FIA ROAD SAFETY INDEX

MANUAL V. 05

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

The FIA RS Index system is described in three 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 RSI Manual

The FIA RSI Manual contains the scoring system with criteria based on the components identified in the framework. The first version of the manual includes the two components Commitment and Footprint. Later the manual will also contain the areas Plans, Monitoring and Safety Culture.

3. Guidance for use

The Guidance for use document is supporting the use of the manual with examples and additional information. It also includes a calculation sheet supporting users in generating the score and star rating. Guidance for use is a document that is designed to evolve over time.

INTRODUCTION

The FIA RS Index is based on the Stockholm declaration for traffic safety, adopted at the 3rd Global Ministerial Conference in 2020. 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 (management standard for traffic safety) 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 organisation's performance as a score or as an FIA RS Index star rating. An organisation 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 organisations with or without specific traffic safety-related products and/or services.

- For organisations without any such safety products/services within their value chain, only one valuation will be performed, the FIA RS Index supply chain rating.
- For organisations with safety-related products/services, there will be a further valuation also for the products/services, the FIA RS Index product/service rating.

READER GUIDELINES:

This manual is built from four main building blocks. After the information above, there is a chapter on supply/value chain analysis. Thirdly, a set of criteria defining demands for scores within the fields of Commitment and Footprint. 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 only covering three of the future six elements in the complete FIA RS Index. Later, the elements Planning, Monitoring of Safety Performance and Safety Culture will be added to the manual and the system.

THE GENERAL RATING APPROACH

The FIA RS Index is a rating system that today allows an organisation to investigate its current traffic safety commitment 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 organisation 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 organisations of any type or size.

The FIA RS Index is inspired by other sustainability reporting systems and could be reported together with these. The progress of the organisation 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 organisations improve their sustainability through road traffic safety. This will in turn stimulate organisations to continuous improvement and the application of effective processes and actions, the FIA RS Index is designed to detect and credit these 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 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 organisation in its sphere of influence.

Generally, organisations' value chain includes several contracted partners. Therefore, a significant part of the FIA RS Index includes properties related to those contracted partners. For many organisations, the main possibility to improve road safety is to work together with and through their partners.

The FIA RS Index also aspires to stimulate organisations to set up benchmarks and targets for their ambitions, but rather than possibilities in comparing different organisation's safety footprint, the FIA RS Index is designed to focus the progress within each organisation.

This manual deals mainly with the first elements, the value chain analysis, commitments and footprint of an organisation. The next versions of the FIA RS Index manual will have scoring elements covering the organisation's Planning, Monitoring of safety performance, and finally the establishment of an appropriate Safety culture. This is in line with the safety management standard ISO 39001, as well as the expectations highlighted in the Stockholm declaration from the 3rd Ministerial Conference 2020.

Generally, a wider approach to safety covering both how an organisation 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 version of the manual is using the following key approach:

- The FIA RS Index presents two ratings, a supply chain rating and secondly a product/service rating. The product/service rating is only to be used for organisations that deal with road safety relevant products and/or services.
- 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 organisations 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 organisation can identify its entire value chain and identify clearly what parts are subjected to the valuation
- If an organisation 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 organisation prefers not to work with more than one rating it will be judged on the lowest performance.

Supply chain rating
Product/service rating.

1. VALUE CHAIN ANALYSIS

1.1 SUPPLY/VALUE CHAIN ANALYSIS

The first element of the FIA RS Index is the supply/value chain analysis.

To correctly understand the organisation's road safety sphere of influence and guide actions, a mapping of its supply chain and products and/or services is essential. This mapping should also form the basis for a safety footprint calculation and traffic safety activities. The analysis is fundamental but does not generate any scoring.

The value chain of an organisation includes the entire chain, from the sourcing of raw material to the end-use of a product or service offered by the organisation. (VALUE CHAIN BILD) The value chain also includes suppliers- at least first tier- and contracted organisations as well as non-contracted but dependent organisations. 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 organisations 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). For further understanding, the FIA RS Index only deals with the safety footprint of road traffic/transport.

When establishing the value chain and 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 organisation influence.

Categories of affected people in the value chain analysis

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

There are in essence four different types of affected persons in terms of the organisations' value chain:

- Employees, either directly by the organisation, or by a contracted organisation.
- Employees/workers, including self-employed, that are non-controlled but dependent on the primary organisation or their contracted organisations (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 organisation'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 organisation produces or manages road safety relevant products and/or services. For these organisations also their customers' third parties should be included.

Transport, traffic and travel to be included in the value chain analysis

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

Examples of transport/traffic/travel types to be included are transports of raw material, transport by suppliers to/from the organisation's facilities, transport of goods from the organisation to markets and customers, etc. Incoming transport is considered an evident part of the value chain. Also travel for work by employees, including employees of contracted organisations, should be included. For organisations with road safety relevant products and/or services the end-users transport, traffic and travel are included in the estimates as well.

Transports performed by non-contracted but dependent organisations should also 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 organisation. The minimum number would be, apart from own transport and travel by employees, the first-tier suppliers and contracted organisations. The minimum level would also include first-tier non-contracted but dependent organisation's transport and travel related to services and products of the organisation in question. Limitations should be reported.

For each type of transport, the total mileage or any other measure or road transport, traffic and travel volume should be estimated and presented. These figures should relate to the above definitions and estimates for each one of them.

For some organisations, the FIA RS Index can cover all of the supply/value chains. However, for some organisations, the value chain is so complex that the organisation initially wants to limit the scope of the rating. For any limitation of the use of the FIA RS Index the starting point is to define the processes, markets and activities that the organisation wishes to include in the FIA RS Index. An organisation 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.

Limiting the rating scope could also be an option for the value chain analysis of road safety relevant products and services. An example might be a vehicle manufacturer that produces and markets vehicles worldwide

but in an early attempt to present the FIA RS Index chooses to show its commitments, footprint and plans for a limited number of countries or regions. All kinds of applied boundaries need to be reported and specified clearly and will be a part of the scoring.

If an organisation wishes to apply the FIA RS Index to only parts of its value chain, it must be clear what parts, and how significant these parts are in relation to the entire value chain. In the description of what parts of the value chain that is excluded from the FIA RS Index, the organisation should include a risk assessment as well as a timetable for when the entire value chain will be covered by the commitments, policies and footprint valuations.

One particular issue is the inclusion criteria of transport shared with other organisations. The reporting organisation 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 organisation, 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.

Understanding transport, traffic and travel volume in supply chain analysis

To set targets and systematically work with road safety some background information is needed. Mapping and understanding an organisation's supply chain is a natural element of this exercise. The mapping is also a way to understand the transport volume and potential sphere of influence of the organisation. A table to summarize road transport, traffic and travel volume is presented below. The table is a base and a way to get started with the analysis of road transport, traffic and travel volume.

The table contains three areas, upstream, within the company and downstream transports.

Typical upstream transports are all the incoming deliveries from external suppliers, in different tiers. The most obvious flows to include are the 1st tier relations, but there might be significant volumes and traffic exposure even in 2nd or 3rd tier relations.

Within a company transport can be performed between own units such as factories, own warehouses, offices or ongoing projects, i.e. all transport that doesn't involve external parties.

Downstream activities are the transports towards the market, such as external warehouses, clients and end consumers. To what extent the end consumers are included in the sphere of influence, can vary a lot between different organisations.

If only a part of the value/supply chain is analyzed, 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 is possible to calculate using the table below.

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 number of shipments multiplied by the assumed average kilometers per shipment can be used to estimate the total distance.. The method an organisation choses to apply should be clearly described and reported.

For each specified transport category, as pre-defined in the table or specified by the organisation, the mileage should be given, as well as an estimated total mileage. The share of the quantified traffic exposure is calculated, for each transport category in relation to the value chain total exposure.

In the value chain specification, the road transport, traffic and travel 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. At the bottom of the road transport, traffic and travel volume specification table, there is a table for each type (upstream, within the company, downstream) of flow, to specify the road transport, traffic and travel volume for low/middle/high-income countries. The sum of volumes in low/middle/high-income countries shall correspond to the total identified road transport, traffic and travel volume for the organisation. The share for each country category is calculated in the table.

In the Guidance For Use document, there are some examples of how to fill in the table for different types of organisations.

As a part of a stepwise introduction of the FIA RS Index, an organisation might wish to limit the rating to a part or some parts of its activities. The organisation then needs to specify what parts of the total organisation that is the basis for the rating. In global organisations, it is possible to limit the initial analysis to one country, region, production site, distribution center or some other well-defined part of the total organisation.

Even if the organisation limits its rating it should understand the full sphere of influence of the chosen part/parts. Even a small part of the organisation might have a considerable sphere of influence regarding responsibility and, direct or indirect impact, on the actors throughout the total value chain.

Upstream supply chain RSI representation			
Up stream road transports **Categories**	Rating traffic volume	Estimated tot traffic volume	Rating share [%]
First tier			
Second tier			
Third or lower tier			
Specifiy			
Other 1st tier			
Specifiy			
Total			

Within company supply chain RSI representation			
Within company road transports **Categories**	Rating traffic volume	Estimated tot traffic volume	Rating share [%]
Warehouse to prod site			
Between prod sites			
Prod site to own warehouse			
Specifiy			
Specifiy			
Specifiy			
Total			

Downstream supply chain RSI representation			
Downstream road transports **Categories**	Rating traffic volume	Estimated tot traffic volume	Rating share [%]
First tier = DC's			
Second tier = DC's to reseller			
Third tier = B2B/B2C client			
Specifiy			
Specifiy			
Specifiy			
Total			

TOTAL RATED SHARE [%] OF SELECTED VALUE CHAIN

Market RSI representation of total exposure Upstream		
Market category	**Traffic volume**	**Market share %**
High income countries		
Mid income countries		
Low income countries		
Total exposure all markets		

Market RSI representation of total exposure Within company		
Market category	**Traffic volume**	**Market share %**
High income countries		
Mid income countries		
Low income countries		
Total exposure all markets		

Market RSI representation of total exposure Downstream		
Market category	**Traffic volume**	**Market share %**
High income countries		
Mid income countries		
Low income countries		
Total exposure all markets		

TOTAL MARKET REPRESENTATION	
Market category	**Market share %**
High income countries	
Mid income countries	
Low income countries	
All markets	

Table 1. Road transport, traffic and travel volume tables (upstream, within company and downstream) for description and quantification of traffic volumes.

The selected parts should be clearly described and included as headlines in the road transport, traffic and travel volume table for upstream, within the company, and downstream transport/traffic/travel volume.

Even if the rating is limited to a part of the organisation's activities it is essential to have an estimate of the total road transport, traffic and travel volume. This to understand the share of the total supply chain covered in the rating. A true number or a serious estimate of the total volume can be used, documented and reported.

If the organisation chooses to only analyze parts of its supply/chain for the FIA RS Index, the organisation 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 organisation 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.

Understanding the sphere of influence of products and/or services

If the produce and/or market products and/or services that are relevant for traffic safety, it is essential that the impact and sphere of influence can be described and estimated in size. For vehicles, the total sales divided by markets/nations or alike would be sufficient. If the organisation chooses to only apply the FIA RS Index to parts of its production, it should be clear to what extent the limitation is made, both regarding markets/nations as well as vehicle types or alike.

If the organisation produces and/or markets transport/travel services, it would be beneficial if the amount of transport/travel could be expressed in mileage or similar.

There are more complex services, like consulting, where conventional ways of expressing the impact would not be relevant.

Consulting for road construction or alike would have to be expressed in other ways. While it is not possible to foresee the variety of such services, it would be expected that the organisation can analyze and express some kind of sphere of influence and its size.

2. THE ROAD SAFETY INDEX FOR THE SUPPLY CHAIN

2.1 THE ROAD SAFETY INDEX FOR THE SUPPLY CHAIN

In this element of the FIA RS Index requirements and valuation are relevant to all organisations and applies to their supply chain. For organisations with safety related products/services, there will be a further valuation related to the products/services, the FIA RS Index product/service rating outlined later in this manual.

COMMITMENT, SUPPLY CHAIN

Commitment is the first scoring element. It contains seven scoring tables. It is important that the organisation 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 organisation's management. Typical commitments stated by an organisation 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, they should guide how aspirations are picked up by the organisation, 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, e.g., how taxi services are contracted in relation to employee safety.

COMMITMENT
Engagement of top management, traffic safety policy
Road safety targets and role of traffic safety
Follow laws and regulations
Safety performance factors

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 organisation. 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 organisation will show its engagement in near time. By near time, one year is the limit at this point.

If the organisation is limiting road safety to a part of the supply chain, i.e. 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 organisation'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	
	0 points	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 organisation 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 organisation in all its road transport operations.

There is also a requirement of a time-set target. It is up to the organisation 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 organisations 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

Follow laws and regulations

The third scoring table is about following rules and regulations, including relevant standards.

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

Therefore, a strong and communicated commitment from the organisation is needed that assures road rules, regulations and standards are followed and makes sure it is the organisation'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 organisation 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 organisation itself.

Commitment Follow laws and regulations	Demands	Criteria	Points
Commitments that show the 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 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

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 organisation 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. Mostly, 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 to relate to for an organisation.

The safety performance factors are chosen on the basis that an organisation can significantly influence the safety factor, and also to what extent 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.

Some organisations use the road transport system in unusual ways. If the four mandatory performance factors are of limited relevance an organisation can add one more factor if it finds it essential to its safety related operations, but 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 organisation 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.

Note that the safety performance factor for vehicles, also the choice of vehicle type for certain types of transport needs, are included. This could mean that not using road vehicles for a certain type of transport and replacing transports with either other modes of transport or even to eliminate the need for transport is included. It should also be noted that the safety performance factor for vehicles includes partner protection, i.e. the risk for third parties to be killed or seriously injured.

Commitment Speed	Demands	Criteria	Points
Policies that state the organization's management of speed and comply 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 Vehicles	Demands	Criteria	Points
Polices that state how the organization chooses vehicles and demand vehicle safety performance for both the organization well as contracted parties, lease, etc.	Demand for 3 points	The organization states 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 state or will state 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
organization	Demand for 3 points	The organization state that there is zero-to-lerance 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-to-lerance 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
Polices 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 value 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 value 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-C5 Safety performance factor - Vehicles

FOOTPRINT, SUPPLY CHAIN

The second rating element of the FIA RS Index is the safety 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 organisation'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 here. For organisations with safety related products/services, there will be a further valuation related to the products/services, the FIA RS Index product/service rating outlined later in this manual.

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 organisation as a driver, or a vehicle owned or leased by the organisation.

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 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 published.	

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 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

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 organisation 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 safety footprint for third parties.	

Scoring table S-F3 Footprint - Third parties

PLANNING

(The scoring tables for this element will be developed later)

The role of planning is to describe more in detail what the organisation intends to do to improve its road safety performance and resulting safety footprint within the organisation's entire value chain. The planning should also detail how and when actions will be taken.

The organisation's documentation is expected to be detailed and transparent enough for interested parties and the outside community to allow for an analysis of the plans, its actions and its likely outcome. The plans should give possibilities to estimate if and when the decided long-term and time-set safety targets can be met.

As the FIA Road Safety Index is aiming to improvements in the entire value chain of organisations, most of the potential activities and focus will be on the organisation's activities but also on the performance of contracted partners, both upstream and downstream. These contracted partners, including transports, are important parts of most organisations' spheres of influence. For organisations that produce products/services that are road safety relevant, the products/services rating also includes the planning phase.

The planning would be expected to be based on the organisation's commitments and mirror the safety performance factors (SPF) used in the commitment section of the FIA RS Index. To make significant progress, capacity, organisation and responsibility all 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.

MONITORING OF SAFETY PERFORMANCE

(The scoring tables for this element will be developed later)

The role of monitoring is to present results and evaluate the progress of the safety management and actions within the organisation'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 manage the safety progress in all organisations and the only instrument to detect any progress for organisations with a limited safety footprint. Changes in SPFs are closely linked to the organisations' activities and can rapidly indicate if these were relevant and efficient.

The safety performance factors could also be used to benchmark with other organisations, but the nominal figures would be hard to compare in most cases, as they are depending on the individual background of each organisation, its value chain and its sphere of influence.

It is up to the organisation to choose how the monitoring is designed and presented but in essence, it should mirror the definitions, targets and measurements of the policies, commitments and plans 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 organisations, 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 contracts are required to follow the demands for safe transport, road safety monitoring would also take place as a contracted activity. The safety relevant elements of agreements and contracts in this matter should be made public to the community.

SAFETY CULTURE MANAGEMENT

(The scoring tables for this element will be developed later)

Safety culture is about aligning norms, demands and requirements with the actual behavior of the entire organisation and in its entire sphere of influence. It can be seen as a situation when the entire Plan-Do-Check-Act sequence is well functioning and generate a continuous improvement in safety performance. Good safety culture is building on the engagement of all employed and partners. Safety culture further relates to how well the organisation can adapt, correct and monitor progress as an integrated chain when real or possible non-compliances or non-conformities occur. The organisation should also be able to see and tackle changes in the society or within the organisation that might impact safety, as well as being able to create innovation in how safety can progress. In essence, the organisation 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 organisation will be valued on its ability to detect, 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 and a plan to make sure the event/serious consequence is not repeated.

To get high ratings the organisation is expected to look at its entire value chain and sphere of influence.

The organisation would also be expected to show the impact of its innovations and new ways to improve and maintain safety. Innovations can be both procedural and organisational as well as technical.

It would be expected that the organisation can demonstrate its ability to be certified according to ISO 39001 or alike.

Finally, it would also be expected that the organisation can present how it contributes to road safety in the society, not only restricted through the safety management of its operation and within its entire value chain, but also to other organisations, nations and citizens. Sharing data and experience, and conducting and/or funding scientific research are ways to support the community and other stakeholders. Although, there would also be other ways.

The valuation of safety culture would in essence be the same for all organisations, whether it is involved in the production/marketing of safety relevant products/services or not.

3. ORGANISATIONS WITH SAFETY RELATED PRODUCTS AND/OR SERVICES

3.1 ORGANISATIONS WITH SAFETY RELATED PRODUCTS AND/OR SERVICES

While all organisations would have a supply chain for their products and/or services, some organisations would also produce products and/or services that are safety related. Organisations with products and/or services that have a significant safety component would be rated according to this/these components as well.

The scoring areas have the same headings, but different criteria content. Hence an organisation producing and/or administrating safety related products and services should have at least two separate ratings. More than two ratings can be used if the organisation has a wide area of products and/or services.

The organisation would have to estimate the customers/users' exposure to road traffic via its products and/or services. If the products/services are used in many markets/jurisdictions, these estimates should be given for each such market/jurisdiction. If, for a given reason, the organisation wishes to only report on parts of the products and/or services this is possible. In that case, there must be a specification and risk assessment of what is excluded. There must also be a timetable for when the entire volume of products and/or services will be included in the FIA RS Index.

COMMITMENTS, PRODUCTS AND/OR SERVICES

Depending on the products marketed or services provided, the required commitments will vary to some extent. They relate to customers, third parties to customers or the society.

Engagement of top management, policy

Commitment Engagement of top management, policy	Demands	Criteria	Points
It is essential that the top management takes responsibility for traffic safety properties for their products/services	Demand for 3 points	The top management has taken a clear role in managing traffic safety for its products and services, being transparent and applying procedures and actions that are evidence-based	
	Demand for 2 points	The top management will, in near time, take a clear role in managing traffic safety for its products and services, being transparent and applying procedures and actions that are evidence-based	
	Demand for 1 points	The top management has delegated responsibility to lower levels of the organization	
	0 points	No traces that the top management is working with the traffic safety of their products and services	

Scoring table P/S-C1 Commitment - Engagement of top management, policy

Road safety targets

Commitment Road safety targets	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 the safety footprint of its products/services.	
	Demand for 2 points	The organization has a long-term target for the safety footprint of its products/services	
	Demand for 1 points	The organization has a vision for the safety of its products/services	
	0 points	The organization has no targets vision for the safety of its products/ services	

Scoring table P/S-C2 Commitment- Sustainability and traffic safety policy

Safety standards and principles

In this scoring, the organisation is valued in relation to the application of safety standards and/or practices within its sector. Most safety related products or services would have a generally accepted standard or regulation.

Many standards and regulations would vary across markets or jurisdictions, but it would be expected from an organisation to apply the best available standard or regulation for its products or services. For cars, the NCAP procedures and rating could be an example. For roads and streets, i-RAP could serve as a relevant reference standard.

In this scoring, it is also valued, if safe system principles (equivalent to Vision Zero principles) are applied to the products or services offered by the organisation. The safe system principles in short are:

- The failing human is the basis for the design and operation of the road transport system
- Safety cannot be traded of to other benefits of the road transport system
- Science and proven experience are the basis for any intervention
- it is the providers of the road transport system that have the ultimate responsibility for the safety of the system
- Any crash with a fatal outcome must be investigated to validate applied or planned safety solutions and possibly lead to corrective actions.

Commitment Safety standards and principles	Demands	Criteria	Points
Commitments made in relation to safety standards and practices and the application of safe system (VZ) principles	Demand for 3 points	The organization applies the best available safety standards/practices and applies safe system principles for its products/ services	
	Demand for 2 points	The organization partly applies the best available safety standards/ practices and applies safe system principles for its products/services	
	Demand for 1 points	The organization applies safe system principles for its products/services	
	0 points	The organization does not apply safety standards/ safe system principles for its products/services	

Scoring table P/S-C3 Commitment - Safety standard and principles

For a service provider, the commitments are related to the customer and/ or the use of the service.

Safety performance factors, relevant to the organisation

In this section, safety performance factors are valued. These factors will vary with the type of products or services that the organisations deliver to customers/clients or users.

Often a product or service can influence the safe use of the road transport system. This is valued as well.

For organisations that deliver vehicles or vehicle components, the most relevant safety performance factors would be vehicle safety, speed and the use of protective gear.

For road administrations, road infrastructure, speed and infrastructure maintenance would be the most relevant safety performance factors.

For a service provider of personal transport, several safety performance factors could be relevant, like vehicles, speed and the use of protective gear, as well as fitness to drive.

For a provider of traffic safety education/training/consulting, many safety performance factors can be used, depending on the character of the services. If consultancy is related to vehicles and their components or roads and street or transport services the safety performance factors for these areas could be used.

It is suggested that the three most relevant safety performance factors could be valued for each organisation. It would be up to the organisation to pick the most appropriate factors.

Vehicles and vehicle components producers

The scoring for a vehicle and/or vehicle components manufacturer relates to both the product (1) as well as the safe use of the product (2).

Safety performance factors Vehicles and vehicle components producers	Demands	Criteria	Points
Commitments by the vehicle manufacturer /supplier made in relation to vehicles used by customers	Demand for 3 points	The vehicles produced, components delivered to customers fulfill the highest available safety standard across all markets. The safety performance is communicated to customers.	
	Demand for 2 points	The organization has decided that the vehicles produced, components delivered to customers fulfill the highest available safety standard across all markets. The safety performance is communicated to customers.	
	Demand for 1 points	The organization communicates to customers the safety standard and performance of the vehicles /components delivered.	
	0 points	The organization has no safety standard of the vehicles/components delivered.	

Scoring table P/S-C4a1 Safety performance factors - Vehicles and vehicle components producers

Safety performance factors Vehicles and vehicle components producers	Demands	Criteria	Points
Commitments by a producer of vehicles and components in relation to the safe use of the product	Demand for 3 points	The manufacturer supports the users to follow road rules and safe use, in particular speed limits (or safe speed), fitness to drive and the use of protective gear. The provider communicates with users regarding safe use.	
	Demand for 2 points	The manufacturer has taken the decision to support the users to follow road rules and safe use, in particular speed limits (or safe speed), fitness to drive and the use of protective gear. The provider communicates with users regarding safe use.	
	Demand for 1 points	The manufacturer communicates with the users about safe use.	
	0 points	The manufacturer has no support or communication with users with regard to safe use.	

Scoring table P/S-C4a2 Safety performance factors - Vehicles and vehicle components producers

Transport service providers

Following rules and regulations in transport services

The safety performance factor relating to the transport service delivery contain all relevant rules for the driving of the vehicles with a customer as driver/passenger.

Safety performance factors Transport service providers	Demands	Criteria	Points
Commitments by a transport service provider made in relation to driving, includes both customer as drivers or passenger	Demand for 3 points	All relevant road rules are followed, in particular speed, fitness to drive, use of protective gear, and non use of distractive technology when driving. There are procedures when non compliance is detected and the requirements are communicated to customers.	
	Demand for 2 points	The organization has taken a decision to follow all relevant road rules, in particular speed, fitness to drive, use of protective gear, and non use of distractive technology when driving. The requirements will be communicated to customers.§	
	Demand for 1 points	The organization communicates to customers that road rules are followed.	
	0 points	The organization has no commitment to follow road rules.	

Scoring table P/S-C4b1 Safety performance factors - Transport service providers

Safety performance factors Transport service providers	Demands	Criteria	Points
Commitments by a transport service provider made in relation to vehicles used by customers	Demand for 3 points	The vehicles used in the transport service will only use vehicles with the highest available safety performance. The definition of the highest available safety performance is available and communicated to customers.	
	Demand for 2 points	The organization has decided to only use vehicles with highest available safety performance will be used for all transports. The definition of highest available safety performance is available and communicated to customers.	
	Demand for 1 points	The organization communicates to customers the safety standard of the vehicles used for all transports	
	0 points	The organization has no safety standard of the vehicles used for service	

Scoring table P/S-C4b2 Safety performance factors - Transport service providers

Roads and streets, infrastructure providers

The safety performance factors related to infrastructure would be applicable to a road administration, or a local government responsible for streets and roads within its borders. The safety performance factor relates to the design standards, maintenance and speed management.

Safety performance factors Roads and streets, infrastructure providers	Demands	Criteria	Points
Commitments by an infrastructure provider	Demand for 3 points	The design and operation of the infrastructure have the highest possible rating in a relevant rating system	
	Demand for 2 points	The organization has decided that the design and operation of the infrastructure will have the highest possible rating in a relevant rating system. The time frame should be given	
	Demand for 1 points	The design and operation of new infrastructure will have the highest possible rating in a relevant rating system	
	0 points	The organization has no rating nor decision for applying rating to its infrastructure	

Scoring table P/S-C4c1 Safety performance factors - Roads and streets, infrastructure providers

The provider of road infrastructure would also be expected to support the road users to follow road rules and to support a safe behavior when using the road transport system.

Safety performance factors Roads and streets, infrastructure providers	Demands	Criteria	Points
Commitments by a road infrastructure provider in relation to the users of the infrastructure (or any other stakeholder relevant to the provider)	Demand for 3 points	The provider supports the users to follow road rules and safe use, in particular speed limits (or safe speed). The provider communicates with users regarding safe use.	
	Demand for 2 points	The provider has decided to support the users to follow road rules and safe use, in particular speed limits (or safe speed). The provider communicates with users regarding safe use.	
	Demand for 1 points	The provider communicates with the users about safe use.	
	0 points	The provider has no support or communication with users regarding safe use.	

Scoring table P/S-C4c2 Safety performance factors - Roads and streets, infrastructure providers

Safety Performance Factors, traffic safety education/training/consulting

The safety performance factors related to traffic safety education, training and/or consulting would be applicable to any organisation in the field of road safety education/training or consultancy providing services aiming at improved road safety. It would possibly include driver education and training as well as consultancy in both the automotive sector as well as in infrastructure design and construction. The safety performance factors would relate to the content of the service when it transforms into real-life use in the road transport system.

Safety performance factors Traffic safety education/training/consulting	Demands	Criteria	Points
Commitments by Traffic safety education/training/consulting made in relation to customers An alternative based on the principle that each safety performance factor addressed will give 3 p, in total four different safety factors could be "awarded points" if addressed according to the demands.	Demand for 3 points	The service content delivered to all relevant customers/clients address safety performance factors, and best practice for each of them is applied. Up to four safety performance factors are valued and should include speed, vehicle safety, fitness to drive and use of safety gear. If relevant, one or several safety performance factors could be replaced. (3 p per SPF)	
	Demand for 2 points	The service content delivered to some relevant customers/clients addresses safety performance factors. Up to four safety performance factors can be valued, and should include speed, vehicle safety, fitness to drive and use of safety gear. If relevant, one or several safety performance factors could be replaced. (1 p per SPF)	
	Demand for 1 points	The provider communicates with the users about safe use.	
	0 points	The service content has no specific relation to safety performance factors (0 p)	

Scoring table P/S-C4d Safety performance factors - Traffic safety education/training/consulting

FOOTPRINT, PRODUCTS AND/OR SERVICES

Footprint, customers/clients/users

The footprint for customers (or clients/users) to products/services offered by the organisation is the number of killed or seriously injured among those customers, clients or users.

If it relates to a product, like a road vehicle or components of a road vehicle, it would be expected that the organisation can report for vehicles produced and sold within at least a two-year period.

Customers (Clients/users) would include also passengers of the road vehicle.

For a service-provider organisation, the footprint involves all persons killed or seriously injured, that were included in the service delivery. If, for example, a taxi transport would be exposed to a crash, all passengers killed or seriously injured, would be included in the safety footprint of that organisation. The driver would though be seen as an employee or contracted employee and thus be included in the safety footprint of the supply chain.

For a road infrastructure provider, the division of "clients" or "users" into two categories, would not be relevant. Therefore, these categories are brought together.

The same principle applies to organisations delivering education/training/consulting.

While it could be complicated, or even impossible, to obtain data on the footprint occurring among customers and/or clients. A serious estimate could replace the actual outcome.

Footprint Customers/clients/users	Demands	Criteria	Points
The footprint for customers to the product/service of the organization	Demand for 3 points	The organization has an estimate of the number of killed and seriously injured customers, by road user category, age/age group and country.	
	Demand for 2 points	The organization has an estimate of the number of killed customers, by road user category, age/age group and country.	
	Demand for 1 points	The organization has an estimate of the number of killed customers.	
	0 points	The organization has no relevant safety footprint data published.	

Scoring table P/S-F1 Footprint - Costumers/clients/users

Footprint, third parties to customers or clients/customers

Third parties to customers would be those killed or seriously injured in crashes where products/services are involved. It could be vulnerable road users hit by a product of the organisation, or when a service is provided to a customer.

Footprint Third parties	Demands	Criteria	Points
Third parties are those casualties resulting from a road crash involving a product or service from the organization (but excluding customers)	Demand for 3 points	The organization has an estimate of 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 third-party killed, divided by age/age group, road user category and country.	
	Demand for 1 points	The organization has an estimate for third-party killed.	
	0 points	The organization has no relevant safety footprint for third parties.	

Scoring table P/S-F2 Footprint - Third parties

PLANNING

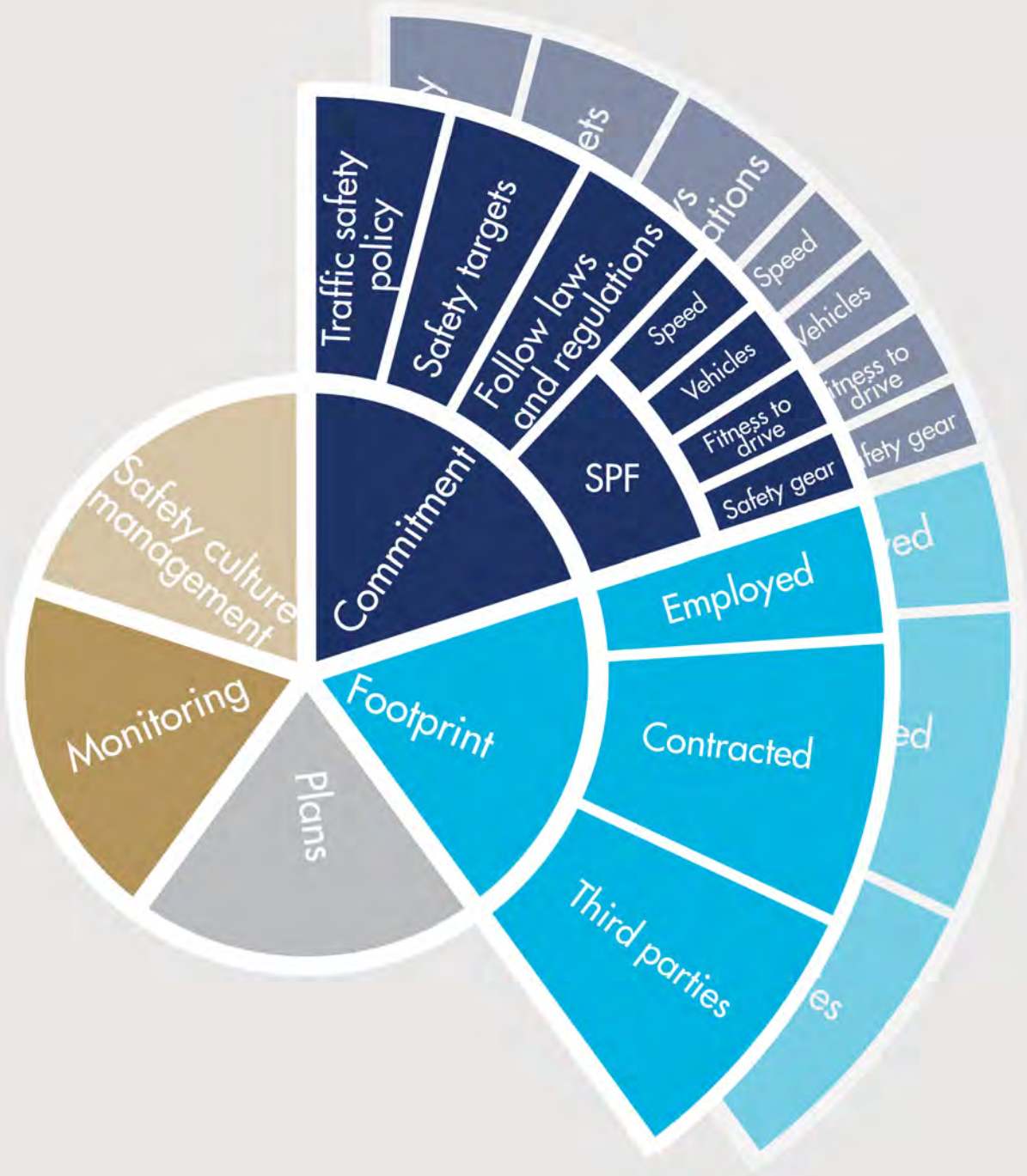
(The scoring tables for this element will be developed later)

MONITORING OF SAFETY PERFORMANCE

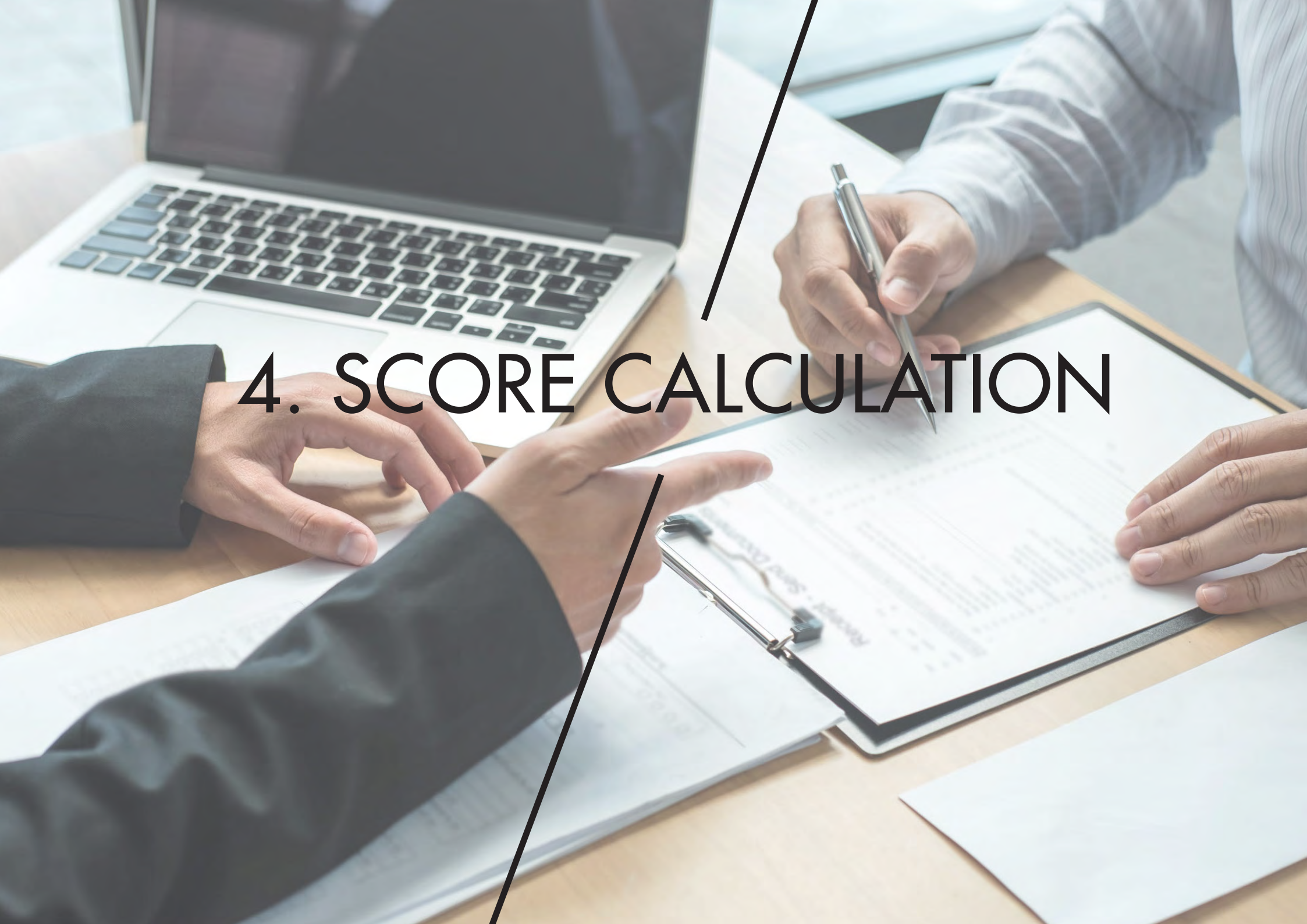
(The scoring tables for this element will be developed later)

SAFETY CULTURE MANAGEMENT

(The scoring tables for this element will be developed later)



Supply chain rating
Product/service rating.



4. SCORE CALCULATION

4.1 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 is presented.

There will be five rating elements, **Commitment, Footprint, Planning, Monitoring of safety performance** and **Safety culture management**. All these elements have scoring areas for generating points. The criteria are presented in the scoring tables. Each scoring table will generate points between zero and three.

Currently the manual only covers the rating elements Commitment and Footprint.

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 and 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 tables are presented. Along with the points, the multiplication factors are used to generate scores. For the commitment element, a maximum score of 30 can be achieved. The footprint element can also generate a maximum score of 30.

The scores are summed and as a result, zero to three stars will be generated. The maximum score generated from the Commitment and Footprint elements is 60. If the organisation scores more than 45, it will result in three stars. Between 31 and 45, two stars will be given while 15 to 30 results in one star. If the sum the scores is under 15 the organisation will get a zero star rating.

There are thresholds to ensure balanced performance between the rating elements. If either commitment or footprint sum score is below 15 the organisation will only get two stars even if the total is over 45. If either commitment or footprint is lower than 10, it will result in one star and finally, if any of the two parts achieves less than 5, no star will be given.

As the FIA RS Index develops with another three elements, there will be five stars available.

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	3
	SPF: Vehicles	1	3	3
	SPF: Fitness to drive	1	3	3
	SPF: Protective gear	1	3	3
Footprint	Employed	2	3	6
	Contracted	4	3	12
	Third parties	4	3	12
Sum score				60

Score calculation - Generic supply chain for commitment and footprint

Generic supply chain	Area	Multiplication factor	Points	Score
Plans (30 points)	To be developed			
Monitoring (30 points)	To be developed			
Safety Culture (30 points)	Safety Culture (30 points)			
Sum score				90

Score calculation - Generic supply chain for plans, monitoring and safety culture

Safety related products and services (Vehicles)	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
	Safety standards and principles	2	3	6
	SPF: Product	3	3	9
	SPF: Support rules	1	3	3
Footprint (30 points)	Customers	5	3	15
	Third parties	5	3	15
Sum score				60

Score calculation - Safety related products and services (Vehicles)

Safety related products and services (Transport services)	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
	Safety standards and principles	2	3	6
	SPF: Vehicles	2	3	6
	SPF: Rules	2	3	6
Footprint (30 points)	Customers	5	3	15
	Third parties	5	3	15
Sum score				60

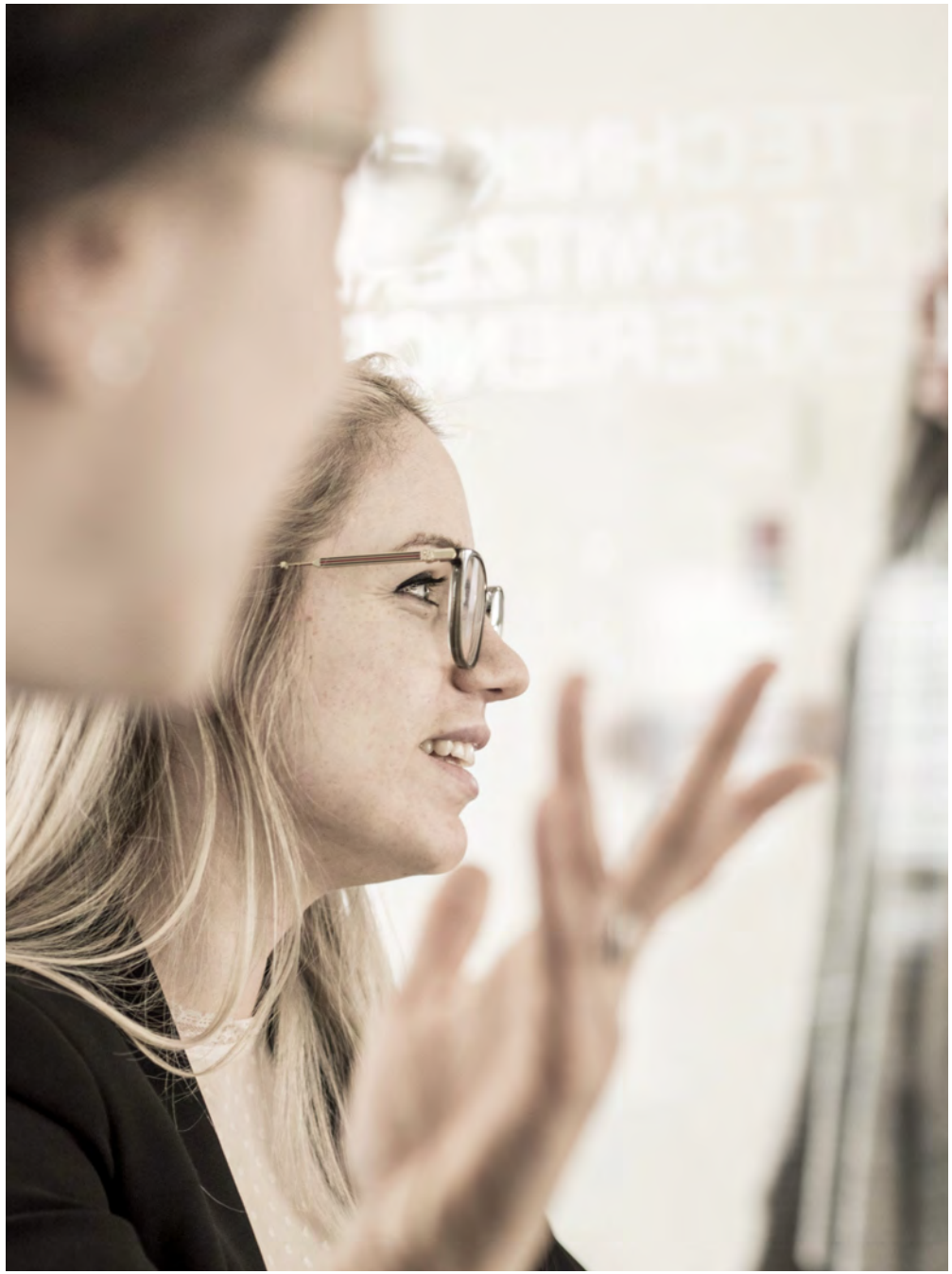
Score calculation - Safety related products and services (Transport services)

Safety related products and services (Road authority)	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
	Safety standards and principles	2	3	6
	SPF: Infrastructure	2	3	6
	SPF: Support rules	2	3	6
Footprint (30 points)	Customers	5	3	15
	Third parties	5	3	15
Sum score				60

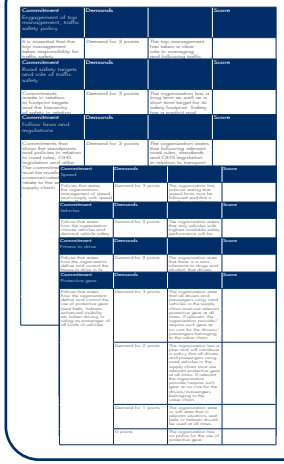
Score calculation - Safety related products and services (Road authority)

Safety related products and services (traffic safety education/training/ consulting)	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
	Safety standards and principles	2	3	6
	SPF: Content	4	3	12
Footprint (30 points)	Customers	5	3	15
	Third parties	5	3	15
Sum score				60

Score calculation - Safety related products and services (Education/training/consulting)



Commitment



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Multiplication factor

Generic supply chain	Area	Multiplication factor	Score	Result
Commitment (20 points)	Engagement of top management, traffic safety policy			
	Road safety targets and role of traffic safety			
	Follow laws and regulations			
	GPI - Speed			
	GPI - Vehicles			
	GPI - Vision to drive			
	GPI - Protective gear			

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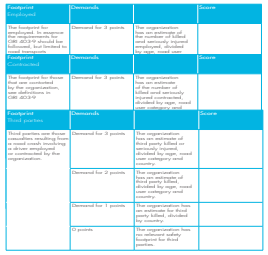
Score
Score
Score
Score
Score
Score
Score

$$\sum \text{Score sum}_{C} \text{ (0-30)}$$

Footprint



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Multiplication factor

Generic supply chain	Area	Multiplication factor	Score	Result
Footprint (30 points)	Employed			
	Contracted			
	Third parties			

=

Score
Score
Score
Score
Score
Score
Score

$$\sum \text{Score sum}_{F} \text{ (0-30)}$$

$\sum \text{Score sum}_{C+F} < 15$	
$15 \leqslant \sum \text{Score sum}_{C+F} < 30$	★
$30 \leqslant \sum \text{Score sum}_{C+F} < 45$	★★
$45 \leqslant \sum \text{Score sum}_{C+F}$	★★★

Any part with a score sum of less than 5, no star

Any part with a score sum of less than 10, maximum one star

Any part with a score sum of less than 15, maximum two stars

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