety related operations. The total achieved points would be the same and thereby result in a marginally lower point score for each safety performance factor when there are five instead of four factors. If the organization wishes to add another factor, they must provide a clear explanation and relevant reason for this. In order to get a valuation for the added safety performance factor, there must either be shown that this safety performance factor is implemented (3 points) or there is a firm decision that it will be implemented (2 points). Every additional safety performance factor must have an evidence-based justification.

Replacing road transport with other transport modes ie train or ship is often beneficial for road safety, or choosing safer routes for transports on the road might be options for a fifth safety performance factor.

Commitment: Speed	Demands	Criteria	Points
Policies that state the organization's management of speed and that it complies with speed limits. The policies in relation to employed and contracted parties are included	Demand for 3 points	The organization has policies stating that speed limits must be followed and that it applies zero-tolerance to speeding. Where relevant, the organization has information about speed limits available when driving.	
	Demand for 2 points	The organization has policies stating that speed limits must be followed. Where relevant, the organization has information about speed limits available when driving.	
	Demand for 1 point	The organization has policies stating that speed limits must be followed.	
	0 point	The organization has no policies in relation to speed and speeding.	

Scoring table S-C4 Safety performance factor - Speed

Commitment: Vehicles	Demands	Criteria	Points
Policies that state how the organization chooses vehicles and demand vehicle safety performance for both the organization as well as contracted parties, lease, etc.	Demand for 3 points	The organization ensures that only vehicles with the highest available safety performance will be used for all transports. The definition of the highest available safety performance is available and communicated.	
	Demand for 2 points	The organization has a plan and will introduce a policy that only vehicles with the highest available safety performance will be used for all transports. The definition of the highest available safety performance is available and communicated.	
	Demand for 1 point	The organization ensures or will ensure that only vehicles with the highest available safety performance will be used for a limited set of transports. The definition of the highest available safety performance and for what transports the policy is applicable is available and communicated.	
	0 point	The organization has no policy for vehicle safety performance.	

Scoring table S-C5 Safety performance factor - Vehicles



Commitment: Fitness to drive	Demands	Criteria	Points
Policies that state how the organization defines and controls the fitness to drive in its supply chain	Demand for 3 points	The organization state that there is zero-tolerance for drugs and alcohol, that drivers avoid distraction through the use of screens etc and that drivers are at all times allowed to stop for resting (no contracts are allowed stipulating fines or punishment for late arrival).	
	Demand for 2 points	The organization has policies stating that speed limits must be followed. Where relevant, the organization has information about speed limits available when driving.	
	Demand for 1 point	The organization has policies stating that speed limits must be followed.	
	0 point	The organization has no policies in relation to speed and speeding.	

Scoring table S-C6 Safety performance factor - Fitness to drive

Commitment: Protective gear	Demands	Criteria	Points
Policies that state how the organization defines and controls the use of protective gear (seat belts, helmets, enhanced visibility, etc.)when driving or riding as a passenger of all kinds of vehicles	Demand for 3 points	The organization state that all drivers and passengers using road vehicles in the supply chain must use relevant protective gear at all times. If relevant, the organization provides/ requires such gear at no cost for the drivers/ passengers belonging to the supply chain.	
	Demand for 2 points	The organization has a plan and will introduce a policy that all drivers and passengers using road vehicles in the supply chain must use relevant protective gear at all times. If relevant, the organization provides/ requires such gear at no cost for the drivers/ passengers belonging to the supply chain.	
	Demand for 1 point	The organization state or will state that in relevant situations seat belts or helmets should be used at all times.	
	0 point	The organization has no policy for the use of protective gear.	

Scoring table S-C7 Safety performance factor - Protective gear



## 2. FOOTPRINT

The general definition of safety footprint is the number of fatalities and seriously injured persons as a result of road crashes occurring within an organization's entire value chain. All casualties resulting from relevant and significant activities, services and products should be included in the footprint. Further, pedestrian and bicycle falls should be included.

In this scoring element, only the supply chain part of the footprint is considered. For organizations with safety related products/services, there will be a further valuation related to the full value chain, the FIA RS Index product/service rating outlined later in this manual.

Road safety footprint relates to the final outcome in terms of fatalities and serious injuries. The requirement of GRI Disclosure 403-9 (i and ii) should be used for reporting in this element. In the GRI Disclosure 403-9 requirement, the number and rate of fatalities and serious injuries as a result of work-related injury are presented. For the FIA RS Index, the requirement relates to road traffic crashes only.

The GRI requirements concern only employees, however, the FIA RS Index also includes third-party fatalities and serious injuries separately. Third parties include all other road users involved in a crash with an employee of the organization as a driver, or a vehicle owned or leased by the organization. Initially, calculations based on a serious estimate of the footprint for third parties could be acceptable.

### FOOTPRINT FOR EMPLOYED

The footprint for road user categories, age/age group, etc

Footprint: Employed	Demands	Criteria	Points
The footprint for employed. In essence, the requirements for GRI 403-9 should be followed, but limited to road transports	Demand for 3 points	The organization has an estimate of the number of killed and seriously injured employed, divided by age/age group, road user category and by country.	
	Demand for 2 points	The organization has an estimate of the number of killed employed, divided by age/age group, road user category and by country.	
	Demand for 1 point	The organization has an estimate of the number of killed employed divided by country.	
	0 point	The organization has no relevant safety footprint data.	

Scoring table S-F1 Footprint - Employed



## FOOTPRINT FOR CONTRACTED

The footprint for road user categories, age/age group, etc

Footprint: Contracted	Demands	Criteria	Points
The footprint for those that are contracted by the organization, see definitions in GRI 403-9	Demand for 3 points	The organization has an estimate of the number of killed and seriously injured contracted, divided by age/age group, road user category and country.	
	Demand for 2 points	The organization has an estimate of the number of killed, and contracted, divided by age/age group, road user category and country.	
	Demand for 1 point	The organization has an estimate of the number of killed, and contracted, divided by country.	
	0 point	The organization has no relevant safety footprint data for contracted.	

Scoring table S-F2 Footprint - Contracted

## FOOTPRINT FOR THIRD PARTIES (ROAD USERS KILLED OR INJURED BY EMPLOYED AND/OR CONTRACTED)

The footprint for road user category, age/age group for both own organization and contracted. It should at least be possible to divide between children (divided into smaller children 0-5 years- and children up to 18 years) and adults.

Footprint: Third Parties	Demands	Criteria	Points
Third parties are those casualties resulting from a road crash involving a driver employed or contracted by the organization.	Demand for 3 points	The organization has an estimate of the third-party killed or seriously injured, divided by age/ age group, road user category and country.	
	Demand for 2 points	The organization has an estimate of the third-party killed, divided by age/age group, road user category and country.	
	Demand for 1 point	The organization has an estimate for the third-party killed, divided by country.	
	0 point	The organization has no relevant data about the footprint for third parties.	

Scoring table S-F3 Footprint - Third Parties

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