



FIA ROAD SAFETY INDEX

A New Tool to Improve Road Safety



The FIA Road Safety Index is a new index aiming to increase organisations' insights on the impact of their operations on road safety and to help them report on their ambitions, actions, and results.

The index intends to stimulate organisations to achieve more sustainable road traffic through continuous improvement and benchmarking of their own performance.

Designed on the basis of a long-term commitment, the index offers a systematic approach to identify, measure and follow up road safety results from a value chain perspective.

As road safety is a crucial sustainability area for achieving the Sustainable Development Goals set in the United Nations' Agenda 2030, it is receiving increasing attention as a sustainability issue for various businesses. To ensure these ambitious goals are met, it is necessary for road safety to be highlighted in steering documents and given a greater role in purchase and procurement processes.



With the FIA Road Safety Index, organisations can measure their Safety Footprint just like they do for their carbon footprint (total greenhouse gas emissions).

The Safety Footprint can then be used as a basis for setting goals and formulating strategies and as a clear key figure to include in their sustainability report.

Relying on standards and principles for reporting on workplace safety and on road safety management standard ISO 39001, and elaborated as a response to the following international developments in the promotion of road safety:



BACKGROUND

With globalisation and the research for more extended value chains within businesses, more responsible behaviours are expected from international companies. The Agenda 2030 and its road safety targets invite organisations to commit to traffic safety and incorporate it in their core sustainability operations as part of the entire value chain.

Each year, approximately 1,34 million people are killed on the road, and around 50 million are injured. Road crashes are the main cause of death globally for children and young adults aged 5-29.

Following the adoption of the UN Sustainable Development Goals, the Third Global Ministerial Conference on Road Safety in Stockholm and the UN Resolution on Improving Global Road Safety (UN GA 74/299), the initiative aims to help reduce fatalities and severe injuries caused by road crashes.

The FIA Road Safety Index relies on the identification of organisations' value chains, and the assessment of how traffic safety is affected by an organisation's range of services or products. It provides support in identifying and implementing efficient road safety improvements to increase the protection of employees, contractors, third parties, and clients or customers.



The tool enables to assess the Safety Footprint of organisations relying on a similar concept as the one used to calculate their carbon footprint.



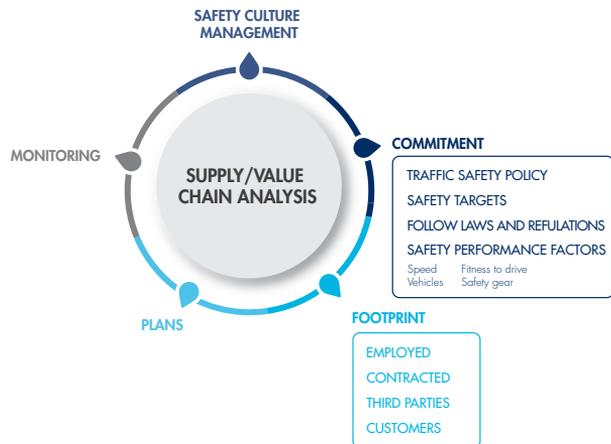
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The Safety Footprint refers to the number of fatalities and seriously injured persons as a result of road crashes occurring within an organisation's entire value chain. All casualties resulting from relevant and significant activities, services and products should be included in the calculation.”

HOW IS THE FIA ROAD SAFETY INDEX STRUCTURED?

The index is built on a rating system which helps to evaluate to what extent an organisation is managing its safety impact. A manual including a toolbox guides the user to conduct the evaluation.

There are several steps, shortly introduced below, that organisations need to work through. Organisations that offer products and/or services that are traffic safety relevant have to do a second rating along the same lines.



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SUPPLY AND VALUE CHAIN ANALYSIS

The supply/value chain analysis aims to establish an organisation's sphere of influence in relation to road safety. That refers to where and how the organisation's activities have an impact on the road traffic system. If an organisation is limiting its analysis to a specific part of the supply/value chain, it should indicate the proportion of the complete chain that was analysed.

1

COMMITMENT

In the first step, the organisation is expected to make commitments through policies and targets. These should describe what responsibility the organisation is willing to take within its value chain as well as its approach to reducing its impact on traffic safety. The commitments need to be based on several Safety Performance Factors.

2

FOOTPRINT

The second step focuses on the ability to collect and define data related to casualties in the organisation's value chain. Data that can be collected and presented in the form of a Safety Footprint take into consideration employees, contractors, third parties, but also customers or clients.

The three remaining steps of the index which are '3. Planning', '4. Monitoring of Safety Performance', and '5. Safety Culture Management' will be developed in 2023.

SAFETY PERFORMANCE FACTORS

Safety Performance Factors are related to the risk of a crash with a fatal or serious outcome:



Speed



Vehicle safety



Driver fitness

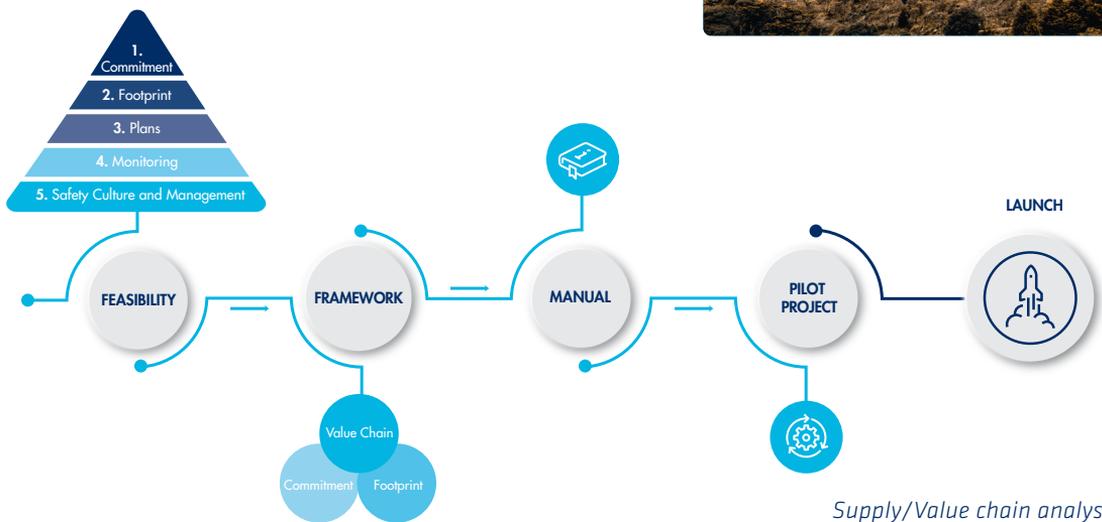


Use of protective gear

PROJECT OUTLINE

The project began in 2020 with a Feasibility Study and continued in 2021 with the development of a Framework and a Manual. The Framework describes what the Index is based upon in relation to international standards, frameworks and other areas of sustainability. In the Manual, various steps and components for road safety as well as a scoring system with criteria are defined to enable companies to assess their Safety Footprint. The Manual also includes a guide and toolbox with working documents.

Since the autumn of 2021, six pilot projects with three multinational companies, one Swedish authority and two FIA Clubs have been carried out to test and develop the Index.



The FIA Road Safety Index invites organisations to start by analysing their entire value chain across all regions and jurisdictions and define what parts, activities and products/services significantly offer possibilities to improve road safety. This is in essence the limitation of their sphere of influence on traffic safety. The next step is to look at their commitment to road traffic safety and where that commitment originates. The manual contains four different areas that assist them in assessing their level of commitment and guides them in finding the next logical step to improve.

Assessing the organisation's safety footprint is important not only for its employees but also for everyone affected by its activities, products and services in road traffic.

The final sections of the manual on 'Planning', 'Monitoring of Safety Performance', and 'Safety Management Culture' will be available in 2023 but organisations can already start their journey to improve their impact on traffic safety.

To learn more, please contact roadsafetyindex@fia.com