



Road Safety Index

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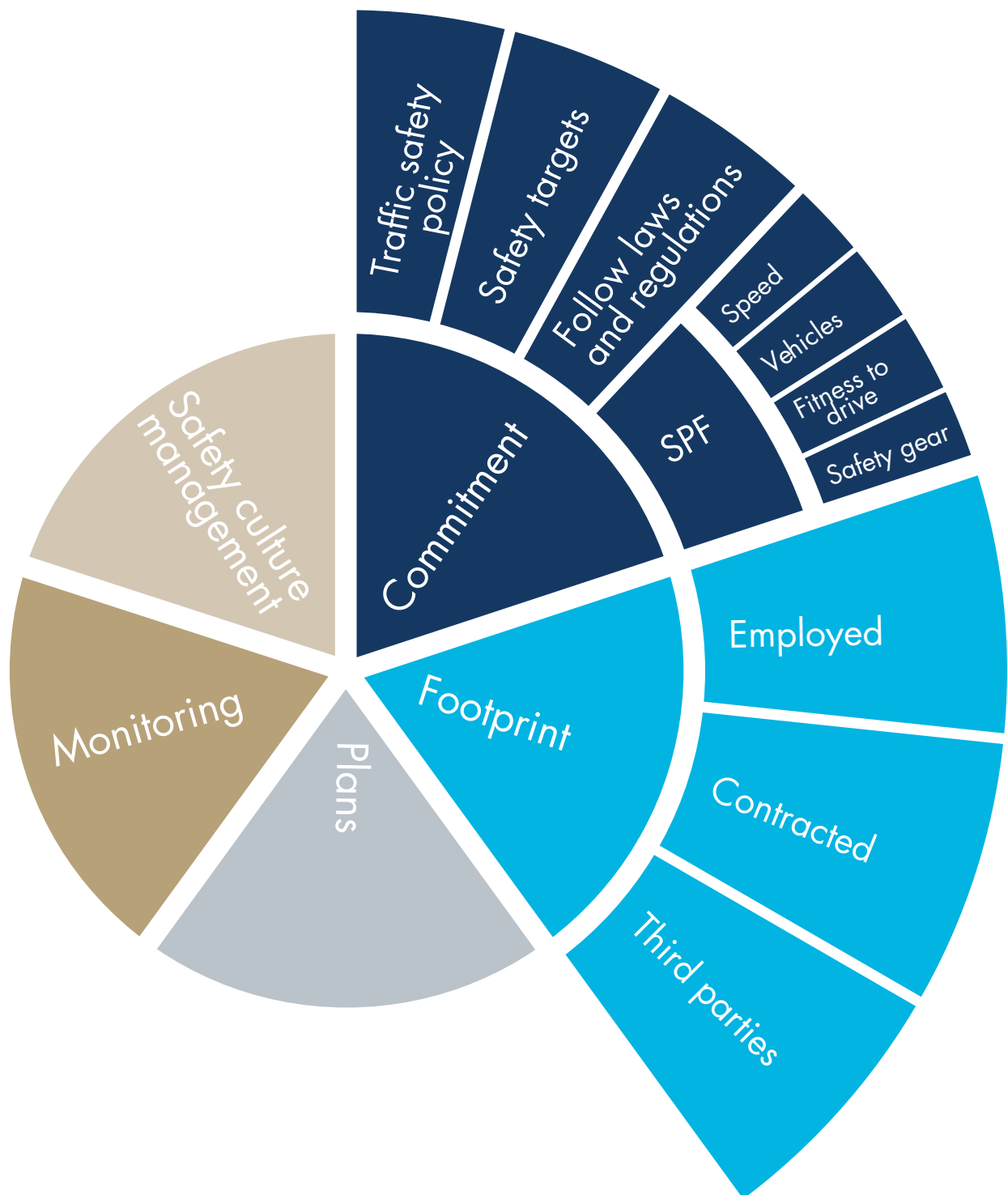
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This manual contains the following modules of the FIA RS Index: Commitment, Footprint. The remaining three (Planning, Monitoring of Safety Performance, and Safety Culture Management) will be made available at a later stage. Further, it contains the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



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

The FIA RS Index system is described in several documents:

1 FRAMEWORK DOCUMENT

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

2. THE FIA RS INDEX MANUALS

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

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

3 GUIDANCE FOR USE

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



INTRODUCTION

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

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

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

READER GUIDELINES

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

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

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

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

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

THE GENERAL RATING APPROACH

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

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

SPHERE OF INFLUENCE

The potential or real impact on road safety that an organization can significantly influence through its own behavior, contracts, procurement, products, services and dialogues with employed, contracted, partners, customers and the wider community including both the private and public sector.

It is important not to mix "sphere of influence" with formal responsibilities, blame and/or legislated requirements.

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

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

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

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

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

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

THIS MANUAL IS USING THE FOLLOWING KEY APPROACH

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

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

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

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

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

1. SUPPLY CHAIN ANALYSIS



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

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

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

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

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

THE DEFINITION OF SUPPLY CHAIN AND VALUE CHAIN

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

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

CATEGORIES OF AFFECTED PEOPLE IN THE VALUE CHAIN ANALYSIS

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

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

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

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

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

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

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

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

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

LIMITING THE SCOPE OF THE FIA RS INDEX

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

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

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

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

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

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

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

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

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

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



2. COMMITMENT

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

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

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

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

ENGAGEMENT OF TOP MANAGEMENT, TRAFFIC SAFETY POLICY

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

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

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

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

ROAD SAFETY TARGETS AND ROLE OF TRAFFIC SAFETY

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

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

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

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

FOLLOW LAWS AND REGULATIONS

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

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

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

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

Scoring table S-C3 Follow laws and regulations



SAFETY PERFORMANCE FACTORS

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

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

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

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

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

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

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

Scoring table S-C4 Safety performance factor - Speed

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

Scoring table S-C5 Safety performance factor - Vehicles

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

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

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

Scoring table S-C7 Safety performance factor - Protective gear



3. FOOTPRINT

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

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

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

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

FOOTPRINT FOR EMPLOYED

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

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

Scoring table S-F1 Footprint - Employed



FOOTPRINT FOR CONTRACTED

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

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

Scoring table S-F2 Footprint - Contracted

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

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

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

Scoring table S-F3 Footprint - Third Parties

4. SCORE CALCULATION & SUPPLY CHAIN

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.

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 (30 points)	Employed	2	3	6
	Contracted	4	3	12
	Third parties	4	3	12
Sum score				60

5. PRODUCTS AND SERVICES ANALYSIS

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

PRODUCTS/SERVICES SPHERE OF INFLUENCE ANALYSIS

Mapping and understanding an organization's products and/or services are a natural elements when starting the work with the FIA RS Index. The first element of the FIA RS Index is therefore, the analysis of the organization's sphere of influence through its products/services portfolio. A mapping of the organization's products and/or services is essential to correctly understand the organization's products/services 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 Coverage of Products/Services Portfolio" element of the rating, significant parts of the products/services portfolio 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. In the Products and Services Manual the uses of the products/services offered by the organization are included, if the products/services are traffic safety related. The analysis should relate to end customers, clients or users of products/services. For transport services, only personal transport services are included. Examples of such services could be taxi, bus transport and rental car offerings.

The sphere of influence for products/services refers to current and future portfolios. There are, however, examples where products/services have an impact on road safety for a long time, and where products could be found to be defect or subjected to modifications. It is essential that the time aspect is picked up in the analysis of sphere of influence as well as in the safety footprint calculations.

Categories of affected people in the products/services analysis

This manual is for organizations having road safety relevant products and services. An organization's products/services 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 two different types of affected persons in terms of the organizations' products/services:
Customers/clients/users, directly influenced by the products/services
The second group is the **third parties** (victims) affected by the products/services' customers, clients or users.*

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 products/services portfolio or to limit the scope to only some markets 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 products/services portfolio rated must cover at least 90% of the entire portfolio.

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 products/services 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 or any other relevant subset of its products/services portfolio.

To calculate how much of the products/services portfolio that is covered by the FIA RS Index rating, the organization needs to estimate the amount of products/services covered and an estimate of the un-analyzed parts should be made. The proportion of the analyzed products/services volume's relation to all should be estimated/calculated. The necessary quantification of products/services volume can be done in different ways. The method an organization chooses to apply should be clearly described and reported.

In the analysis the products/services portfolio 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.

One particular issue is the inclusion criteria of products/services shared with other organizations. The reporting organization would have to describe its own way to define how such products/services are handled in the analysis of sphere of influence.

If the organization chooses to only analyze parts of its products/services portfolio 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 products/services. The organization would also have to give a timetable as to when the entire products/services portfolio will be covered by the FIA RS Index.

6. COMMITMENTS, PRODUCTS/SERVICES

Commitment is the first scoring element. 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 products and services. This target must be numerical and set in time. Thirdly, the commitment must also include policies and statements in relation to safety standards and principles. As a fourth scoring area, safety performance factors are highlighted. These safety performance factors are relevant to the organization's portfolio of products/services.

In this manual, there are five different types of products/services included. Organizations having products/services that are not covered by these five predefined types can develop specific demands based on the existing ones. In the future more types of organizations may have special demands.

ENGAGEMENT OF TOP MANAGEMENT, TRAFFIC SAFETY POLICY

The traffic safety engagement of the top management needs to be expressed. The top management would be the CEO and/or the Board. There must be a statement/policy on what grounds future actions and products/services 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.

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

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 point	The top management has delegated responsibility to lower levels of the organization.	
	0 point	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 AND ROLE OF TRAFFIC SAFETY

An organization would have to define its targets for road safety. 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, even if the fulfillment of this vision cannot be fulfilled solely through the organization's products/services.

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.

Those organizations that still do not have full information about their footprint could anyway set the long-term target.

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 point	The organization has a vision for the safety of its products/ services.	
	0 point	The organization has no targets vision for the safety of its products/ services.	

Scoring table P/S-C2 Commitment- Road safety targets

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 global standard or regulation for its products or services. For cars, the NCAP procedures and rating could be an example. For roads and streets, iRAP 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



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

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 point	The organization applies safe system principles for its products/services.	
	0 point	The organization does not apply safety standards/ safe system principles for its products/services.	

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

SAFETY PERFORMANCE FACTORS, RELEVANT TO THE ORGANISATION

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, products and services. 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 this products/services manual five business areas have predefined safety performance factors. These five are organisations that deliver vehicles or vehicle components, transport service providers, roads and streets, infrastructure providers, businesses offering traffic safety education/training/consulting and last organisations that manages rental/lease of vehicles. These organisations also have dedicated areas within the Planning and Monitoring of Safety Performance sections. If an organisation has activities within areas not covered by the specific demands general performance factors, they should use performance factors derived or expanding from the five predefined areas. The selection should be presented along with motivations and potential risks.

SAFETY PERFORMANCE FACTORS FOR ORGANISATIONS THAT DELIVER VEHICLES OR VEHICLE COMPONENTS

For organisations that deliver vehicles or vehicle components, the most relevant safety performance factors would be vehicle safety, speed, fitness to drive and the use of protective gear. 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 cus- tomers	Demand for 3 points	The vehicles produced, components delivered to customers fulfill the highest available safety standard across all mar- kets. 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 point	The organization communicates to customers the safety standard and performance of the vehicles /components delivered.	
	0 point	The organization has no safety standard of the vehicles/ components delivered.	

Scoring table P/S-C4a1 Safety performance factors - Highest safety standards

Safety performance factors Vehicles and vehicle components producers	Demands	Criteria	Points
Commitments by a produ- cer of vehicles and compo- nents 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 point	The manufacturer communicates with the users about safe use.	
	0 point	The manufacturer has no support or communication with users with regard to safe use.	

Scoring table P/S-C4a2 Safety performance factors - Product supports safe use

SAFETY PERFORMANCE FACTORS, RELEVANT TO THE OR- GANISATION

In this section, relevant safety performance factors for organizations delivering transport services are presented. The services are related to the situations when the customer/client utilize the service for personal transport (and not transport of goods).

Two sets of safety performance factors are valued. Firstly, the commitment to follow rules and regulation and secondly the choice of vehicles used for the service.

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 point	The organization communicates to customers that road rules are followed.	
	0 point	The organization has no commitment to follow road rules.	

Scoring table P/S-C4b1 Safety performance factors - Follow rules and regulations

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 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. The definition of highest available safety performance is available and communicated to customers.	
	Demand for 1 point	The organization communicates to customers the safety standard of the vehicles used for all transports.	
	0 point	The organization has no safety standard for the vehicles used for service.	

Scoring table P/S-C4b2 Safety performance factors - Vehicles with highest safety performance

SAFETY PERFORMANCE FACTORS FOR ROADS AND STREETS, INFRASTRUCTURE PROVIDER

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 point	The design and operation of new infrastructure will have the highest possible rating in a relevant rating system.	
	0 point	The organization has no rating nor decision for applying rating to its infrastructure.	

Scoring table P/S-C4c1 Safety performance factors - Highest safety rating

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 point	The provider communicates with the users about safe use.	
	0 point	The provider has no support or communication with users regarding safe use.	

Scoring table P/S-C4c2 Safety performance factors - Support safe use

SAFETY PERFORMANCE FACTORS FOR 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. The choice of relevant safety performance factors should be based on an analysis of the relation between the service offered and the traffic safety impact. Up to four safety performance factors could be included.

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 point	The provider communicates with the users about safe use.	
	0 point	The service content has no specific relation to safety performance factors (0 p)	

Scoring table P/S-C4c2 Safety performance factors - Support safe use

SAFETY PERFORMANCE FACTORS FOR RENTAL/LEASE OF VEHICLES

The safety performance factors related to organizations renting and/or leasing vehicles to customers/clients would be applicable to any types of road vehicles, whether it is e-scooters, bikes, cars and/or buses and HGVs. It also covers short term rents as well as long term lease or rent. The safety performance factors include both the safety standard of the vehicles for rent/lease as well as how the user is supported to follow road rules in relation to speed, fitness to drive and the use of protective gear (or other relevant road rules).

Safety performance factors Rental/lease of vehicles	Demands	Criteria	Points
Commitments by a provider of rental/lease of vehicles service made in relation to vehicles used by customers	Demand for 3 points	The provider of rental/lease of vehicles 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 provider of rental/lease of vehicles service has decided to only use vehicles with highest available safety performance. The definition of highest available safety performance is available and communicated to customers	
	Demand for 1 point	The provider of rental/lease of vehicles service communicates to customers the safety standard of the vehicles used for all transports	
	0 point	The provider of rental/lease of vehicles service has no safety standard for the vehicles used for service	

Scoring table P/S-C4e1 Safety Performance factors- Highest safety performance



Safety performance factors Rental/lease of vehicles	Demands	Criteria	Points
Commitments by a provider of rental/lease of vehicles in relation to the safe use of the product	Demand for 3 points	The provider of rental/lease of vehicles service 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 provider of rental/lease of vehicles service 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 point	The provider of rental/lease of vehicles service communicates with the users about safe use.	
	0 point	The provider of rental/lease of vehicles service has no support or communication with users with regard to safe use.	

Scoring table P/S-C4e2 Safety performance factors - Support safe use

SAFETY PERFORMANCE FACTORS FOR AREAS NOT COVERED YET

There are other business areas that are not covered by those listed in the manual. More areas will be developed over time. An organization can in the meantime use combinations of the tables listed and use them to guide the organization. In these cases the organization must also clearly document the basis for their selections and include a risk assessment.

7. FOOTPRINT PRODUCTS/SERVICES

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 products/services part of the footprint is considered.

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. The time covered by the safety footprint should be at least two years. 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 products/services 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 point	The organization has an estimate of the number of killed customers.	
	0 point	The organization has no relevant safety footprint data published.	

Scoring table P/SF1 Footprint - Customers/clients/users

FOOTPRINT, CUSTOMERS/CLIENTS/USERS

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 point	The organization has an estimate for third-party killed.	
	0 point	The organization has no relevant safety footprint for third parties.	

Scoring table P/S-F2 Footprint - Third parties



8. SCORE CALCULATION & PRODUCTS/SERVICES

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 products/services is presented.

There are five rating elements, Commitment, Footprint, Planning, Monitoring of Safety Performance and, Safety Culture and Coverage of Products/Services Portfolio. 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. There are five organisation types that collect their score from specific tables. The organisation types are:

- organisations that deliver vehicles or vehicle components
- transport service providers
- roads and streets, infrastructure providers
- organisations offering traffic safety education/training/consulting
- businesses offering rental/lease of vehicles

Organizations having products/services that are not covered by these five predefined types can develop specific demands based on the existing ones. In these cases the organization must also clearly document the basis for their selection and include a risk assessment.

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 products/services portfolio 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 90% of its entire products/services portfolio, while four stars can only be given to an organization than cover at least half of its entire products/services portfolio.

Products/services	Area	Multiplication factor	Points	Score
Commitment (30 points)	Engagement of top management, policy	2	3	6
	Sustainability and traffic safety policy	2	3	6
	Safety standard and principles	2	3	6
	Safety performance factor: 1	2	3	6
	Safety performance factors: 2	2	3	6
<i>Comment:</i>		<i>If the organization uses more or less SPFs, the score should sum up to 12, divided evenly between the SPFs.</i>		
Footprint (30 points)	Customers/clients/users	5	3	15
	Third parties to customers/clients	5	3	15
Sum score				60



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