



Road Safety Index

GENERIC SUPPLY CHAIN

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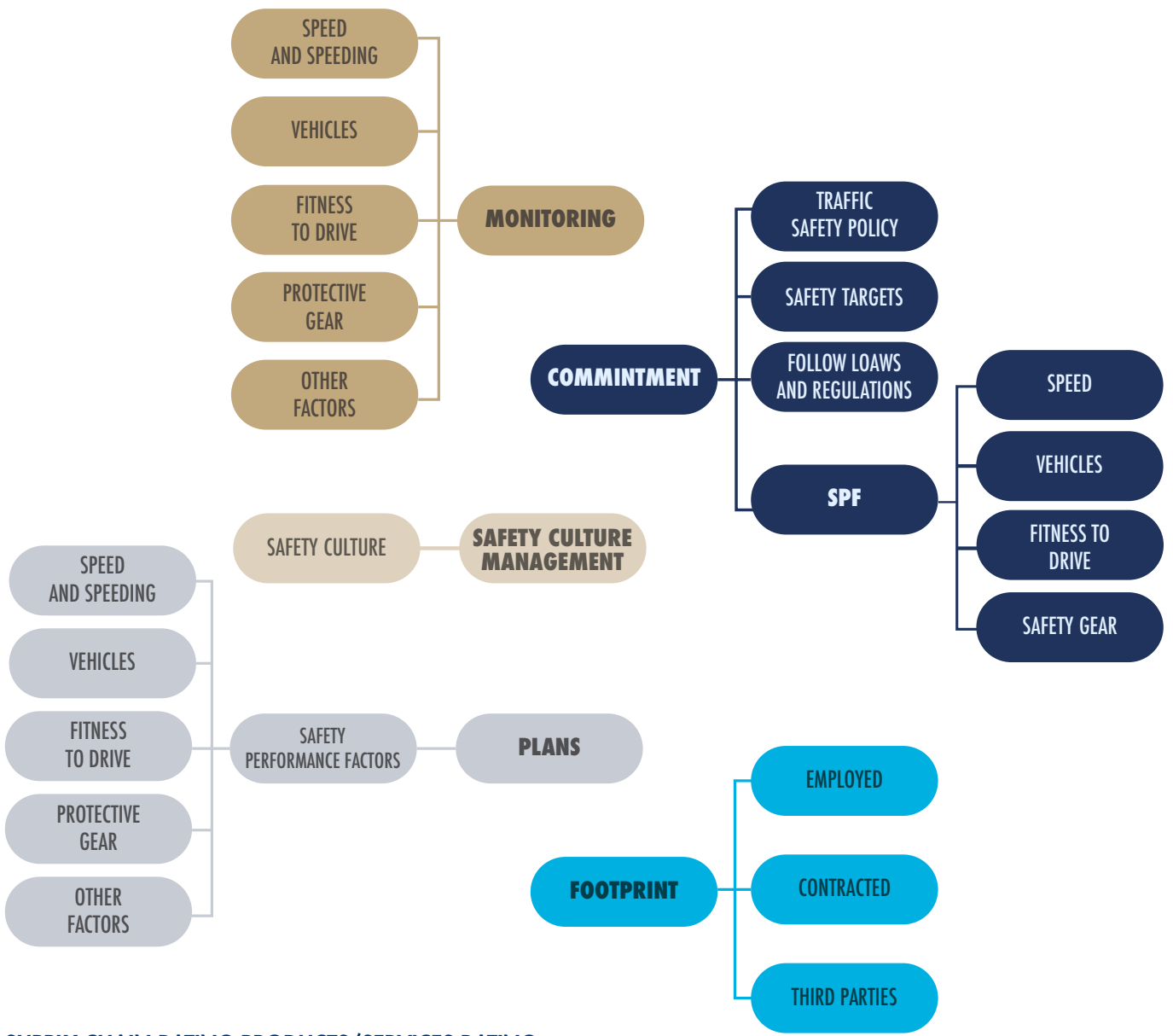
This manual contains all FIA RS Index elements; Commitment, Footprint, Planning, Monitoring of Safety Performance, and Safety Culture Management. Further, it contains the supply chain analysis part. Scoring tables are developed for all of them.



TABLE OF CONTENT

INTRODUCTION	6
0. SUPPLY CHAIN ANALYSIS	8
0.1 CATEGORIES OF AFFECTED PEOPLE IN THE VALUE CHAIN ANALYSIS	9
0.2 TRANSPORT, TRAFFIC AND TRAVEL TO BE INCLUDED IN THE VALUE CHAIN ANALYSIS	10
0.3 LIMITING THE SCOPE OF THE FIA RS INDEX	10
1. COMMITMENTS	12
1.1 ENGAGEMENT OF TOP MANAGEMENT, TRAFFIC SAFETY POLICY	13
1.2 ROAD SAFETY TARGETS AND ROLE OF TRAFFIC SAFETY	14
1.3 FOLLOW LAWS AND REGULATIONS	14
1.4 SAFETY PERFORMANCE FACTORS	15
2. FOOTPRINT	18
2.1 FOOTPRINT FOR EMPLOYED	19
2.2 FOOTPRINT FOR CONTRACTED	20
2.3 FOOTPRINT FOR THIRD PARTIES (ROAD USERS KILLED OR INJURED BY EMPLOYED AND/OR CONTRACTED)	20
3. PLANNING	22
3.1 FOLLOW LAWS AND REGULATIONS / FOOTPRINT DATA	24
3.2 SPEED DEMANDS	24
3.3 SPEED VERIFICATION	25
3.4 VEHICLE	26
3.5 FITNESS TO DRIVE DEMANDS	26
3.6 FITNESS TO DRIVE VERIFICATION	27
3.7 PROTECTIVE GEAR	27
4. MONITORING OF SAFETY PERFORMANCE	28
4.1 FOLLOW LAWS AND REGULATIONS / FOOTPRINT DATA	29
4.2 SPEED	30
4.3 VEHICLE	31
4.4 FITNESS TO DRIVE	31
4.5 PROTECTIVE GEAR	31
5. SAFETY CULTURE AND SUPPLY CHAIN COVERAGE	32
5.1 TRANSPARENCY AND PUBLICATION	33
5.2 SUPPLY CHAIN COVERAGE	34
5.3 MANAGEMENT CULTURE ACROSS ALL LEVELS	34
5.4 REPORTING CULTURE AND RIGHT TO CORRECTIVE ACTIONS	35
5.5 INCIDENTS, UNDERSTANDING AND REPORTING	35
5.6 INNOVATION AND KNOWLEDGE TRANSFER	36
6. REFERENCES	38





SUPPLY CHAIN RATING PRODUCTS/SERVICES RATING.

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 initially. 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.

0.1 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.

0.2 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 supply 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.

0.3 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

1.1 ENGAGEMENT OF TOP MANAGEMENT, TRAFFIC SAFETY POLICY

1.2 ROAD SAFETY TARGETS AND ROLE OF TRAFFIC SAFETY

1.3 FOLLOW LAWS AND REGULATIONS

1.4 SAFETY PERFORMANCE FACTORS

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.

1.1 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 points	The top management has delegated responsibility to lower levels of the organization and/or is limiting the commitments to the OHS area.	
	0 points	No traces that the top management are working with traffic safety.	

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

1.2 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 points	The organization has a long-term target for its safety footprint, but no clear hierarchy of safety in relation to other aspects.	
	0 points	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.

1.3 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.	
	Demand for 1 points	The organization states that following relevant road rules, standards and OHS legislation in relation to transport is a minimum level.	
	0 points	The organization has no statement regarding road rules, standards or OHS legislation related to transports.	

Scoring table S-C3 Follow laws and regulations.

1.4 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 points	The organization has policies stating that speed limits must be followed.	
	0 points	The organization has no policies in relation to speed and speeding.	

Scoring table S-C4 Safety performance factor – Speed

COMMITMENT SPEED	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 points	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 points	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 a plan that there will be a 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 allowed stipulating fines or punishment for late arrival).	
	Demand for 1 points	The organization state that there is a zero-tolerance for drugs and alcohol, that drivers avoid distraction through the use of screens etc and that the risk of fatigue is taken into account when planning routes in the supply chain.	
	0 points	The organization has no policy for fitness to drive.	

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 points	The organization state or will state that in relevant situations seat belts or helmets should be used at all times.	
	0 points	The organization has no policy for the use of protective gear.	

Scoring table S-C7 Safety performance factor - Protective gear

2. FOOTPRINT

An aerial photograph showing a two-lane asphalt road curving through a dense forest. The trees exhibit a mix of green and vibrant autumn colors, including yellow, orange, and red. A white truck is visible on the road, moving away from the viewer. The road has white lane markings and a dashed center line.

2.1 FOOTPRINT FOR EMPLOYED

2.2 FOOTPRINT FOR CONTRACTED

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

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.

2.1 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 points	The organization has an estimate of the number of killed employed divided by country.	
	0 points	The organization has no relevant safety footprint data.	

Scoring table S-F1 FootprintEmployed

2.2 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 points	The organization has an estimate of the number of killed, and contracted, divided by country.	
	0 points	The organization has no relevant safety footprint data for contracted.	

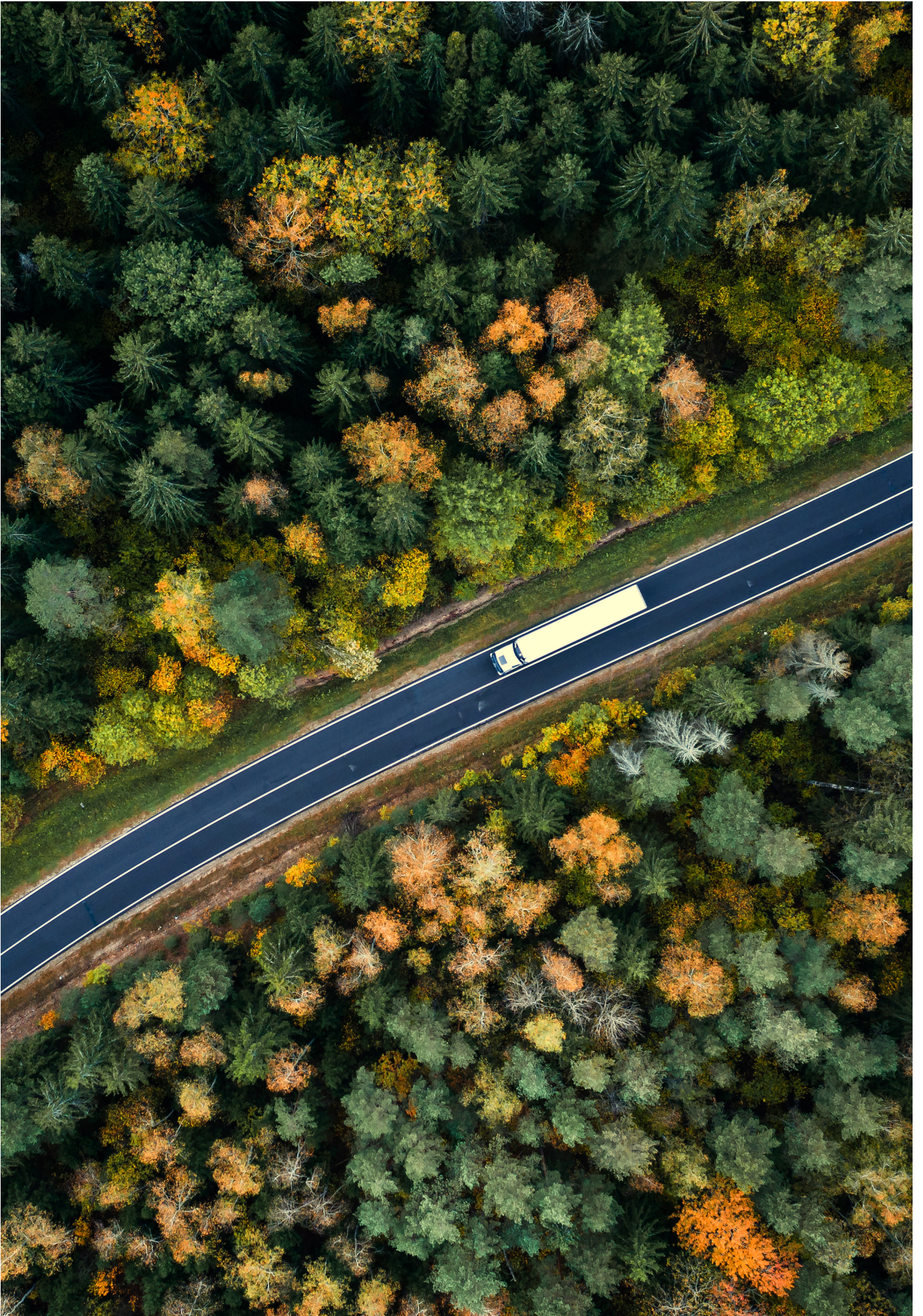
Scoring table S-F2 Footprint - Contracted

2.3 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 points	The organization has an estimate for the third-party killed, divided by country.	
	0 points	The organization has no relevant data about the footprint for third parties.	

Scoring table S-F3 Footprint - Third parties



3. PLANNING

- 
- 3.1** FOLLOW LAWS AND REGULATIONS / FOOTPRINT DATA
 - 3.2** SPEED DEMANDS
 - 3.3** SPEED VERIFICATION
 - 3.4** VEHICLE
 - 3.5** FITNESS TO DRIVE DEMANDS
 - 3.6** FITNESS TO DRIVE VERIFICATION
 - 3.7** PROTECTIVE GEAR

The role of planning is to describe in more detail what the organization does or intends to do in order to improve its road safety performance and resulting safety footprint within the organization's entire value chain. The planning should also detail what, how and when actions are implemented or will be implemented. To achieve maximum scoring, the implementation of the plans must have taken place, at least partially. The actions should be in line with the organization's commitments. It is a natural step in the Plan-Do- Check-Act sequence of management to continuously improve safety. The organization's documentation is expected to be detailed and transparent enough for interested parties and the outside community to allow for external analysis of the plans, its actions and its likely outcome. The plans and actions should give possibilities to estimate if and when the decided long and time set safety targets can be met.

Most organizations have a limited number of serious or fatal incidents per year (safety footprint). To manage planning and progress only through such incidents is not recommended. The information and knowledge generated from the limited number of cases would be slow and insecure and most certainly exposed to a random outcome, possibly misleading the ambitions to introduce effective actions. It has, therefore, become an accepted and evidence based principle, that the managing progress of traffic safety is based on a number of factors related to the risk of a crash with a fatal or serious outcome. These performance factors (SPF) are the fundamental management tools in the ISO 39001 traffic safety management standard and the traffic safety activities in many jurisdictions. The approach to use SPFs is equally useful for small and large organizations. For small organizations, SPFs are even a prerequisite for focused activities.

As the FIA RS Index is aiming at improvements in the entire value chain of organizations, most of the potential activities and focus will be on the organizations' activities but also on the performance of contracted partners, both upstream and downstream. These contracted partners, including transports, are important parts of most organizations' spheres of influence. The planning and doing would be expected to be based on the organization's commitments and mirror the SPFs used in the commitment section of the FIA RS Index. To make significant progress, capacity, organization and responsibility need to be clarified. Definitions need to be sharpened, actions need to be described and ways to monitor progress need to be developed. Together these demands will form the scoring of the planning section of the FIA RS Index.

PREREQUISITES FOR SCORING IN PLANNING ARE AT LEAST TWO POINTS IN EACH OF THE FOLLOWING TWO DEMANDS FROM THE COMMITMENT SECTION:

- Engagement of top management,
- Traffic safety policy
- 3p 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.
- 2p 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
- Road safety targets and role of traffic safety
- 3p 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.
- 2p 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.

3.1 FOLLOW LAWS AND REGULATIONS / FOOTPRINT DATA

Requirements for maximum score in Commitment for follow laws and regulations:

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.

LAWS, REGULATION AND FOOTPRINT DATA	DEMANDS	CRITERIA	POINTS
The actions must be known by the organisation, and the responsibilities and contracts must be aligned with the requirement. Actions must cover road rules, standards and OHS legislation. (Organisation and responsibility).	Demand for 3 points	The responsibilities and resources for following laws and regulations, order corrective actions and collection of safety footprint data are clearly set out both for employed, contracted and third parties.	
	Demand for 2 points	The responsibilities and resources for following laws and regulations, and collect safety footprint data are clearly set out both for employee, contracted and third parties.	
	Demand for 1 points	The responsibilities and resources for following laws and regulations are set out both for employed, contracted and third parties.	
	0 points	No decision on responsibilities for following laws and regulations has been taken.	

Scoring table S-P1 Follow laws and regulations

3.2 SPEED DEMANDS

Requirements for maximum score in Commitment for speed:

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.

PLANNING SPEED	DEMANDS	CRITERIA	POINTS
The actions must be known by the organisation, and the responsibilities and contracts must be aligned with the requirement.	Demand for 3 points	The organization has implemented a zero tolerance speed regime for all transports.	
	Demand for 2 points	The organisation has decided to implement a zero tolerance speed regime for all transports.	
	Demand for 1 points	The organization has implemented a regime not allowing speeding.	
	0 points	The organization has no clear policy regarding speeding.	

Scoring table S-P2 Speed demands

3.3 SPEED VERIFICATION

The verification of the regimes has three steps. In the demand for three points there is technology that in practice makes speeding impossible. In the demands for two or one point, the speed is decided/controlled by the driver.

SPEED VERIFICATION	DEMANDS	CRITERIA	POINTS
	Demand for 3 points	The regime of no speeding and/or zero tolerance is upheld through technology that does not allow speeding.	
	Demand for 2 points	The regime of no speeding and/or zero tolerance is constantly monitored.	
	Demand for 1 points	The regime of no speeding and/or zero tolerance is monitored through random checks.	
	0 points	The organization has no speed verification.	

Scoring table S-P3 Speed verification

3.4 VEHICLE DEMANDS

Requirements for maximum score in Commitment for vehicles:

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.

PLANNING VEHICLES	DEMANDS	CRITERIA	POINTS
The actions must be known by the organisation, and the responsibilities and contracts must be aligned with the requirement.	Demand for 3 points	A plan to replace all relevant vehicles with the highest rated is implemented as a rolling scheme with a limited age span of maximum 5 years.	
	Demand for 2 points	As above, but as a decision to implement a plan.	
	Demand for 1 points	A plan to replace all relevant vehicles with vehicles that fulfill the UN/WHO definition of lowest legislative standard (ref) has been implemented as a rolling scheme.	
	0 points	The organization has no plan for vehicle safety.	

Scoring table S-P4 Vehicle demands

3.5 FITNESS TO DRIVE DEMANDS

Requirements for maximum score in Commitment for fitness to drive:

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 to the driver for late arrival).

PLANNING FITNESS TO DRIVE	DEMANDS	CRITERIA	POINTS
The actions must be known by the organisation, and the responsibilities and contracts must be aligned with the requirement	Demand for 3 points	The organization has implemented a zero tolerance regime for drugs and alcohol for all transports. The driver of all relevant transports is allowed to either refuse driving or to rest in case of fatigue. Driver distraction is minimized through a regime to avoid the use of screens etc.	
	Demand for 2 points	The organization has decided to implement a zero tolerance regime for drugs and alcohol for all transports.	
	Demand for 1 points	The organization has implemented a regime for not exceeding legislated BAC.	
	0 points	The organization has no regime regarding legislated BAC.	

Scoring table S-P5 Fitness to drive demands

3.6 FITNESS TO DRIVE VERIFICATION

VERIFICATION FITNESS TO DRIVE	DEMANDS	CRITERIA	POINTS
	Demand for 3 points	The regime of no alcohol is upheld through technology that does not allow any alcohol or equal. Visual distraction and fatigue is minimized through technology.	
	Demand for 2 points	The regime of no alcohol is constantly monitored. Visual and fatigue distraction is monitored.	
	Demand for 1 points	The regime of no alcohol or legislated BAC as limit is monitored through random checks.	
	0 points	The organization has no monitoring of BAC.	

Scoring table S-P6 Fitness to drive verification

3.7 PROTECTIVE GEAR DEMANDS

Requirements for maximum score in Commitment for protective gear:

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.

PLANNING PROTECTIVE GEAR	DEMANDS	CRITERIA	POINTS
The actions must be known by the organisation, and the responsibilities and contracts must be aligned with the requirement.	Demand for 3 points	The use of personal gear in all relevant situations is implemented. Where possible, seat belt reminders are present. Helmets, protective and highly visible clothes are mandatory where relevant at no cost for employed and contracted drivers.	
	Demand for 2 points	As above is decided but not implemented.	
	Demand for 1 points	The use of protective gear is mandatory in all relevant situations, at no cost for employed and contracted drivers.	
	0 points	The organization has no demands on protective gear.	

Scoring table S-P7 Protective gear demands

4. MONITORING OF SAFETY PERFORMANCE



4.1 FOLLOW LAWS AND REGULATIONS / FOOTPRINT DATA

4.2 SPEED

4.3 VEHICLE

4.4 FITNESS TO DRIVE

4.5 PROTECTIVE GEAR

Modern traffic safety is based on systematic work. Planning for improved traffic safety is an essential step, however, potential progress is only ensured by thorough monitoring. The role of monitoring is to present results and evaluate the progress of the safety management and actions within the organization's entire value chain. The monitoring would both pick up the progress of the safety performance factors as well as the final outcome, i. e. the safety footprint expressed by the number of deaths and seriously injured. Safety performance factors (SPF) are the keys to managing the safety progress in all organizations and the only instrument to detect any progress for organizations with a limited safety footprint. Changes in SPFs are closely linked to the organization's activities and can rapidly indicate if these are relevant and efficient. The SPFs could also be used to benchmark with other organizations, but the nominal figures would be hard to compare in most cases, as they are depending on the individual background of each organization, its value chain and its sphere of influence.

It is up to the organization to choose how the monitoring is designed and presented but in essence, it should mirror the definitions, targets and measurements of the policies, commitments, plans and actions laid out. The valuation of the performance is concentrated on the progress of the safety performance factors. The same applies to both supply chain as well as for products/services that are safety-relevant. It should be noted, that for many large organizations, a substantial part of the road transport included in the supply chain would be under contract with suppliers and/or transport service providers. While it seems natural that they by contract are required to follow the demands for safe transport, the road safety monitoring would also take place as a contracted safety activity. The safety-relevant elements of agreements and contracts in this matter should be made public to the community.

MONITORING OF SAFETY PERFORMANCE

The monitoring consists of both demands for the organizations ability to monitor its safety performance as well as make results accessible. The organization should make sure that reporting of data and results are stipulated in contracts with relevant transport service providers and suppliers.

4.1 FOLLOW LAWS AND REGULATIONS / FOOTPRINT DATA

Requirements for maximum score in Planning for follow laws and regulations:
The responsibilities and resources for following laws and regulations, order corrective actions and collection of safety footprint data are clearly set out both for employed, contracted and third parties.

LAWS, REGULATION AND FOOTPRINT DATA	DEMANDS	CRITERIA	POINTS
Safety Footprint data. The ability to monitor safety footprint and non compliance must be followed by a publication of results.	Demand for 3 points	The organization has a system for collecting/estimating safety footprint data and publishes results for at least the most recent three years. The organization has a system to collect non compliance of laws and regulations.	
	Demand for 2 points	The organization has a system for collecting/estimating safety footprint data and publishes results for the last year. The organization has a system to collect non compliance of laws and regulations.	
	Demand for 1 points	The organization has a system for collecting/estimating safety footprint data.	
	0 points	The organization has no system for collecting/estimating safety footprint data.	

Scoring table S-M1 Follow laws and regulations

4.2 SPEED

Requirements for maximum score in Planning for Speed:

Demands: The organization has implemented a zero tolerance speed regime for all transports.

Verification: The regime of no speeding and/or zero tolerance is upheld through technology that does not allow speeding.

MONITOR SPEED	DEMANDS	CRITERIA	POINTS
The ability to monitor safety performance must be followed by a publication of results.	Demand for 3 points	The policy of no speeding and/or zero tolerance has been monitored for at least three years.	
	Demand for 2 points	The policy of no speeding and/or zero tolerance has been monitored for one year.	
	Demand for 1 points	The policy of no speeding will be monitored within one year.	
	0 points	There is no monitoring of speeding planned.	

Scoring table S-M2 Speed

4.3 VEHICLE

Requirements for maximum score in Planning for Vehicle:

A plan to replace all relevant vehicles with the highest rated is implemented as a rolling scheme with a limited age span of maximum 5 years.

VEHICLES	DEMANDS	CRITERIA	POINTS
The ability to monitor safety performance must be followed by a publication of results.	Demand for 3 points	The policy of replacing vehicles has been monitored for at least three years.	
	Demand for 2 points	The policy of replacing vehicles has been monitored for at least one year.	
	Demand for 1 points	The policy of replacing vehicles will be monitored within one year.	
	0 points	There is no monitoring of replacing vehicles planned.	

Scoring table S-M3 Vehicle

4.4 FITNESS TO DRIVE

Requirements for maximum score in Planning for Fitness to drive:

Demands: The organization has implemented a zero tolerance regime for drugs and alcohol for all transports. The driver of all relevant transports is allowed to either refuse driving or to rest in case of fatigue. Driver distraction is minimized through a regime to avoid the use of screens etc.

Verification: The regime of no alcohol is upheld through technology that does not allow any alcohol or equal. Visual distraction and fatigue is minimized through technology..

FITNESS TO DRIVE	DEMANDS	CRITERIA	POINTS
The ability to monitor safety performance must be followed by a publication of results.	Demand for 3 points	The policy on drugs/alcohol fatigue and distraction has been monitored for at least three years.	
	Demand for 2 points	The policy on drugs/alcohol fatigue and distraction has been monitored for at least one year.	
	Demand for 1 points	The policy on drugs/alcohol and distraction will be monitored within one year.	
	0 points	There is no monitoring of drugs/alcohol and distraction planned.	

Scoring table S-M4 Fitness to drive

4.5 PROTECTIVE GEAR

Requirements for maximum score in Planning for Protective Gear:

The use of personal gear in all relevant situations is implemented. Where possible, seat belt reminders are present. Helmets, protective and highly visible clothes are mandatory where relevant at no cost for employed and contracted drivers

PROTECTIVE GEAR	DEMANDS	CRITERIA	POINTS
The ability to monitor safety performance must be followed by a publication of results.	Demand for 3 points	The policy on protective gear has been monitored for at least three years.	
	Demand for 2 points	The policy on protective gear has been monitored for at least one year.	
	Demand for 1 points	The policy on protective gear will be monitored within one year.	
	0 points	There is no monitoring of protective gear planned.	

Scoring table S-M5 Protective gear

5. SAFETY CULTURE AND SUPPLY CHAIN COVERAGE

A hand is shown holding a red triangular warning sign, which is a common safety symbol used on roads. The sign is made of reflective material and is being held up against a blurred background of a road at dusk or dawn, with a bright light source visible in the distance. The overall scene is dimly lit, emphasizing the sign's visibility.

5.1 TRANSPARENCY AND PUBLICATION

5.2 SUPPLY CHAIN COVERAGE

5.3 MANAGEMENT CULTURE ACROSS ALL LEVELS

5.4 REPORTING CULTURE AND RIGHT TO CORRECTIVE ACTIONS

5.5 INCIDENTS, UNDERSTANDING AND REPORTING

5.6 INNOVATION AND KNOWLEDGE TRANSFER

Safety culture is about aligning norms, demands and requirements with the actual behavior of the entire organization and in its entire sphere of influence. It can be seen as a situation when the complete Plan-Do-Check-Act sequence is well functioning and generates a continuous improvement in safety performance. Seen in this way, all scoring elements of the FIA RS Index builds the safety culture, and in the specific Safety Culture and Supply Chain Coverage scoring element a few overarching principles are introduced.

Good safety culture is built on the engagement and involvement of the management but also from all employed and partners. Safety culture further relates to how well the organization can adapt, correct and monitor progress as an integrated chain when real or possible non-compliances or non-conformities occur. The organization should also be able to see and tackle changes in the society or within the organization that might impact safety. Organizations should be able to generate innovation to manage developments when safety develops. They should also engage in sharing experiences. In essence, the organization should be able to demonstrate its resilience to both internal and external variations and developments of safety risks and challenges (Lie and Tingvall 2022).

In particular, the organization is valued on its ability to detect, report and correct non-compliance with its norms, management, standards and actions. Any fatality, serious injury or potentially serious incident should be considered a non-compliance and should be exposed to an investigation. Further, there should also be a plan to make sure that the event/serious consequence is not repeated. Each case should be available and published openly and actions described.

5.1 TRANSPARENCY AND PUBLICATION

The organization is expected to make the safety targets and results as well as the safety footprint, available. All these aspects should also be published either in a separate safety report, and/or in the sustainability report of the organization.

TRANSPARENCY AND PUBLICATION	DEMANDS	CRITERIA	POINTS
Transparency and publication.	Demand for 3 points	The organization has published safety targets and results and the safety footprint in a separate safety report and/or in the sustainability report.	
	Demand for 2 points	The organization will publish the safety targets and results and the safety footprint in a separate safety report and/or in the sustainability report.	
	Demand for 1 points	The organization share its safety targets and results and the safety footprint on demand.	
	0 points	The organization is not transparent with its safety commitments and results.	

Scoring table S-SC1 Transparency and publication

5.2 SUPPLY CHAIN COVERAGE

The organization can choose to limit its safety scoring to parts of the supply chain. If so, the proportion of the coverage in relation to the entire supply chain Transport/traffic/travel volume must be calculated and/or estimated together with an assessment of the safety risks for the parts of the supply chain that is not included in the FIA RS Index valuation. To earn maximum points in the supply chain coverage of the Safety culture and Supply Chain Coverage scoring element, the amount covered must be above three quarters.

SUPPLY CHAIN COVERAGE	DEMANDS	CRITERIA	POINTS
Coverage of entire supply chain.	Demand for 3 points	Currently at least three quarters of the entire supply chain is covered by the FIA RS Index scoring.	
	Demand for 2 points	Currently at least half and within 2 years at least three quarters of the entire supply chain is covered by the FIA RS Index scoring.	
	Demand for 1 points	Currently at least one quarter and within 2 years at least half of the entire supply chain is covered by the FIA RS Index scoring.	
	0 points	Currently less than one quarter of there entire value chain is covered by the FIA RS Index scoring.	

Scoring table S-SC2 Supply chain coverage.

5.3 MANAGEMENT CULTURE ACROSS ALL LEVELS

An organization with a high safety culture is expected to investigate if safety has permeated to all levels, to contracted parties and to partners of the organization. In particular, the principle of "Safety first" is of critical importance, as it gives anyone in the organization and contracted parties the right and expectation to act when safety is threatened, without the risk for punishment and without considering competing interests in case life and health is at stake.

MANAGEMENT CULTURE	DEMANDS	CRITERIA	POINTS
The management across all levels support and act in line with the culture of "safety first".	Demand for 3 points	The organization shows that the trust from the employed and contracted parties and partners is in line with a culture of Safety first. This should be possible to verify on high and consistent level.	
	Demand for 2 points	The organization shows that the trust from the employed and contracted parties and partners is in line with a culture of Safety first. This should be possible to verify on moderate but increasing level.	
	Demand for 1 points	The organization shows that the trust from the employed and contracted parties and partners is in line with a culture of Safety first. This should be possible to verify on moderate level.	
	0 points	The organization cannot demonstrate a culture of Safety first.	

Scoring table S-SC3 Management culture across all levels.

5.4 REPORTING CULTURE AND RIGHT TO CORRECTIVE ACTIONS

The organization is expected to have systems and routines to allow and stimulate individuals to report non-conformities and non-compliance with safety norms, regulations, standards etc. The same applies also for errors, near misses and incidents that have the potential to lead to death or serious injuries to road users. The reporting should be seen as positive and a natural element even if the reporting person has made an error or mistake itself. Decisions on corrective actions should be fed back to the organization and reporting individuals.

REPORTING CULTURE	DEMANDS	CRITERIA	POINTS
Reporting culture and right to corrective actions without risk of punishment for the reporting person.	Demand for 3 points	Any relevant person in the organization can and is encouraged to report non-conformities and non-compliance with safety policies and routines as well as errors, near misses and incidents across the entire supply chain. Resulting corrective actions are communicated.	
	Demand for 2 points	Any relevant person in the organization can and is encouraged to report non-conformities and non-compliance with safety policies and routines as well as errors, near misses and incidents across the entire supply chain.	
	Demand for 1 points	Reporting of errors, near misses and incidents are explicitly encouraged.	
	0 points	Reporting of errors, near misses and incidents are not explicitly encouraged.	

Scoring table S-SC4 Reporting culture and right to corrective actions

5.5 INCIDENTS, UNDERSTANDING, REPORTING AND CORRECTIVE ACTIONS

The organization is expected to have systems and routines to detect, investigate and analyze errors, near misses, incidents and crashes with the potential to lead to death or serious injuries. It is also expected to report serious cases, as well as the actions decided to minimize and/or eliminate further similar cases.

UNDERSTANDING AND REPORTING	DEMANDS	CRITERIA	POINTS
Understanding and reporting of incidents.	Demand for 3 points	The organization can demonstrate its incident reporting and analysis system including in-depth studies of serious incidents and crashes as well as report serious individual cases and associated corrective actions.	
	Demand for 2 points	The organization can demonstrate its incident reporting and analysis system including in-depth studies of serious incidents and crashes and associated corrective actions.	
	Demand for 1 points	The organization can demonstrate its incident reporting and analysis system and associated corrective actions.	
	0 points	The organization cannot demonstrate an incident reporting and analysis system.	

Scoring table S-SC5 Incidents, understanding and reporting

5.6 INNOVATION AND KNOWLEDGE TRANSFER

The organization is expected to generate and/or implement innovations to improve safety and innovative safety procedures of the organization. It is also expected that the organization share experience, knowledge and innovations with the community and interested parties including academia. The expectations of innovation and knowledge transfer refers the most recent 5 years.

INNOVATION AND KNOWLEDGE TRANSFER	DEMANDS	CRITERIA	POINTS
Innovation and transfer of knowledge to the community, academia and interested parties.	Demand for 3 points	The organization can demonstrate at least three innovations and show the effects on the safety footprint and/or relevant SPF. The organization is openly sharing its knowledge and experience of safety management to the community, academia and interested parties.	
	Demand for 2 points	The organization can demonstrate at least one innovation and show the effects on the safety footprint/and or relevant SPF. The organization is openly sharing its knowledge and experience of safety management to the community, academia and interested parties.	
	Demand for 1 points	The organization can demonstrate at least one innovation that can have effect on a SPF. The organization is openly sharing its knowledge and experience of safety management to the community, academia and interested parties.	
	0 points	The organization cannot demonstrate any innovation.	

Scoring table S-SC6 Innovation and knowledge transfer

SCORE CALCULATION

One aim of the FIA RS Index system is to generate a rating, presented as scores and a number of stars. In this section, the method to calculate the rating for a generic supply chain is presented.

There are five rating elements, Commitment, Footprint, Planning, Monitoring of Safety Performance and, Safety Culture Management and Supply Chain Coverage. All these elements have scoring areas for generating points. The criteria are presented in the scoring tables. Each scoring table generates points between zero and three.

The scoring areas have varying weights, depending on the relative importance of each area. There is a multiplication factor that is used to generate a score for the different scoring areas.

For every rating element, the scores from the different scoring areas can be summed together to a rating element sum score ranging from 0-30.

The rating element sum scores are used to calculate the FIA RS Index star rating. To qualify for a high rating there is a need for balanced performance. A poor scoring in any rating element will limit the possibility of reaching a high star rating. Below the scoring table is presented. Along with the points the multiplication factors are used to generate scores. For each element, a maximum score of 30 can be achieved. The total score can thus reach 150 points.

The scores are summed and as a result, zero to five stars will be generated. There are thresholds to guarantee that an organization has a balanced scoring. Five stars can only be given to an organization with at least 120 points, and none of the elements with less than 15 points. Four stars will be given for a total score of at least 90 points, and no element with less than 10 points. For three stars, the total score must be at least 60 points and no element with less than 5 points. Two stars will be given for scores between 30 and 59 points and one star between 15 and 29 points. Below 15 points, no star will be given.

There is an extra threshold for the supply chain coverage (one of the tables in Safety Culture and Supply Chain Coverage), in that five stars can only be given to an organization that cover at least three quarters of its entire supply chain, while four stars can only be given to an organization than cover at least half of its entire supply chain.



6. SCORE CALCULATION

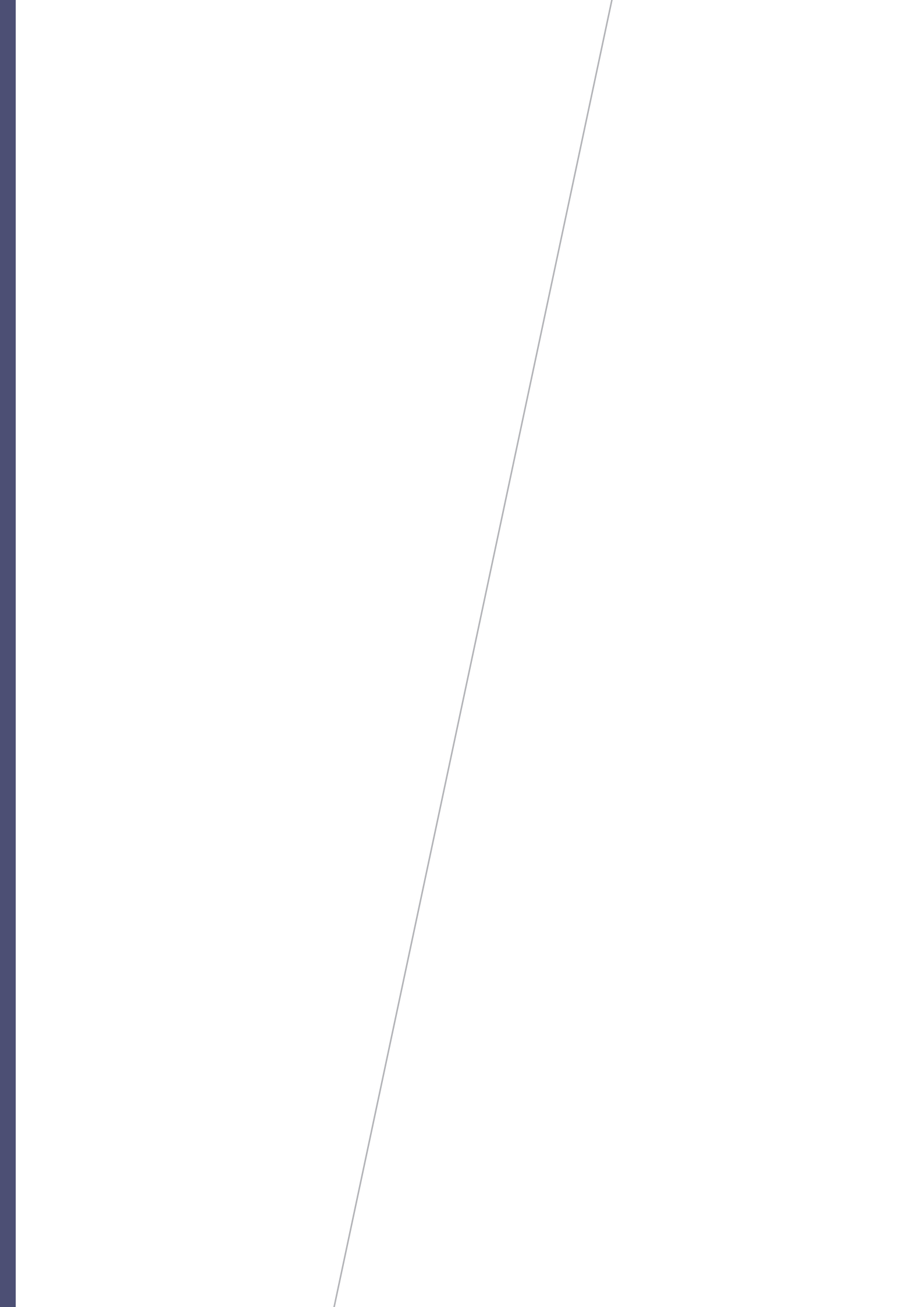


GENERIC SUPPLY CHAIN	AREA	MULTIPLICATION FACTOR	POINTS	SCORE
Commitment (30 points)	Engagement of top management, traffic safety policy	2	3	6
	Road safety targets and role of traffic safety	2	3	6
	Follow laws and regulations	2	3	6
	SPF: Speed	1	3	6
	SPF: Vehicles	1	3	6
	SPF: Fitness to drive	1	3	6
	SPF: Protective gear	1	3	6
Footprint (30 points)	Employed	2	3	6
	Contracted	4	3	12
	Third parties	4	3	12
Planning (30 points)	Follow laws and regulations / Footprint data	2	3	6
	Speed demands	1	3	6
	Speed verification	1	3	6
	Vehicle	2	3	6
	Fitness to drive demands	1	3	6
	Fitness to drive verification	1	3	6
	Protective gear	2	3	6
Monitoring of safety performance (30 points)	Follow laws and regulations / Footprint data	2	3	6
	Speed	2	3	6
	Vehicle	2	3	6
	Fitness to drive	2	3	6
	Protective gear	2	3	6

GENERIC SUPPLY CHAIN	AREA	MULTIPLICATION FACTOR	POINTS	SCORE
Safety culture and supply chain coverage (30 points)	Transparency and publication	2	3	6
	Supply chain coverage	2	3	6
	Management culture across all levels	2	3	6
	Reporting culture and right to corrective actions	1	3	3
	Incidents, understanding and reporting	1	3	3
	Innovation and knowledge transfer	2	3	6
Sum score				150

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