

# Incorporating road safety into corporate social responsibility (CSR)

## Guide

National Road Safety Observatory

16 September 2025



SEGURIDAD VIAL 2030



MINISTERIO  
DEL INTERIOR



Dirección General  
de Tráfico

© DIRECTORATE-GENERAL FOR TRAFFIC  
Published by: Directorate-General for Traffic  
C/Josefa Valcárcel, 44 28027 MADRID

Author: National Road Safety Observatory

Catalogue of Publications of the General State Administration:  
<https://cpage.mpr.gob.es>

O.P.I.N. (on line ed.): 128-25-017-0



## CONTENTS

1.	BACKGROUND .....	<b>3</b>
2.	AIM OF THE GUIDE .....	<b>5</b>
3.	CORPORATE SOCIAL RESPONSIBILITY (CSR) .....	<b>6</b>
3.1.	What is corporate social responsibility (CSR)? .....	6
3.2.	Which companies are legally bound? .....	7
3.3.	How to show CSR: sustainability reporting .....	8
3.3.1.	European standard for sustainability reports .....	8
3.3.2.	Most common reporting standard: Global Reporting Initiative (GRI) ....	10
3.3.3.	Other standards for the drafting of CSR reports .....	12
3.3.4.	Comparison of European standards and GRI standards .....	14
4.	INCORPORATING ROAD SAFETY IN CSR .....	<b>15</b>
4.1.	What is work-related road safety? .....	15
4.2.	Why is work-related road safety important in CSR? .....	16
4.3.	How to incorporate road safety into CSR: GRI reporting .....	20
4.3.1.	Economy Category .....	21
4.3.2.	Environment Category .....	22
4.3.3.	Social performance category .....	23
5.	POSSIBLE ROAD SAFETY MEASURES TO BE INCLUDED IN GRI REPORTS .....	<b>27</b>
5.1.	Road safety measures in the Economy category .....	29
5.1.1.	Economic performance: .....	29
5.1.1.1.	Direct economic value generated and distributed .....	29
5.1.1.2.	Financial assistance received from government .....	30
5.1.2.	Indirect economic impacts: .....	31
5.1.2.1.	Development and impact of infrastructure investments and services supported .....	31
5.1.2.2.	Significant indirect economic impacts .....	32
5.1.3.	Procurement practices .....	35
5.2.	Road safety measures in the Environment category .....	38
5.2.1.	Transport: .....	38
5.2.2.	Supplier environmental assessment: .....	40
5.3.	Road safety measures in the Social Performance category .....	43

5.3.1.	LABOUR PRACTICES AND DECENT WORK .....	44
5.3.1.1.	Labour/management relations .....	44
5.3.1.2.	Occupational health and safety: .....	46
5.3.1.3.	Training and education:.....	54
5.3.1.4.	Supplier assessment for labour practices .....	58
5.3.2.	Human rights.....	60
5.3.2.1.	Supplier human rights assessment.....	60
5.3.3.	Society.....	61
5.3.3.1.	Local communities: .....	61
5.3.3.2.	Public policy:.....	64
5.3.3.3.	Supplier assessment for impacts on society: .....	70
5.3.4.	Product responsibility .....	71
5.3.4.1.	Customer health and safety: .....	71
5.3.4.2.	Product and service labelling: .....	72
5.4.	Commitment to road safety in business strategy .....	73
6.	ANNEX 1: STRUCTURE OF THE EUROPEAN SUSTAINABILITY REPORTING STANDARDS (ESRS) .....	<b>76</b>
7.	ANNEX 2: STRUCTURE OF THE GRI SUSTAINABILITY REPORT .....	<b>78</b>
8.	ANNEX 3: FIA ROAD SAFETY INDEX.....	<b>85</b>
9.	ANNEX 4: BIBLIOGRAPHY .....	<b>88</b>



## 1. BACKGROUND

### ROAD SAFETY STRATEGY 2030

The **Road Safety Strategy 2030**<sup>1</sup> was created as a national reference framework for all parties interested in road safety policy with the aim of halving the number of global deaths and injuries from road traffic accidents by 2030, in line with Goal 3.6 of the 2030 Agenda for Sustainable Development.

This Strategy will evolve over the coming years, due to not only internal factors associated with road safety policies to reduce road accidents, but also external trends such as climate change, urban population growth, new forms of mobility, technological developments and road safety in organisations.

Specifically, this trend toward improving safety in organisations is associated with the enormous influence that private entities, like public administrations, have on the implementation of the safe system vision in society, as they can promote road safety directly among their workforce, customers and suppliers, but also indirectly by integrating road safety criteria in their value chains and purchasing decisions for goods and services.

As such, **nine major strategic areas** have been identified to address the challenges facing road safety, which serve as guidelines to define specific actions.



### Strategic areas of the Road Safety Strategy 2030

<sup>1</sup>Directorate-General for Traffic (DGT): Road Safety Strategy 2030 <https://seguridadvial2030.dgt.es/inicio/>

## STRATEGIC AREA 8: SAFE ADMINISTRATIONS, COMPANIES AND ORGANISATIONS

These strategic areas include **area 8: Safe administrations, companies and organisations<sup>2</sup>**, addressing the actions that companies, public administrations and other entities (not only those directly relating to road safety, mobility or the carriage of passengers or goods by road) can take to reduce the road risks associated with their activities and services, in addition to their employees and the operations undertaken by their service providers and contractors.

A number of action lines have been identified in this area to resolve the issues raised or mitigate their consequences:

- promoting safe and sustainable mobility plans in public administrations and companies.
- fostering training, education and awareness raising focused on road safety risks.
- improving occupational risk prevention and handling of commuting accidents.
- making professional transport safer.
- enhancing health monitoring for workers and professional drivers
- introducing road safety in purchases, contracts and concessions.
- introducing road safety in corporate social responsibility reports.

### ACTION LINE: INTRODUCING ROAD SAFETY IN CORPORATE SOCIAL RESPONSIBILITY (CSR) REPORTS

The action line **“Introducing road safety in corporate social responsibility reports”** is defined as:

*Road safety needs to be consolidated as a value like any other in the sustainability management that organisations should undertake, using the 2030 Agenda framework. Guides will be developed for companies that are required to produce and disseminate sustainability and corporate social responsibility reports and they will be encouraged to include road safety information in said reports.*

---

<sup>2</sup>Directorate-General for Traffic (DGT): Road Safety Strategy 2030 - strategic area 8: Safe administrations, companies and organisations <https://seguridadvial2030.dgt.es/areas-estrategicas/administraciones-empresas-y-organizaciones-seguras/>



## 2. AIM OF THE GUIDE

In order to reduce fatalities or injuries in road accidents involving employees who are commuting or travelling for work, regardless of the company size and sector, it is necessary to **implement actions for the active prevention of work-related road accidents**, promoting the inclusion of road safety in business management as a value just like any other and integrating this field in the Corporate Social Responsibility plans of business organisations.

It is important to foster the implementation of actions of this type to help reduce work-related road accidents because they have a serious effect on the activities and business models of organisations, in addition to their impact on society.

As such, this guide has been produced to serve as a reference for companies to effectively integrate road safety in Corporate Social Responsibility.

In specific terms, this guide is divided into **two parts**.

- An introductory section explaining what Corporate Social Responsibility (CSR) is and how it affects businesses.
- Another section addressing the implementation of measures to improve road safety that could be introduced in companies to contribute to CSR and how to boost incorporation from various perspectives, including practical examples of the integration of work-related road safety measures in the CSR strategies of almost 30 companies.

There are **three annexes**:

- One focusing on the structure of the European standards being proposed by the European Commission for the preparation of standardised sustainability reports.
- Another concerning the structure of sustainability reports based on international GRI standards, the model most widely used by companies.
- The last annex lists the main bibliographic references used to prepare this guide.

### 3. CORPORATE SOCIAL RESPONSIBILITY (CSR)

#### 3.1. WHAT IS CORPORATE SOCIAL RESPONSIBILITY (CSR)?

Various definitions of Corporate Social Responsibility (CSR) have been proposed by different entities, involving at least mandatory compliance with national and international social, labour, environmental and human rights legislation; along with any other voluntary action the company wishes to undertake to improve the quality of life of its employees, the communities in which it operates and society as a whole.

The definition of Corporate Social Responsibility may be summarised as:

**Being socially responsible means not only complying fully with legal obligations, but also going beyond them, investing “more” in human capital, the environment and relationships with stakeholders or interest groups.**

CSR is based on **five core principles**:

 <p><b>Compliance with national and international legislation</b></p>	<p>International Labour Organization Conventions, the Universal Declaration of Human Rights, United Nations Norms on the Responsibilities of Transnational Corporations, OECD Guidelines for Multinational Enterprises.</p>
 <p><b>Comprehensive scope</b></p>	<p>It encompasses all the business areas of a company, along with all the countries and territories where it operates, involving the entire value chain.</p>
 <p><b>Ethical commitments</b></p>	<p>CSR carries with it objective ethical commitments which, as such, are binding on the companies that enter into them.</p>
 <p><b>Social, environmental and economic impacts</b></p>	<p>CSR is embodied in the impacts generated by business activity in the social, environmental and economic spheres, and in the company’s acceptance of these impacts.</p>
 <p><b>Stakeholder-oriented</b></p>	<p>CSR focuses on satisfying and informing the expectations and needs of stakeholders.</p>

According to the CSR Observatory<sup>3</sup>, corporate social responsibility (CSR) is a cross-cutting concept that affects various areas of company management:

<sup>3</sup> Observatorio de la RSC (2024): Introducción a la responsabilidad social corporativa



- **Employment rights:** employment policies, staff training, freedom of association, prohibition of forced and child labour, non-discrimination, staff grievance management, collective bargaining, among others.
- **Environment:** effects that company processes, products and services have on air and water quality, waste management, climate and biodiversity.
- **Consumer protection:** right to access basic goods and services, and to safety, health and information, the right to choose, be heard and submit claims and to consumer education, in addition to the right to sustainability and to sustainable production and consumption.
- **Health:** non-discrimination for access to goods and services relating to health, access to food, basic sanitation, a supply of drinking water and a healthy work environment, access to relevant information on methods of preventing illness and accidents.
- **Combating corruption:** policies and systems to prevent corruption in the strategies and action plans of companies.
- **Other areas:** compliance with competition laws, in payment of taxes and technology transfer, and respect for national sovereignty in the countries where they operate.

As such, activities performed in this context must:

- **Be related to the core activity of the company.**
- **Have a long-term focus.**
- **Entail a commitment from senior management**

### 3.2. WHICH COMPANIES ARE LEGALLY BOUND?

In Spain, Law 11/2018 of 28 December<sup>4</sup>, transposing Directive 2014/95/EU on disclosure of non-financial information, provided the basis for mandatory annual sustainability reporting, based on compliance with three factors: economic income, number of employees and company headquarters. Specifically, it focused on:

- Companies that have more than 500 workers or employ an average of 250 employees over two consecutive financial years.
- With a turnover in excess of €40 million or assets in amounts over €20 million.
- Companies with headquarters in one of the countries of the European Union.

However, at the end of October 2024, the Ministry of Economy<sup>5</sup> approved a [draft Law on Corporate Sustainability Reporting](#) (which is currently being discussed in Congress and the Senate) for the disclosure of companies' contributions in environmental, social and governance

<sup>4</sup> <https://www.boe.es/eli/es/l/2018/12/28/11>

<sup>5</sup> <https://portal.mineco.gob.es/es-es/comunicacion/Paginas/transposicion-directiva-europea-pacto-verde.aspx>

matters, based on the transposition of two European directives that improve the framework for presenting and verifying information on environmental, social and governance matters, and streamline corporate reporting obligations for companies.

This law modifies the size criteria for companies or groups of companies for the purposes of corporate reporting, and would be phased in over time. As such, the reporting obligation applies to:

- All large companies. With assets in excess of €25 million and a net annual turnover in excess of €50 million. Divided into two groups:
  - Large public interest companies and parent entities of public interest groups, with more than 500 employees in both cases. From 1 January 2024.
  - Other large companies and parent entities of large groups. From 1 January 2025.
- Listed SMEs (with the exception of micro-enterprises and SMEs listed on alternative and growth markets). From 1 January 2026.
- Both Spanish subsidiaries and branches of third-country companies with a turnover over €150 million in the territory of the EU. From 1 January 2028.
- 

The Law on Corporate Sustainability Reporting will apply to all **large companies and groups of companies** and also to **medium-sized and small listed companies** (except micro-enterprises), and **Spanish subsidiaries or branches of third-country companies**, which will have the **obligation to submit an annual sustainability report**.

### 3.3. HOW TO SHOW CSR: SUSTAINABILITY REPORTING

A [sustainability report](#) includes information on the impact generated by the company on sustainability matters, along with information needed to understand how environmental and social factors or others relating to human rights and governance affect the performance, results and situation of the company or group.

#### 3.3.1. EUROPEAN STANDARD FOR SUSTAINABILITY REPORTS

The draft Law on Corporate Sustainability Reporting sets out that reports must be prepared in line with a [single reporting framework for all European companies](#) and establishes the obligation to submit them in a single electronic format, making it possible to increase the comparability of company information at European level.

This single European corporate sustainability reporting model is being [prepared by the consulting firm EFRAG<sup>6</sup>](#), as a technical adviser to the European Commission to develop the draft European Sustainability Reporting Standards (ESRS).

---

<sup>6</sup> <https://www.efrag.org/en>



As regards the [content of the sustainability report](#), it is established that said report shall contain:

- **Business model and strategy:** it shall describe the company's business model and strategy in relation to risks related to sustainability. It shall also address the opportunities arising from these issues and present financial plans and investments to ensure compatibility with the transition to a sustainable economy and limiting global warming to 1.5°C.
- **Sustainability goals:** it shall contain time-bound sustainability targets, paying particular attention to the absolute emission reduction targets for 2030 and 2050. The company shall provide a description of the progress made to date and a statement of environmental targets based on conclusive scientific evidence.
- **Administrative bodies:** a detailed description shall be presented of the roles of the administrative bodies with regard to sustainability matters, including their expertise and skills in relation to those roles. Information shall be provided on the incentive scheme linked to sustainability matters offered to members of the administrative bodies.
- **Sustainability policies:** the company shall provide specific details of the company's policies in relation to sustainability matters. This shall cover aspects such as exposure to coal, oil and gas-related activities.
- **Due diligence procedure:** the due diligence procedure implemented by the company with regard to sustainability matters shall be presented. This shall include the process followed and any measure implemented to prevent, mitigate, remediate or bring an end to actual or potential adverse impacts.
- **Principal risks and dependencies:** the company shall describe the principal risks related to sustainability matters, as well as potential opportunities, including information on the principal dependencies on those matters.
- **Indicators:** it shall contain specific and relevant indicators on the various sustainability matters reflecting the impacts made by the entity.

Annex 1 outlines the [European Sustainability Reporting Standards \(ESRS\)](#)<sup>7</sup> established by the European Commission (based on recommendations from EFRAG), which are being disseminated by the Institute of Accounting and Auditing (ICAC).

In addition, the [independent assurance of sustainability reports](#) already performed by Spanish companies is now regulated in a similar manner to the audit of financial statements, i.e. it is the responsibility of Auditors and Sustainability Reporting Assurers, supervised by the Institute of Accounting and Auditing (ICAC).

Companies may publish their sustainability report on the [Social Responsibility Portal](#)<sup>8</sup> of the Ministry of Employment, Migration and Social Security.

---

<sup>7</sup> <https://www.icac.gob.es/sostenibilidad/informacionsostenibilidad>

<sup>8</sup> <https://www.mites.gob.es/es/rse/index.htm>

### 3.3.2. *MOST COMMON REPORTING STANDARD: GLOBAL REPORTING INITIATIVE (GRI)*

**Global Reporting Initiative (GRI)**<sup>9</sup> is an independent organisation primarily focused on developing voluntary guidelines for all types of entities, companies, foundations, governmental and non-governmental organisations that report on the economic, social and environmental dimensions of their activities, products and services.

It has become the **main international standard, using best practices** to inform the general public about a variety of economic, environmental and social impacts, making it possible to prepare sustainability reports. According to the study by the ESADE Centre for Corporate Governance<sup>10</sup>, *“90% of Spanish listed companies use the GRI sustainability reporting standard”*.

GRI standards<sup>11</sup> are a modular system of interrelated standards:

- **Universal standards**, which apply to all organisations and report general and contextual information on the organisation and determine material aspects;
- **Sector standards**, providing organisations with information on their potentially material aspects applying to specific sectors;
- **Topic standards**, allowing organisations to report specific information about their impacts on specific economic, environmental and social matters including content relevant to a particular topic.

These standards can be used by any organisation to provide a comprehensive and balanced picture of its most significant impacts on the economy, the environment and people, including human rights, and to be accountable to its various stakeholders for how it manages those impacts.

The **structure of a sustainability report** based on GRI standards comprises:

- **General standard disclosures**: describing the organisation and the report drafting process.
  - Strategy and analysis.
  - Organisational profile.
  - Identified material aspects and boundaries.
  - Stakeholder engagement.
  - Report profile.
  - Governance.
  - Ethics and integrity.

**Material aspects** are those that reflect the significant economic, environmental and social impacts of the organisation or those that substantially influence stakeholder assessments and decisions.

---

<sup>9</sup> <https://www.globalreporting.org/>

<sup>10</sup> <https://www.esade.edu/faculty-research/es/centro-de-gobierno-corporativo/media/presentacion-estudio-las-comisiones-de-sostenibilidad-de-las>

<sup>11</sup> <https://www.globalreporting.org/how-to-use-the-gri-standards/gri-standards-spanish-translations/>



- Economy.
- Environment.
- Social performance (including employment practices and decent work, human rights, society and product responsibility).
- **Specific standard disclosures:** providing information on the management of the organisation and its performance in relation to the material Aspects.
  - Management approach.
  - Indicators.

It is important to highlight that one of the [topic standards](#) focuses on [health and safety at work, GRI 403](#), which can include work-related road safety.

Topic standard GRI 403 is focused on:

- Safe and healthy working conditions establish that measures should be taken to [prevent](#) both physical and mental harm, in addition to promoting worker health.
- Companies are required to [demonstrate commitment](#) to workers' health and safety.
- [Hazard identification](#) and [risk assessment](#), [worker training](#) and [incident identification and investigation](#) are key to planning, supporting, operating and evaluating the occupational health and safety management system.
- Companies are required to [engage workers](#) in the development, implementation and performance evaluation of occupational health and safety policy, management systems and programmes that are appropriate to the company's size and activities.
- Workers will also have to [engage in any processes](#) necessary to be able to plan, support, operate and continuously evaluate the effectiveness of the programmes implemented and employee health and safety management systems.
- Companies should promote workers' health by offering [healthcare services or voluntary health promotion programmes and services](#) which, for example, help workers improve their diet or quit smoking.
- Programmes and services that aim to prevent harm and promote workers' health are expected to respect workers' [right to privacy](#).
  
- Employers are expected not to use workers' participation in such services and programmes, or the health data derived therefrom, as criteria for their [decisions regarding employment](#) of workers, including termination, demotion, promotion or offering of prospects, compensation, or any other favourable or unfavourable treatment.

[Sustainability reports](#) help organisations set goals, measure performance and manage change to make their operations more sustainable; and they also serve to communicate to those around

the company (customers, shareholders, employees and suppliers, that is, interest groups or stakeholders) how the company has acted in relation to business practices that seek the voluntary integration of social and environmental concerns in its business operations and relationships with partners.

These reports should be clear, transparent and accessible to all company stakeholders and should contain information on the impact of the organisations, either positive or negative, on the environment, society and the economy.

GRI produced the “*G4 Sustainability Reporting Guidelines*” which provide assistance for the drafting of sustainability reports containing useful information on the most important sustainability issues for each organisation.

Annex 2 includes a description of the model established for the preparation of sustainability reports based on both general and specific GRI standards.

### 3.3.3. *OTHER STANDARDS FOR THE DRAFTING OF CSR REPORTS*

There are other internationally recognised standards that offer guidelines and rules for the integration of CSR in the business of a company, making it possible to present sustainability and CSR reports:

- **ISO 26000 on Social Responsibility**<sup>12</sup>: a handbook with recommendations and guidance for CSR on seven subjects: governance, human rights, labour practices, the environment, fair operating practices, consumer issues, and community involvement and development.
- **SA 8000**<sup>13</sup>: voluntary international standard for social responsibility, focusing on: child labour, forced labour, health and safety, freedom of association, right to collective bargaining, discrimination, disciplinary practices, working hours, remuneration and management systems.

---

<sup>12</sup> [ISO - ISO 26000 — Social responsibility](#)

<sup>13</sup> [sa-intl.org](#)



- **UNE<sup>14</sup> 165010 EX “Ethics. Company social responsibility management system”**: a guide with criteria to exercise corporate social responsibility more effectively, produced in line with ISO 26000.
- **EFQM excellence model<sup>15</sup>**: non-prescriptive framework based on nine criteria, which can be used to assess an organisation’s progress towards excellence.

In addition, a **FIA** (Fédération Internationale de l’Automobile) **Road Safety Index<sup>16</sup>** has been launched (it is still being drafted), supported by the WHO (World Health Organization) and the ITF (International Transport Forum), which aims to deepen the understanding of companies and organisations regarding the impact of their operations on road safety and help them report on their ambitions, actions and results.



With the FIA Road Safety Index, organisations and businesses can measure their safety footprint just like they do for their carbon footprint. The safety footprint can also be used as a basis for setting goals and formulating strategies and as a clear key figure to include in their sustainability report.

The index offers a systematic approach to identify, measure and follow up road safety results from a value chain perspective and stimulate organisations to achieve more sustainable road traffic through continuous improvement and benchmarking of their own performance. Annex 3 contains further information on this index. FIA Road Safety Index.

It is anticipated that this road safety index will be accompanied by a **Road Safety Assessment Framework for Corporate Social Responsibility**, currently in development and awaiting approval, which will make it possible to analyse the level of implementation of road safety measures at companies in their business processes (in the occupational health and safety of employees, in the acquisition of goods and services from suppliers and in the delivery of goods and services to customers), based on existing standards and guidelines (ISO, ILO, GRI, OHSAS, NCAP, ILO DWRS, FIA RSI, etc.)

<sup>14</sup> [AENOR: the brand that creates trust between people and companies](#)

<sup>15</sup> [Organisational Change Management - EFQM](#)

<sup>16</sup> <https://www.fia.com/fr/node/47026>

### 3.3.4. COMPARISON OF EUROPEAN STANDARDS AND GRI STANDARDS

A Memorandum of Understanding<sup>17</sup> was signed in late 2023 by EFRAG (an advisory group, proposed by the European Commission, responsible for developing sustainability standards at European level) and GRI (an independent body that has defined international standards on the impact of companies on the environment and on social and human rights).

In the agreement, both bodies reiterated their desire to work together on the future of EU standards and to ensure a high level of interoperability between them, to avoid double reporting by companies at international level.

They have identified seven areas of cooperation, since both standards have similar content but a different structure, entailing the development of interoperability tools, such as the interoperability index and a concordance table.

This **interoperability index** presents the reporting requirements common to EFRAG and GRI in table form. The concordance table will outline the interoperability of each data point and allow them to be transmitted in digital format (using a digital labelling system). The two elements will form the basis of the technical collaboration to create a common digital taxonomy, making the two standards fully reversible.

<b>GRI 403: Occupational Health and Safety 2018</b>	3-3 Management of material topics	<b>ESRS S1</b> S1-1 §17; §20 (c); S1-2 §27; S1-4 §38; §39; §AR 40 (a); S1-5 §44; §47 (b) and (c); <b>ESRS S2</b> §11 (c); S2-1 §14; §17 (c); S2-2 §22; S2-4 §32; §33 (a) and (b); §36; §AR 33; §AR 36 (a); S2-5 §39, §42 (b) and (c)		
	403-1 Occupational health and safety management system (403-1-a)	<b>ESRS S1</b> S1-1 §23	(1a)	GRI 403-1-a requires reporting the legal requirements and management system standards on which the system is based. This information is not required in ESRS as this is regulated within the European Union.
	403-2 Hazard identification, risk assessment, and incident investigation (403-2-b)	<b>ESRS S1</b> S1-3 §32 (b) and §33		
	403-3 Occupational health services	'Health and safety' and 'Training and skills development' are sustainability matters for S1 covered by ESRS 1 §AR 16. Hence this GRI disclosure is covered by MDR-P, MDR-A, MDR-T, and/or as an entity-specific metric to be disclosed according to ESRS 1 §11 and pursuant to MDR-M.	(2b)	
	403-4 Worker participation, consultation, and communication on occupational health and safety 403-5 Worker training on occupational health and safety			
403-6 Promotion of worker health	'Social protection' is a sustainability matter for S1 covered by ESRS 1 §AR 16. Hence this GRI disclosure is covered by MDR-P, MDR-A, MDR-T, and/or as an entity-specific metric to be disclosed according to ESRS 1 §11 and pursuant to MDR-M.	(2b)		

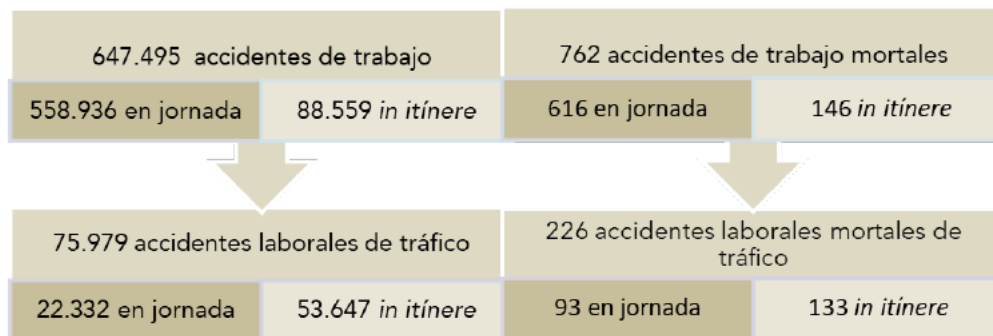
<sup>17</sup> <https://www.efrag.org/en/sustainability-reporting/esrs-workstreams/interoperability>



## 4. INCORPORATING ROAD SAFETY IN CSR

### 4.1. WHAT IS WORK-RELATED ROAD SAFETY?

According to data published by the Ministry of Employment in its Statistical Yearbook of Accidents<sup>18</sup>, of the total of 647,495 work-related accidents with absence from work occurring in Spain in 2023, 75,979 were **work-related traffic accidents (WRTAs)**, representing **11.7 % of all work-related accidents**.



Fuente: Elaboración del INSST a partir del Fichero de microdatos de accidentes de trabajo 2023. MITES.

### Breakdown of work-related accidents by accident type

Of the total number of work-related traffic accidents, **60.6% were commuting accidents**, that is, they occurred during journeys to/from the workplace.

As regards severity, it is noted that **for more serious accidents, there is a higher percentage of work-related accidents involving traffic**. The percentage weight of WRTAs is 11.6% in the case of minor accidents, 21.9% for serious accidents and 29.7% for fatal accidents.

ALT	Leves		Graves		Mortales		Total	
	Nº	%	Nº	%	Nº	%	Nº	%
No	567.128	88,4	3.852	78,1	536	70,3	571.516	88,3
Sí	74.675	11,6	1.078	21,9	226	29,7	75.979	11,7
Total	641.803	100	4.930	100	762	100	647.495	100

Fuente: Elaboración del INSST a partir del Fichero de microdatos de accidentes de trabajo 2023. MITES.

### Breakdown of work-related accidents by severity

As such, **work-related road accidents, in particular commuting accidents, have become one of the main causes of work-related accidents**, causing a significant economic impact on companies, but also social consequences for the employees themselves.

<sup>18</sup>National Health and Safety at Work Institute (INSST): 2023 Report on work-related traffic accidents

This represents an opportunity for the company to launch work-related road safety programmes and actions, as part of its CSR policies, with the ultimate goal of reducing the number of fatalities and serious injuries on roads.

*Work-related road safety refers to “the measures and strategies implemented to prevent work-related traffic accidents. This includes both commuting (from home to work and vice versa) and travelling for work (during the working day)”, according to the INSST (National Health and Safety at Work Institute).*

#### 4.2. **WHY IS WORK-RELATED ROAD SAFETY IMPORTANT IN CSR?**

Environmental and social commitment, and service to the local community, are aspects to which many companies, both large and SMEs, fully subscribe in their CSR actions. However, road accidents occurring in our country are not usually one of the social issues that focus the attention of companies in CSR policies<sup>19</sup>, despite the fact that the figures above reveal the significant impact that work-related road accidents have on business management.

In addition, these road accident figures, combined with the current mobility model, are negatively impacting other aspects of workers’ health, quality of life and well-being, such as difficulties with work-life balance, time spent travelling, lack of physical activity and sedentary lifestyle, increased pollutant emissions and noise and congestion caused by daily traffic.

Specifically, the report of the 3rd Global Ministerial Conference on Road Safety<sup>20</sup>, “*Saving lives beyond 2020: the next steps*” highlighted the **importance of integrating road safety activity in the policy and strategy-making of organisations**. The nine proposed recommendations included some identified as directly related to reducing road accidents:

- **Recommendation no. 1: Sustainable practices and reporting**

**CSR reports should include public information about road safety actions undertaken and their impact.** These measures may be internal (such as employee health and safety policies and management practices associated with Safe System principles) or external (such as policies and processes with suppliers, distributors, customers and third parties in the company’s production and distribution value chain). In any event, it is always important to **take into account the entire value chain**, which varies depending on the sector of activity.

---

<sup>19</sup> Fundación CEA y la Cátedra RSC de la Universidad de Alcalá (2011): La seguridad vial en el marco de la Responsabilidad Social Corporativa

<sup>20</sup> World Health Organization (2022): Third Global Ministerial Conference on Road Safety – Recommendations of the Academic Expert Group



- **Recommendation no. 2: Procurement**

A [road safety approach should be prioritised in all business decisions](#) (procurement, investments, operations, etc.). In specific terms, they could focus on road safety specifications for the procurement of fleet vehicles and transport services; on training requirements for drivers involved in procured transport services; on safe driving standards for planning procured driving operations; on route planning with good road design; on awarding contracts to companies that demonstrate higher levels of fleet safety in terms of collisions and traffic fines; on safety requirements for road infrastructure investments; and on policies that incentivise the safe operation of public transit and commercial vehicles.

- **Recommendation no. 6: Safe vehicles across the globe**

[Companies should design, buy or operate vehicles with the highest possible levels of safety performance](#), such as fleet purchasers for companies that acquire vehicles (either new or used) with the highest possible safety levels; companies should be incentivised to use safer vehicles based on NCAP ratings; upgrading safety technology in heavy goods vehicles, two-wheeled vehicles and passenger buses.

- **Recommendation no. 7: Zero speeding**

[Companies should practice a zero tolerance approach to speeding](#), such as fleet owners in their transport operations with their own employees or non-company drivers; raising awareness of the risks associated with speeding; designing routes to encourage drivers to travel at appropriate speeds without impacting working time periods; adopting vehicle technologies that detect speed limits and prevent higher speeds or provide warnings when the limit is exceeded; incorporating speed compliance as a contractual prerequisite in the corporate procurement of goods and services.

- **Recommendation no. 9: Technology**

It is important to [incentivise the development, application and implementation of technologies to improve aspects of road safety](#); such as providing high levels of safety equipment for corporate fleet vehicles; using technologies to plan safe and sustainable routes in operations; communications technologies to reduce the need to travel to meetings; and improving logistics to ensure efficient safe shipping of products and materials.

In 2025, the [4th Global Ministerial Conference<sup>21</sup> on Road Safety](#) was held in Marrakesh with the presentation of the report *“Saving Lives Beyond 2025: Taking Further Steps”*, commissioned by the Swedish Transport Administration from the Academic Expert Group, with a focus on the second half of the Second Decade of Action for Road Safety 2021-2030.

This report analyses data from the WHO<sup>22</sup> *“Global status report on road safety 2023”* and estimates that in 2021 there were approximately 1.19 million traffic accident fatalities, representing a reduction of 5% since 2010. Although this figure is positive, it is not on track to achieve the objective set for the Second Decade<sup>23</sup> or in the Sustainable Development Goals<sup>24</sup> (SDG), which aim to halve the number of deaths and serious injuries from traffic accidents by 2030.

In recent decades, approaches to improving road safety have focused primarily on the government roles of regulation, financial support, education and enforcement, primarily targeting road users. However, experts have argued that [governments alone cannot achieve the scale of change needed and efforts must be expanded to encompass the full range of organisations, both governmental and non-governmental](#).

Specifically, they have focused on organisations of all kinds, given that [work-related road accidents](#) account for [at least a third of all road deaths](#) worldwide, representing [approximately 400,000 fatalities a year](#) linked to work-related transport (counting deaths where at least one of the people involved in the accident was working, including victims of accidents in which the vehicle involved was used for work purposes, excluding commuting).

As such, the [recommendations](#) presented in this new report [focus on organisations’ responsibility to improve road safety](#) as part of their obligations, which extend beyond [their own premises](#), and due to their broader scope, [leveraging their value chains](#):

- **Recommendation 1: Road safety in workplace safety regulations and practices**

[Road safety should be integrated in the systematic management of the work environment](#), as required by occupational health and safety law, through compliance with legislation and best practices, the implementation of prevention activities throughout the organisational footprint, and by measuring and reporting of safety incidents, with penalties for failure to take adequate precautions

---

<sup>21</sup> <https://www.roadsafetymorocco.com/>

<sup>22</sup> World Health Organization. (2023). Global status report on road safety 2023

<sup>23</sup> <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/decade-of-action-for-road-safety-2021-2030>

<sup>24</sup> <https://www.un.org/sustainabledevelopment/es/health/>



- **Recommendation 2: Government organisations set the example with cities leading the way**

National and city governments should use their influence on organisations as leaders and role models, given their power as large employers and purchasers of goods and services, along with their authority as regulators and enforcers.

- **Recommendation 3: Road safety in finance decisions**

Financial actors (banks, investors, insurance companies and auditors) should mandate that entities actively address road safety in their value chains (as ESG factors) as a prerequisite for financial involvement and request reports on the road safety footprint across the organisation's value chain.

- **Recommendation 4: Highest levels of safety across organisational value chains**

Organisations should increase safety levels across their entire value chain, applying, as a minimum standard, a safety management system (such as ISO 45001 or ISO 39001), purchasing goods and offering services with the highest safety performance in operations across their value chain, taking responsibility for factors such as speed, fitness to drive, use of appropriate protective gear and the selection of employee routes through safety technologies in vehicles and reporting on their safety footprint, targets, actions and results.

- **Recommendation 5: Organisations adopt a safety culture**

Organisations should adopt a mindset based on safety culture that goes beyond compliance with rules, but should nurture a "safety first" principle, creating the safest possible work environment, with freedom for employees to report safety risks, which will be investigated and corrected with the engagement of senior management.

- **Recommendation 6: Automotive sector supports the highest levels of organisational and vehicle safety**

The automotive sector, including both vehicle and technology equipment manufacturers, support the integration of the highest safety levels in vehicles for commercial or fleet use, along with information on the results of safety tests by independent programmes.

#### 4.3. HOW TO INCORPORATE ROAD SAFETY INTO CSR: GRI REPORTING

Given the current state of development of the European standard for preparing sustainability reports, spearheaded by the European Commission, which has not yet been finalised or approved by the Member States, **the GRI sustainability report will be used as a reference due to its widespread take-up by companies** as a model for specifying areas where road safety measures could be integrated in the workplace under the umbrella of corporate social responsibility.

The structure of a sustainability report based on the GRI standard comprises:

- **General standard disclosures:** relating to strategy, analysis of the organisation's profile, stakeholder engagement, governance, ethics and integrity of the organisation, along with the consequences of its economic, environmental, social and governance performance (material aspects).
- **Specific standard disclosures:** describing the performance of the material aspects in greater detail through the management approach, which is reflected in the indicators related to the material aspects.

As such, the "General standard disclosures" include "Material aspects," the factors most closely linked to the organisation's business, which generate the greatest impact (in environmental and social terms) on the operating environment of the entity and have significant influence on the evaluations and decisions of stakeholders.

This "Material aspects" section could include road safety measures in the operations and management of the company since the material aspects reflect the significant economic, environmental and social impacts of the organisation's activities.

The "Material aspects" focus on the categories of Economy, Environment and Social Performance; and the material aspects related to the topic are defined within these categories.

The material aspects **selected are those that are aligned with the ultimate goal of road safety** and contribute to reducing road accidents for company employees (and its supply chain). In addition, these measures will be reflected in the organisation's commitment to road safety in the "Strategy and Analysis" and "Stakeholder Engagement" sections.

The followings are the "Categories" and "Material Aspects" considered most relevant for incorporating road safety. Specifically, particular focus has been given to the **"Social performance" category** and the **"Labour practices and decent work"** and **"Product responsibility"** sub-categories, given their direct relationship with work-related road safety.



CATEGORIES	MATERIAL ASPECTS
<b>ECONOMY</b>	<ul style="list-style-type: none"> <li>• Economic performance</li> <li>• Indirect economic impacts</li> <li>• Procurement practices</li> </ul>
<b>ENVIRONMENT</b>	<ul style="list-style-type: none"> <li>• Transport</li> <li>• Supplier environmental assessment</li> </ul>
<b>SOCIAL PERFORMANCE</b>	<ul style="list-style-type: none"> <li>• Labour practices and decent work               <ul style="list-style-type: none"> <li>○ labour/management relations</li> <li>○ occupational health and safety</li> <li>○ training and education</li> <li>○ supplier assessment for labour practices</li> </ul> </li> <li>• Human rights               <ul style="list-style-type: none"> <li>○ supplier human rights assessment</li> </ul> </li> <li>• Society               <ul style="list-style-type: none"> <li>○ local communities</li> <li>○ public policy</li> <li>○ supplier assessment for impacts on society</li> </ul> </li> <li>• Product responsibility               <ul style="list-style-type: none"> <li>○ customer health and safety</li> <li>○ product and service labelling</li> </ul> </li> </ul>

This means that 15 material aspects have been selected from the 46 material aspects in the three categories that make up the GRI sustainability report index as suitable for integrating and proposing road safety measures in the CSR strategy of organisations.

The following sections contain a breakdown of each of the three categories with the material aspects selected, in which road safety measures focused on reducing work-related traffic accidents could be framed. A brief description of the specific area that is the focus of the action is provided for each of these categories and each aspect.

#### 4.3.1. *ECONOMY CATEGORY*

The “Economy” category concerns the organisation’s impacts on the economic conditions of its stakeholders and on economic systems at local, national and global levels.

Some of the aspects in this category are more closely aligned with the goal of contributing to the reduction of work-related road accidents through the implementation of road safety measures. These specific aspects are outlined below:

**Economic performance:** the way in which the organisation has created wealth for its stakeholders; related to:

- **Direct economic value generated and distributed:** including voluntary donations and investments where the beneficiaries are external to the organisation and are not business objectives of the company.
- **Financial assistance received from government:** referring to subsidies, investment grants, financial incentives or awards received by the organisation from any government body in connection with any operation.

Possible measures: Page 29

**Indirect economic impacts:** indirect economic impacts at national, regional and local levels generated by significant investments in infrastructure and support services demanded by the community; related to:

- **Development and impact of infrastructure investments and services supported:** including the development of transport links, water and electricity supplies, community social facilities, sports centres, health and social care centres, etc.
- **Significant indirect economic impacts:** the organisation's role as a contributor to or agent of socio-economic change in its operating environment, such as changing the productivity of companies, sectors or the economy; economic development in areas of high poverty; economic impact of the improving or deteriorating social or environmental conditions; availability of products and services for those on low incomes; enhancing skills and knowledge amongst a professional community or in a geographical region; economic impact of the use of particular products and services.

Possible measures: Page 31

**Procurement practices:** supporting local businesses throughout the organisation's supply chain through policies to select local suppliers, tracking the origin of raw materials and production inputs or promoting economic and social inclusion in supplier selection.

Possible measures: Page 35

#### 4.3.2. **ENVIRONMENT CATEGORY**

The "Environment" Category covers impacts related to inputs (such as energy and water) and outputs (emissions, effluents and waste). In addition, it covers biodiversity, transport, and product and service-related aspects, as well as environmental compliance and expenditures.



The aspects in this category regarded as corresponding most closely to the objective of helping to reduce work-related traffic accidents through the implementation of road safety measures are outlined below:

**Transport:** environmental impact (consumption, emissions, waste and noise generated) of transporting products, goods and materials for logistics purposes, in addition to transporting employees of the organisation.

Possible measures: Page 38

**Supplier environmental assessment:** screening, selecting or engaging new suppliers and their products and services (or the current supply chain) based on environmental criteria.

Possible measures: Page 40

#### 4.3.3. *SOCIAL PERFORMANCE CATEGORY*

The “Social performance” category concerns the impacts the activities of an organisation have on the social systems within which it operates. It includes several sub-categories (labour practices and decent work; human rights; society; and product responsibility).

The following is a description of the aspects most closely aligned with the goal of improving or reducing work-related road accidents through the implementation of road safety measures:

#### **LABOUR PRACTICES AND DECENT WORK**

---

**Labour/management relations:** whether the organisation has established a structured approach to conducting dialogue on significant organisational changes and involving employees and their representatives in the negotiation and implementation of such changes (which may have positive or negative consequences for workers).

Possible measures: Page 44

**Occupational health and safety:** focused on the implementation of education, training, guidance, prevention and risk control programmes for workers, their families or community members in relation to serious work-related illnesses; specifically related to:

- **Workers represented on formal health and safety committees:** these committees are a way to involve workers in improving workplace safety and health by helping to monitor, gather feedback on and guide workplace safety programmes.
- **Monitoring health and safety incidents:** identifying injuries, accidents with injuries, occupational diseases, absenteeism and work-related fatalities for the total workforce (that is, employees and supervised workers) and independent contractors working on-site in the organisation's working environment.
- **Workers with a high incidence or high risk of diseases related to their occupation:** prevention is particularly important for organisations that operate in countries with a high risk or incidence of contagious diseases, or in which there are occupations with a high incidence of specific diseases.
- **Health and safety topics covered in formal agreements with trade unions:** these agreements promote a positive health and safety culture, with both parties (the company and the unions & workers) taking responsibility for their actions, addressing matters such as: personal protective equipment; joint health and safety committees; the participation of worker representatives in health and safety-related accident inspections or audits; training and education; grievance mechanisms; the right to refuse to perform dangerous work; and problem-solving mechanisms.

Possible measures: Page 46

**Training and education:** maintaining and improving human capital through access to training opportunities focused on expanding the knowledge base, contributing to progress in other performance areas and motivating the personal advancement of employees; specifically related to:

- **Employee training:** fostering the development of knowledge and the acquisition of skills that employees need in a changing work environment through internal training courses, financial support for external training programmes, granting for training with the possibility of returning to work, etc.
- **Employees receiving regular performance and career development reviews:** evaluating employee performance against objectives aids individuals in their personal development and contributes to both skills management and human capital development in the organisation.

Possible measures: Page 54



**Supplier assessment for labour practices:** involves screening new suppliers using criteria relating to labour practices (employment, health and safety, workplace incidents, working hours, etc.) and the incentives and rewards offered to suppliers to prevent, mitigate and restore the actual and potential negative impacts of labour practices in the supply chain.

Possible measures: Page 58

---

## HUMAN RIGHTS

---

**Supplier human rights assessment:** establishing human rights criteria (discrimination, forced labour, freedom of association and collective bargaining) that can be used to screen new suppliers or assess measures planned to prevent, mitigate and restore negative impacts that organisations have caused or contributed to with their activities, products or services through their relationship with a supplier or its supply chain

Possible measures: Page 60

---

## SOCIETY

---

**Local communities:** implementing development programmes for local communities based on their needs, environmental and social impact assessments and public disclosure of the results, stakeholder engagement plans, broad-based local community consultation processes and committees that include vulnerable groups, worker representation bodies to deal with impacts, formal local community grievance processes, among others.

**Public policy:** participation of the organisation as a whole in particular political causes that are supported by the entity itself, ensuring integrity and transparency in its contributions, activities and relationships.

Possible measures: Page 64

**Supplier social assessment:** how the organisation identifies and prioritises suppliers for assessment of social impacts, and actions taken to address the significant actual and potential negative social impacts in the supply chain.

Possible measures: Page 70

## PRODUCT RESPONSIBILITY

---

**Customer health and safety:** addressing health and safety across the life cycle of products or services so that they perform their intended functions satisfactorily and do not pose a risk to customers, promoting improvements in their development.

Possible measures: Page 71

**Product and service labelling:** practices focused on assessing and maintaining customer satisfaction.

- **Procedures concerning product and service information and labelling:** providing product and service information and labelling directly related to compliance with regulations and codes, branding strategies and market differentiation. This may be information on the origin of the components of the product or service; substances that may have a specific environmental or social impact; product or service safety instructions; or product disposal and environmental or social impact.
- **Surveys measuring customer satisfaction:** customers' satisfaction indicates the extent to which the organisation pays attention to their needs and preferences, and provides internal information about how the organisation approaches its relationship with a target group (customers).
- **Marketing communications:** Mechanisms to monitor engagement with stakeholders regarding products that are banned in certain markets or the subject of stakeholder questions or public debate, and how concerns regarding these products have been addressed.

Possible measures: Page 72



## 5. POSSIBLE ROAD SAFETY MEASURES TO BE INCLUDED IN GRI REPORTS

This chapter outlines road safety measures that could form part of the corporate social responsibility strategy of companies with a firm commitment to improving the health and safety of their employees and their work environment in the field of road transport. In addition, where possible, business case studies involving companies that have already implemented the measure are included as a reference for other entities.

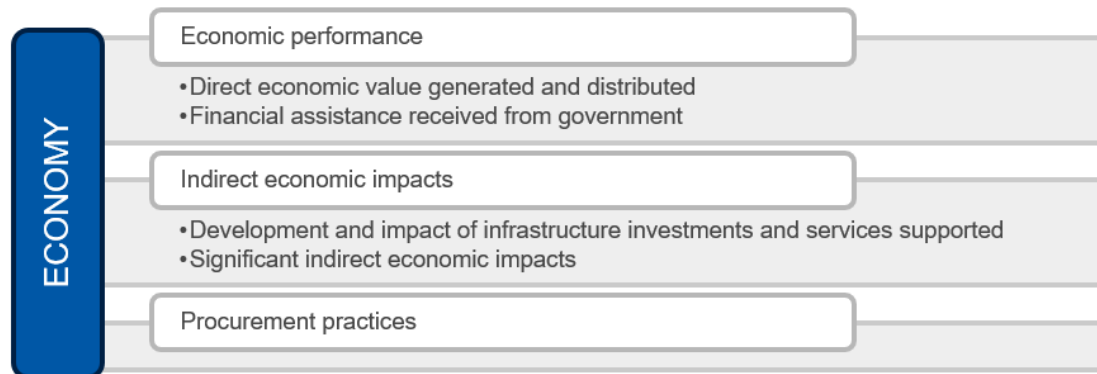
### Business case studies:

Case study 1 Accommodation for families of people in hospital as a result of traffic accidents – ILUNION HOTELS .....	29
Case study 2 International Network of Research Chairs - ABERTIS .....	30
Case study 3 Participation in the MOVES Flotas programme – SEUR .....	31
Case study 4 Proposal to create a bus lane on the A-1 – MERLIN PROPERTIES .....	32
Case study 5 Corporate Road Responsibility Programme - RACE.....	33
Case study 6 Volunteer-led road safety and safe mobility workshops - ADECCO .....	34
Case study 7 Promoting responsible supply chains - FERROVIAL .....	36
Case study 8 Logistics chain optimisation - MERCADONA .....	38
Case study 9 Incorporating a smart camera system and alcolock devices in the bus fleet - ALSA.....	39
Case study 10 Preventive maintenance programme for vehicle fleets - LEASEPLAN .....	40
Case study 11 Supplier sustainability assessment model - IBERDROLA.....	41
Case study 12 Introducing a programme to improve mobility and reduce work-related road risks – ACCIONA.....	44
Case study 13 Road safety communication actions focused on employees and the public - BP.....	46
Case Study 14 Implementation of a risk and incident identification, investigation and assessment process - IBERDROLA .....	48
Case study 15 Implementation of a safety culture programme - BOEHRINGER INGELHEIM ESPAÑA .....	50
Case study 16 Incorporating fleet management tools and services - MICHELIN .....	51
Case study 17 Creating a specific insurance package for vehicles fitted with ADAS - ARVAL RENTING.....	52
Case study 18 2nd Edition of the Business Mobility Plan - COSENTINO.....	53

Case Study 19 Driving simulator for new employees and worker retraining - ALSA .....	55
Case study 20 Online training platform for companies and employees - MAPFRE.....	55
Case study 21 "Back to driving school": retraining and poor practice review activity for the sales team - DANONE.....	56
Case study 22 Extending the company's prevention and safety commitment to the supply chain – ACCIONA ENERGÍA.....	58
Case study 23 Supplier rating system - ENDESA.....	60
Case study 24 Road safety awareness campaigns for children and young people – MUTUA MADRILEÑA .....	61
Case study 25 Agreement with UNICEF to improve road safety in third countries - ABERTIS .....	62
Case study 26 Participation in World Day of Remembrance for Road Traffic Victims and European Mobility Week - RENAULT .....	64
Case study 27 Implementation of ISO 39001 certification – TRANSPORTE LASARTE.....	65
Case study 28 National Liaison for the European Road Safety Charter - FUNDACIÓN MAPFRE.....	66
Case study 29 Award for participating in the Circula Project in Cantabria - COPSESA.....	67
Case study 30 Recognition in the "Work-Related Road Safety" category of the Ponle Freno Awards - ELSAMEX GESTIÓN DE INFRAESTRUCTURAS .....	68
Case study 31 Creating the Awards for Best Preventive Practices - ASEPEYO.....	68
Case study 32 Supplier Diversity Programme and Policy - SECURITAS DIRECT .....	70
Case study 33 Safe driving courses for customers - ARVAL RENTING.....	71
Case study 34 Campaign rewarding policyholders for safe and efficient driving - AXA SEGUROS .....	73
Case study 35 Sustainability Strategy focused on road safety as one of the priority areas - ABERTIS.....	73



### 5.1. ROAD SAFETY MEASURES IN THE ECONOMY CATEGORY



#### 5.1.1. ECONOMIC PERFORMANCE:

##### 5.1.1.1. DIRECT ECONOMIC VALUE GENERATED AND DISTRIBUTED

Support through financial donations or in-kind contributions (collaboration in events, counselling, logistical assistance, etc.) for associations of road accident victims, foundations and hospitals that provide treatment, as well as seriously injured victims and their families in cases of work-related traffic accidents.

#### Case study 1 Accommodation for families of people in hospital as a result of traffic accidents – ILUNION HOTELS



Ilunion Hotels (part of the ONCE group) has made accommodation in Madrid and Zaragoza available at a preferential rate to the families of people in hospital as a result of traffic accidents who need to travel outside the province of their registered place of residence for this medical reason.

In addition, as part of its corporate social responsibility policy, the hotel chain fosters the employment and social inclusion of people with disabilities caused by road accidents, supporting the recruitment of members of this community, who account for over 20% of people with disabilities at the group’s hotels.

As such, it has signed a partnership agreement with Fundación A Víctimas de Tráfico [Foundation A - Road Traffic Victims] to launch these initiatives to support road accident victims so they can return to their lives as quickly as possible.

Source: [Once - Ilunion portal](#)

Financial contributions to funding for research (basic or applied) through the establishment of chairs, the introduction of research grants or the launching of national or international awards

on road safety-related topics, through collaborations with public or private universities or specialised research centres.

### Case study 2 International Network of Research Chairs - ABERTIS



Abertis and Fundación Abertis [Abertis Foundation] have been promoting the establishment of various Chairs since 2003 in partnership with renowned national and international universities and academic institutions.

The Abertis International Network of Chairs is made up of six universities around the world (Universidad Politécnica de Madrid – Spain, École des Ponts ParisTech – France, University of Puerto Rico – USA, Pontificia Universidad Católica de Chile – Chile, Universidade de São Paulo – Brazil, Universidad Nacional Autónoma de México – Mexico, Università degli Studi di Padova – Italy).

It is a knowledge transfer initiative between universities and companies that aims to stimulate, generate and disseminate new knowledge and technologies relating to mobility to make them available to society.

The Network presents annual awards in various categories (Transport Infrastructure Management, Transport Services, Road Safety, Transport Engineering and Management) with the aim of boosting connections between universities and businesses, strengthening comprehensive training in mobility management and road safety, and promoting research and innovation in the field of transport system planning and operation.

In this way, new knowledge and innovations in various fields of activity are harnessed for the benefit of society as a whole and the technical and educational community, in addition to nurturing and supporting the talent that universities can offer, showcasing it and channelling it towards companies.

Source: [Abertis International Network of Chairs](#)

#### 5.1.1.2. FINANCIAL ASSISTANCE RECEIVED FROM GOVERNMENT

Providing full or partial funding for the acquisition of vehicles that meet a series of minimum safety (and sustainability) conditions for the entity's own vehicle fleet, incorporating safe technologies.

This activity should be undertaken with financial support provided through the participation of the organisation in public subsidy schemes, soft loans or other instruments granted by public administrations (European, national or regional).

### Case study 3 Participation in the MOVES Flotas programme – SEUR

SEUR's Sustainability Strategy includes measures such as deliveries using low-emission vehicles in 64 Spanish cities by 2025, impacting approximately 17 million residents nationwide.

This area includes the SEUR Now initiative, a beneficiary of the MOVES Flotas programme, financed by the European Union-NextGenerationEU under the Recovery, Transformation and Resilience Plan, focusing on decarbonising the transport sector in Spain.



The SEUR Now service was created in 1977 as a specific service for urgent local deliveries, which has developed over the years into a super-rush last-mile delivery solution (in two-hour slots), requiring a zero or low-emission fleet to move around many of the 12 Spanish cities where it is active and to push forward in vehicle electrification and support the neutralisation of emissions across its operations.

As such, the company promotes the electrification of mobility through the MOVES Flotas programme by promoting specific electrification projects for light vehicle fleets throughout the country, along with a specific plan to improve the driving efficiency of its electric vehicle delivery fleet, involving almost 200 SEUR Now drivers.

Source: [SEUR press room](#)

#### 5.1.2. *INDIRECT ECONOMIC IMPACTS:*

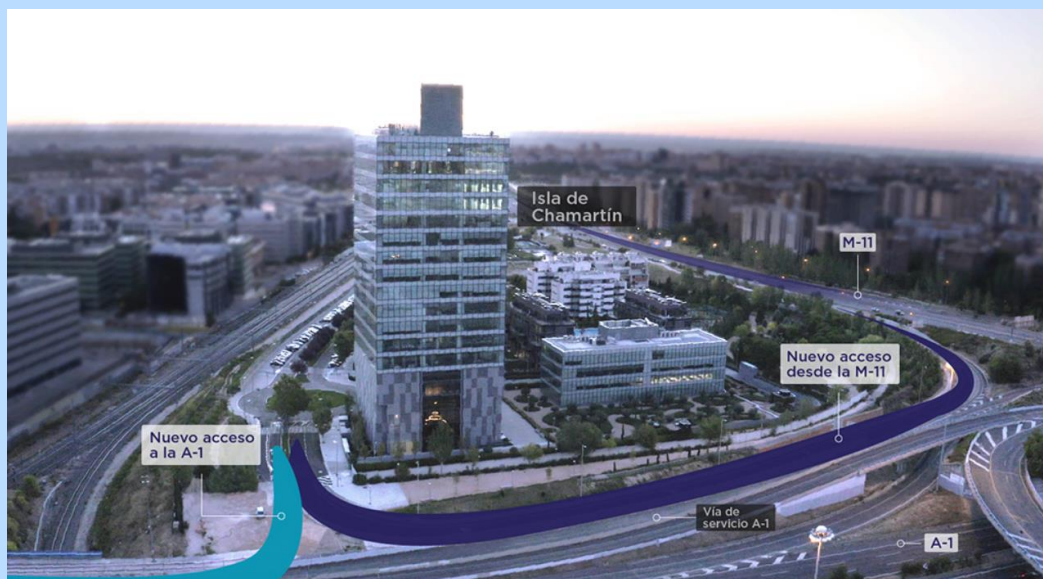
##### 5.1.2.1. DEVELOPMENT AND IMPACT OF INFRASTRUCTURE INVESTMENTS AND SERVICES SUPPORTED

[Improving infrastructure for employee access to workplaces](#) or on-site company facilities, either through private investment by the organisation itself or through a public-private partnership.

#### Case study 4 Proposal to create a bus lane on the A-1 – MERLIN PROPERTIES

A public-private partnership between Merlin Properties, Madrid City Council and the Madrid Transport Consortium developed a new bus lane for public and private transport to improve access to Isla de Chamartín.

This area had a single road (Dulce Chacón) providing access to the buildings, meaning an alternative was needed to address these limitations. The new access connects the M-11 and A-1 directly to Torre Chamartín and therefore to other office buildings in the area that form part of Merlin Hub.



The lane is almost one kilometre long and helps reduce traffic congestion, enhances mobility for users who travel through the area every day (over 50,000 commuters from the north of the city) and reduces travel times on the A-1, benefiting both residents and workers.

Source: [Merlin Properties website](#)

#### 5.1.2.2. SIGNIFICANT INDIRECT ECONOMIC IMPACTS

Conducting a realistic **analysis** of the actual **costs** that **traffic accidents** and their tragic consequences can have on the activity of the company and thus be able to propose **projects and campaigns** to show that **road safety boosts profits** in the medium and long term (and reduces the company's economic costs), along with **reinvestment of part of the (net) income or profits** in specific road safety measures.



## Case study 5 Corporate Road Responsibility Programme - RACE

Fundación RACE launched the Corporate Road Responsibility Programme, a business support initiative integrating all the efforts invested by a corporation in improving mobility in the field of its business activities.

			
<b>FORMACIÓN VIAL LABORAL</b> <ul style="list-style-type: none"><li>· Formación online</li><li>· Autoevaluación riesgo vial</li><li>· Jornadas presenciales</li><li>· Escuela RACE de conducción</li></ul>	<b>CONSULTORÍA EN EMPRESAS</b> <ul style="list-style-type: none"><li>· Reducción de siniestralidad</li><li>· Plan de movilidad y Seguridad Vial</li><li>· Planes de concienciación vial</li></ul>	<b>CENTRO DE SEGURIDAD VIAL</b> <ul style="list-style-type: none"><li>· Investigación e informes</li><li>· Acciones institucionales</li></ul>	<b>CIFAL MADRID RACE</b> <ul style="list-style-type: none"><li>· RACE y Naciones Unidas</li><li>· Centro de Formación en Seguridad Vial de la ONU</li><li>· Curso e-learning RACE-ONU</li></ul>

The programme is based on the following levers:

- awareness-raising and comprehensive training at all levels of the organisation (through the CIFAL Madrid Centre, a specialised Road Safety centre in partnership with the UN, or through online or on-site training, in conjunction with the driving school).
- consultancy and research, through sociological studies, road safety and mobility surveys or crash tests at automotive research centres, enabling a more accurate diagnosis of the current mobility situation in the company.
- gathering and analysis of data and evidence, through a road risk self-assessment performed by the company, to produce Corporate Safe and Efficient Mobility Plans.
- dissemination and social impact of the commitments made through awareness-raising actions, in both print and digital formats, to promote safer mobility for employees.

The implementation of Corporate Road Responsibility (CRR) policies generates tangible returns for companies, not only in terms of the health and well-being of their employees, but also for the company's bottom line as a result of reduced personnel costs due to absenteeism and sick leave, optimised fuel consumption and travel times, and improved management of company fleets and supplies. In addition, CRR has a positive impact on the company's corporate reputation and public image.

Source: [RACE press release](#) and [Fundación RACE website](#)

Fostering [employee participation in corporate volunteer road safety programmes](#) that make a positive contribution to the local community or a specific vulnerable group (children and adolescents, the elderly, people with disabilities, etc.) through various activities, such as volunteer days in schools and colleges, participation in road safety parks for children, employee-led training, themed trips and infrastructure upgrades.

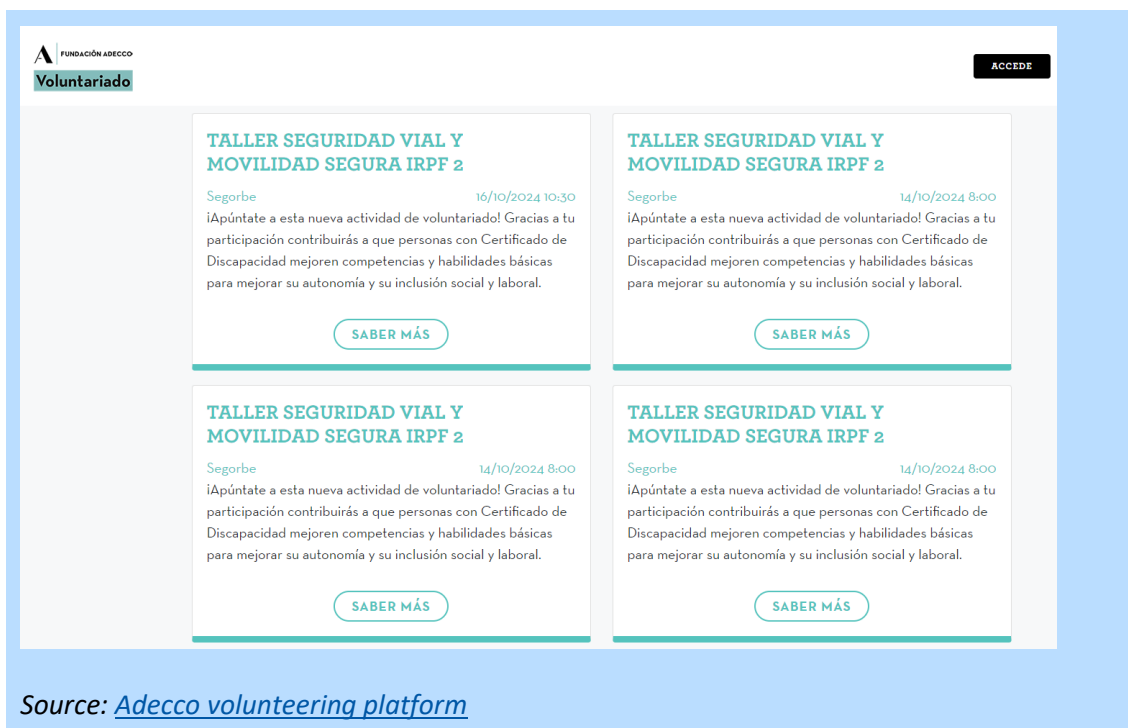
#### Case study 6 Volunteer-led road safety and safe mobility workshops - ADECCO

Fundación Adecco is conducting road safety and safe mobility workshops through its Corporate Volunteering Platform to give people with disabilities autonomy and independence, empowering them to move around and make use of city resources.

This road-focused activity aims to boost inclusion and assist people with disabilities to develop core skills and abilities (communication, teamwork, concentration, responsibility, etc.) to operate in a safe environment. The issues addressed are:

- Road safety rules.
- Traffic signs.
- Actions and techniques for good road behaviour.
- Putting the knowledge acquired into practice.

Company staff volunteer to help participants lead more independent and autonomous lives, an essential component of good road behaviour, by organising activities, fostering cooperation, communicating and providing encouragement for the people involved in the initiative.



The screenshot shows the Adecco Volunteering platform interface. At the top left, there is the Adecco logo and the word 'Voluntariado'. At the top right, there is a 'ACCEDER' button. The main content area displays four identical workshop listings in a 2x2 grid. Each listing has the title 'TALLER SEGURIDAD VIAL Y MOVILIDAD SEGURA IRPF 2', the location 'Segorbe', and the date '16/10/2024 10:30' (for the top two) or '14/10/2024 8:00' (for the bottom two). The description for each listing reads: '¡Apúntate a esta nueva actividad de voluntariado! Gracias a tu participación contribuirás a que personas con Certificado de Discapacidad mejoren competencias y habilidades básicas para mejorar su autonomía y su inclusión social y laboral.' Below each listing is a 'SABER MÁS' button.

Source: [Adecco volunteering platform](#)

### 5.1.3. *PROCUREMENT PRACTICES*

Prioritising the **choice and selection of goods and services with the highest levels of active and passive safety**, along with the lowest pollutant emissions, as part of a company procurement strategy focusing on the acquisition of goods and services that are as safe as possible through **socially responsible procurement**. This can be addressed through various approaches:

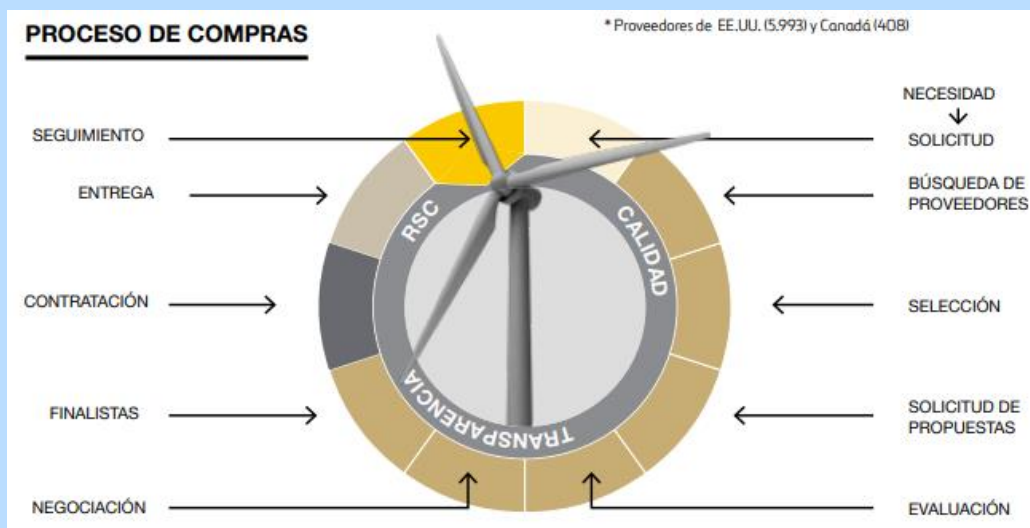
- One way is to **apply safety criteria to private procurement** in bid solicitation, in addition to the most advantageous price, by including safety features in the terms of purchases, giving preference to bids focusing on work-related road safety and only accepting tenders from responsible companies with ISO 39001 certification or a safe mobility plan, or whose employees are trained on this issue to plan and execute their work responsibly, for example.
- Another possibility is to **define a minimum level of safety features** that should be incorporated **in the physical goods acquired** or in the **delivery of services provided** by supplier companies. Specifically, supplier companies could be asked to fit any vehicles provided (either two or four-wheeled) with specific features to improve safety, such as motorcycle helmets, drowsiness and distraction recognition (DDR), vehicle alcolock or ignition interlock devices for intoxicated drivers, anti-lock braking systems (ABS), power steering systems (PSS), dynamic suspension systems, dynamic lighting systems, stability control systems (ESP), intelligent speed assist (ISA), reversing detection (REV), lane departure warning systems (LDW) and blind spot monitoring systems (BSM).

- A safety [seal](#), [label](#) or [certificate](#) of some kind could also be required for products delivered and/or services provided by supplier companies. Vehicles could be required to pass the Euro NCAP-New Car Assessment Programme tests to assess their safety performance.

### Case study 7 Promoting responsible supply chains - FERROVIAL

Ferrovial incorporates environmental, social and governance (ESG) principles in all stages of its supply chain through an integrated model (in the form of a [Supplier code of ethical conduct](#)) designed to promote quality, sustainability, efficiency and transparency, respect for human rights, non-discrimination and equal opportunities.

Throughout the purchasing life cycle, from the initial screening and evaluation stages to the bidding process and lastly the control, evaluation and monitoring of supplier quality, specific processes are conducted for risk management, classification, assessment and control, including ESG criteria, in addition to the usual criteria for product/service quality, technical capacity and compliance with prices and deadlines, and with occupational health and safety standards.



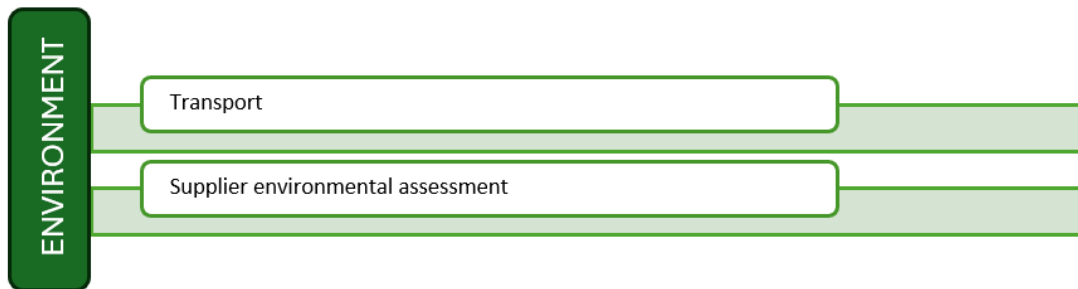
As such, in 2017 Ferrovial and Renault launched Zity, a car-sharing service designed to address the challenge of sustainable mobility in cities while also ensuring safety and protection for users.



Against this backdrop, with the help of the Ferrovial SafetyLAB - responsible for locating the best suppliers and technologies - they launched the “Safe Driving” project with the development of a pilot test in more than 100 ZITY cars fitted with various telemetry devices and advanced driver assistance systems, ADAS, (a display in the car that provides information on road signs, warnings about involuntary lane departures, monitoring of the safety distance from the vehicle in front and alerts to avoid frontal collisions with other vehicles, cyclists or pedestrians) to prevent accidents and improve driver behaviour.

Source: [Ferrovial website](#) and [press room](#)

## 5.2. ROAD SAFETY MEASURES IN THE ENVIRONMENT CATEGORY



### 5.2.1. *TRANSPORT:*

Providing **transport services (for goods and/or people)** in accordance with road safety criteria, without forcing suppliers to perform tasks and activities that make it impossible for them to strictly comply with traffic regulations (excessive driving hours, delivery time, failure to observe rest periods, etc.), strengthening the planning of safe routes for employees, both for commuting and for professional drivers, and giving workers autonomy to modify delivery routes in response to unforeseen events.

#### Case study 8 Logistics chain optimisation - MERCADONA

Based on the idea of “transporting more with fewer resources”, logistics management at Mercadona focuses on various strategies to improve transport efficiency, such as the “Strategy of Eight”, centred on route optimisation.



The company plans its routes in detail, ensuring that the same lorry unloads and loads goods successively at all points along its route: supplier, warehouse and store. This means the lorries always drive with full loads.



It has also introduced “reverse logistics” based on making full use of all routes, such as to collect waste or boxes from stores for reuse.

In addition, it aims to fully load lorries so that each one transports the maximum amount of merchandise, within safety limits, to save resources and boost efficiency on each trip.

In addition, it moves suppliers closer to logistics hubs or builds logistics hubs in a way that minimises the average distance travelled by lorries between warehouse and supplier or warehouse and store.

Source: [Sustainable logistics at Mercadona](#) and [subsequent developments](#)

Incorporating [technology in vehicles used](#) for work-related travel to monitor driving behaviour, speeding or alcohol or drug use, for example.

#### Case study 9 Incorporating a smart camera system and alcolock devices in the bus fleet - ALSA



Since 2010, when the “Eliminating Risks” safety development programme was launched, a central place has been given to safety at the company, both for passengers and employees, summed up in the “golden rules”:

- Passenger safety comes first.
- Be fit for work (fully rested, without having consumed alcohol or drugs).
- Inspect vehicles and only drive if safety is guaranteed.
- Drive safely and defensively.
- Report all accidents, injuries and incidents.

In specific terms, efforts focus on identifying and managing both speeding and fatigue, using on-board systems (smart cameras) and GPS devices in all vehicles. This makes it possible to determine the speed of each vehicle in real time, continuously recording speeding events which can be related to each vehicle and each driver.

Speeding incidents are recorded and subsequently reported to the driver’s line supervisor within five working days. The driver’s line supervisor must then check that the report is accurate, notify the speeding incident to the driver and initiate appropriate corrective action within seven days.

In addition, the company is mindful of alcohol and drug use, performing preventive drug and alcohol screenings of employees, supported by workers' representatives. As such, they have installed alcolock devices in their fleet, ensuring that no employee with a blood alcohol content above the legal limit can drive a bus.

Source: [Presentation by Alsa's Safety Director on ETSC and interview with Alsa's Safety Director about best practices in road safety](#)

[Ongoing maintenance and inspection of vehicles](#), whether they are part of the company's own fleet or are used for passenger and/or goods transport, through preventive checks that help to assure safety and reduce the risk of accidents.

#### Case study 10 Preventive maintenance programme for vehicle fleets - LEASEPLAN



LeasePlan offers a variety of tools as part of its [Safepan Zero](#) initiative to improve fleet, driver and vehicle safety, two of which focus on vehicles:

- Safe driver: personalised driving courses, safe driving tips (road safety knowledge pills, safe driving videos, self-risk assessment), etc.
- Safe vehicle: safety systems, connectivity and advanced driver assistance systems (ADAS), routine safety checks, maintenance/repair schemes and a driver support centre.
- Safe fleet: direct access to information on the vehicle fleet managed by the client company, making it possible to set key safety goals and indicators based on real-life driving data.

Source: [ESG website – Driver safety](#)

#### 5.2.2. SUPPLIER ENVIRONMENTAL ASSESSMENT:

Introducing assessment of improved sustainability-linked factors in partner entities as part of the integrated process for procurement (selection, evaluation, contract-signing and oversight phases) of the entity's suppliers, contractors or subcontractors thanks to the incorporation of road safety-related measures in their operations, such as:



- fostering the use of safer and more sustainable private transport for employees.
- using safer and more sustainable vehicles to carry out work.
- having work mobility plans in place.
- managing private parking in accordance with road safety criteria with specific parking spaces for the delivery process (goods or services).
- reserving parking spaces for employees who car-share.
- creating parking and facilities for bicycles and PLEVs.

### Case study 11 Supplier sustainability assessment model - IBERDROLA

The acquisition of equipment and materials and the procurement of works and services follow a sequence of phases in the procurement process: supplier registration and classification, bidding process, contract-signing, monitoring of contract terms and quality control.

Iberdrola's commitment to ESG criteria, which it extends to its suppliers, is reflected in the goal of ensuring that at least 85% of the group's suppliers are subject to sustainable development policies and standards by the end of 2025.

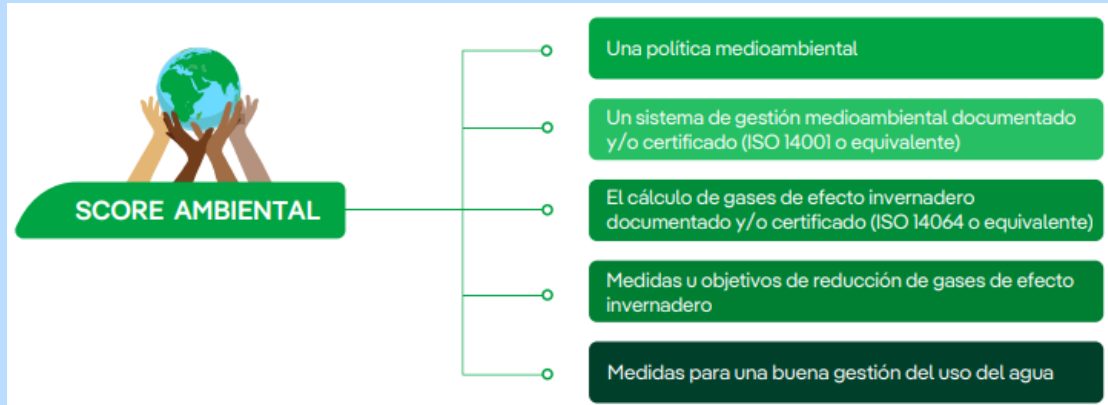
The goal is supported by a specific supply chain evaluation model and has been integrated into the systems implemented by the Purchasing Department, in both the supplier classification system and the purchasing management system itself, incorporating supplier sustainability in decision-making on proposed allocations.

In 2022, they consolidated use of the "[Global Model for supplier sustainability evaluation](#)", adapted to the international profile of Iberdrola Group, focusing on three key ESG areas (environmental, social and governance). They use their own model supported by a global supplier management platform, making it possible to measure supplier sustainability and use this parameter in purchasing decision-making. They help suppliers that do not meet the required standards by sending them a proposed improvement plan.



The model assesses 43 variables across the three key ESG areas, making it possible to measure supplier performance across multiple aspects (identifying SDG-related objectives, climate change risk management, circular economy strategy, human rights due diligence, compliance, good governance and business ethics, etc.). The supplier is required to provide evidence and documentation supporting its claims and performance.

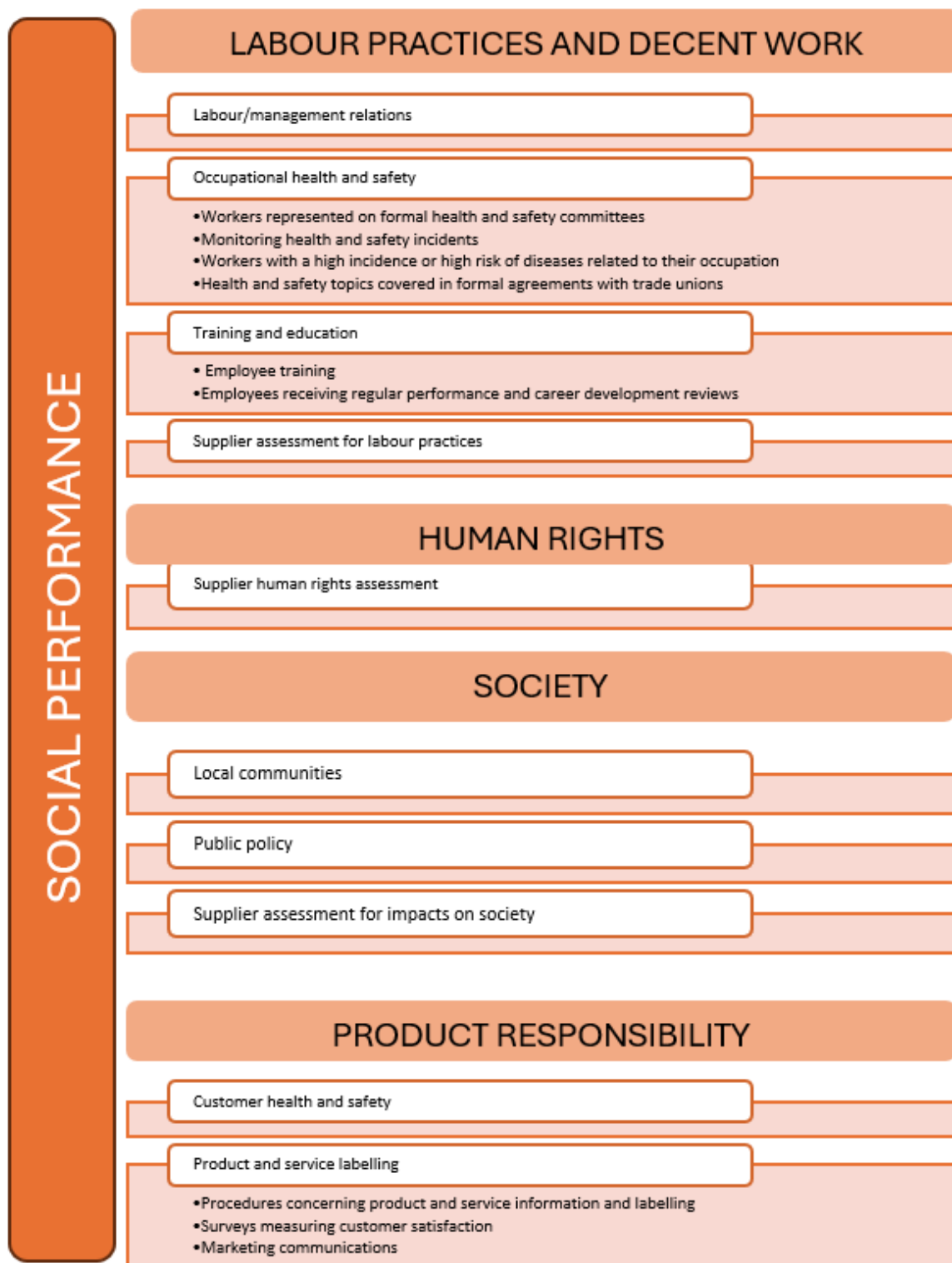
In specific terms, the environmental aspects assessed are: whether the supplier has an environmental policy, whether it has an environmental certificate or label, information on CO2 emissions, emission reduction initiatives, energy efficiency, biodiversity conservation and efficient water management.



Source: [Sustainability report 2023](#)



### 5.3. ROAD SAFETY MEASURES IN THE SOCIAL PERFORMANCE CATEGORY



### 5.3.1. LABOUR PRACTICES AND DECENT WORK

#### 5.3.1.1. LABOUR/MANAGEMENT RELATIONS

Integrated work-related road safety programmes could be launched to help build employee awareness and understanding of this issue, in both the workplace and their daily activities, with the express support of company management through the implementation of specific agreed measures, such as:

- road safety awareness and sensitivity training, focused primarily on the main driving risk factors (use of safety devices; safe driving; healthy and efficient sleeping eating and exercise habits, etc.).
- outreach campaigns on safe driving, through emails, posters and brochures, posting on the corporate intranet or any other channel available to reach employees, especially around holiday periods.
- improving prevention and corporate responsibility in the safety of work vehicles or workplace facilities.

#### Case study 12 Introducing a programme to improve mobility and reduce work-related road risks – ACCIONA

In 2020, ACCIONA Energía committed to implementing a programme called Drive Safe, designed to improve mobility and reduce work-related road risks for its workforce, focused on three key areas:

- driver training: drivers (both in-house and outsourced workers) receive training adapted to their profile, both theory (4 hours) and practical (6 hours). The training topics included: road use basics, safe driving techniques, defensive and preventive driving, eco-driving, etc.
- vehicle equipment: vehicles (both owned and outsourced) were updated by fitting them with reversing sensors, a cargo divider and an emergency rescue kit.
- facility safety: a programme was implemented to inspect both vehicles and facilities and access roads.



The programme covers all risk factors related to driver training, surrounding area conditions and technical specifications for vehicles.

In addition, the programme was actively backed by management executives at all levels, who carried out an information campaign through the company’s internal channels (email, webinars and Meeting Points) to keep drivers in the loop; and there was engagement between the company and the community.



This initiative reached more than 1,000 workers in Spain, Chile and Mexico, resulting in an 86% reduction in employee accidents and increased reporting of incidents due to greater staff awareness.

Since 2022, the programme has been extended to all the countries where the company operates and has identified various action levers, covering everything from driver training needs, driving habits and the technologies required for company vehicles to planning work-related travel.

In 2022, the Drive Safe programme was recognised with a European Excellence in Road Safety Award, presented by the European Road Safety Charter, in the “Professional Drivers” category.

Source: [Acciona Energía Sustainability Report](#) and [good practice fact sheet on the European Road Safety Charter website](#)

### 5.3.1.2. OCCUPATIONAL HEALTH AND SAFETY:

#### Workers represented on formal health and safety committees

All company employees could be informed about the various road safety-related actions by using or creating different channels to maximise reach and enhance efforts to build awareness and understanding, and to report on progress in implementing the actions proposed. To this end, the use of these channels is recommended to communicate with employees, but also as a means of obtaining feedback:

- Taking part in the **formal occupational health and safety committee** to convey employee concerns and needs to management, and to obtain updates on the activities proposed.
- Putting up a **dedicated information board** for all employees in a visible place in the workplace to publicise all ongoing actions and post awareness messages.
- Creating a **space on the corporate intranet** to raise awareness about the importance of road safety and provide information on ongoing actions and how to get involved.
- Developing a **dedicated website for the mobility plan** and the proposed actions, including the results obtained, to boost transparency and accountability.
- Creating a **suggestion box** (physical and virtual) for employees to make their needs known and submit opinions or comments on the initiatives that have been implemented.

#### Case study 13 Road safety communication actions focused on employees and the public - BP

BP has worked to convey its internal commitment to road safety to the public, resulting in awareness-building campaigns and actions run in partnership with RACE:

- 2013 - STOP Driving Distractions
- 2014 - Stop Online Chatting
- 2015 - Stop Distractions
- 2016 - Hands on the wheel
- 2017 - ZENtrate when driving
- 2018 – What Matters When Driving





- 2020 - Show your face for Road Safety

Driving Safety Day was also held for the fifth consecutive year - an internal company initiative to address the issue of safe driving and raise employee awareness of road risks.

The day focused on the dangers of distractions while driving, both from physical objects outside the vehicle and from situations that occur outside. To see for themselves, workers went on a guided tour of the Jarama kart circuit.

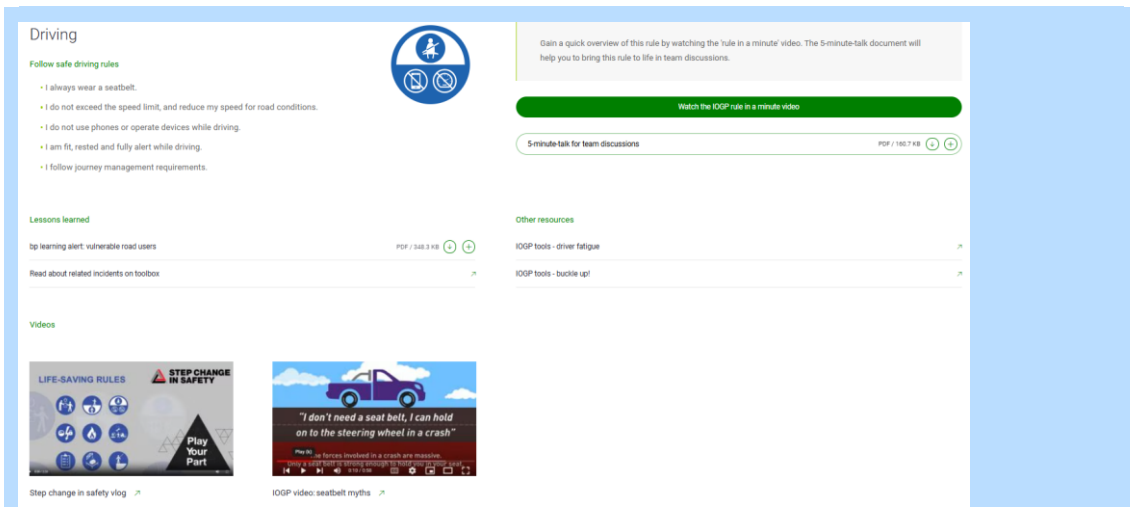
Other driving and road safety initiatives forming part of corporate policy were:

- Monthly “Safety flashes” sending all employees road safety recommendations, best practices and lessons learned to maintain awareness.
- BP Group’s mandatory driving safety rules, in the form of a Driving Safety Handbook including all procedures, rest periods and safe driving policies, among other content.



- Pre-summer holiday vehicle inspections at the BP facility in Alcobendas, where employees and contractors have the opportunity to have their vehicles checked and get them ready for the start of the summer season.

BP has adopted the “Life-Saving Rules” (LSR) developed by the International Association of Oil and Gas Producers (IOGP) to help our employees and contractors instantly recognise and understand the rules that help keep us safe. There is a [website](#) with resources to help employees understand what the Life-Saving Rules are and how they can implement them.



Sources: [news](#) about World Day for Safety and Health at Work, BP press [press release](#) about the initiatives, [news](#) about Driving Safety Day, [presentation](#) by Ruth Bernardo at the Fesvial Good Practices Meeting, and sustainability and safety [website](#)

## Monitoring health and safety incidents

Work-related incident management is the process of identifying and analysing hazards and risks to develop effective mitigation and controls to limit operational disruption caused by incidents, reduce negative impacts and prevent recurrence. To do this, it is important to enhance risk prevention and control measures, in addition to monitoring road safety incidents that occur while commuting and travelling for work and during company work operations.

### Case Study 14 Implementation of a risk and incident identification, investigation and assessment process - IBERDROLA

Iberdrola has established a process in every country where it operates to identify occupational health and safety hazards, including assessment and prevention of occupational risks for workers.

The tools used to manage this process include:

- Workplace risk assessment questionnaires.



- Regular occupational risk assessments. These assessments identify the information needed for the annual review of occupational health and safety management systems and are used to develop risk mitigation action plans.
- Risk identification briefings and regular training for employees; both initial in-person road safety training (between 1.5 and 3 hours) based on risk profile and additional training for specific groups (off-road or 4x4 drivers, motorcycle or scooter drivers, workers who have had an accident or who have not driven for a long time).
- Safety inspections and internal and external audits ensure the effectiveness of processes.
- Comprehensive assessment of low and medium potential incidents and investigation reports for incidents with high potential or major consequences.
- Defining preventive and corrective actions, along with lessons learned, to eliminate the causes of the event.

Evaluación de  
riesgos y  
Formación



Identificación y  
evaluación del riesgo



Formación derivada  
de la ER, según perfil



Formación adicional,  
según colectivo

Source: [Sustainability report Financial Year 2023](#), [presentation](#) by the Iberdrola España Joint Prevention Service at the Fesvial Good Practices Meeting, and the Iberdrola [Global Health and Safety Management System](#)

### Workers with a high incidence or high risk of diseases related to their professional activities

It is worth reiterating that work-related traffic accidents have become a serious issue (according to [INSST data](#)), given that every year between 10% and 12% of work-related accidents are linked to road accidents, 30% to 35% of which are fatal. In addition, 30% of the total number of work-related road accidents occur during working hours (primarily involving drivers and machinery operators in road transport and last-mile logistics services).

As such, actions should be considered to make a modal shift to safer mobility for work-related travel as these groups have the highest incident or risk levels. By way of example, the following measures could be implemented:

- Provide incentives for [promoting healthy habits](#) to reduce work-related risks linked to driving.
- Consider adding [additional rest breaks](#) based on the specific features of the professional role and the characteristics of each worker.
- [Adjust travel times](#) to prevent route overloading and avoid forms of remuneration based on the number of deliveries or services completed.





This commitment to workplace safety has continued through the BeSafe initiative, launching schemes to ensure safe environments for employees, stakeholders and customers and/or visitors.

Source: [presentation](#) on the 2020 Asepeyo awards (pages 89-92), Sustainability Report for [2023](#) and [2021](#)

Design a [driver support system for on-route incidents](#) to report road accidents, technical problems with the vehicle, medical conditions or geolocation failures, through telematic systems such as a mobile app or using advanced driver assistance systems (like the eCall emergency device).

### Case study 16 Incorporating fleet management tools and services - MICHELIN

The services and solutions in the MICHELIN Connected Fleet initiative provide tools and information to facilitate daily management of vehicles by fleet operators and managers, transforming their operational efficiency. It includes these solutions:

- Fleet Management Platform, enabling real-time tracking of fleets and journeys for day-to-day decision-making on route planning, driving type and rest periods, measured by tachograph.
- Driver management tools, offering real-time updates on various parameters such as braking and accelerating abruptly, speeding and idling time, measured with a scan tool.



This makes it possible to deliver recommendations and action plans, based on mobility data gathered from the managed fleet to reduce costs, boost productivity, ensure driver safety and manage sustainable fleets.

The company also has the Smarter Driver app for drivers, allowing workers to:

- Label journeys as work or personal.
- Make a vehicle condition checklist.

- Receive reports on their driving performance and the trend over the past week.


Source: [presentation](#) at the Fesvial Good Practices Meeting and the initiative [website](#)

Providing [comprehensive insurance](#) for all employees who travel by road at the company's [expense](#), where these services are incorporated.

### Case study 17 Creating a specific insurance package for vehicles fitted with ADAS - ARVAL RENTING

According to the Arval [Mobility Observatory](#), there has been a slight increase in telematic devices fitted in corporate fleets (49%) compared to individual vehicles, which aid safe driving and also gather information on fuel consumption, driver behaviour and location.

A specific insurance package has been developed for vehicles fitted with ADAS, which lower the risk of accidents by providing drivers with information to help them avoid or respond to critical situations. Developing this specific insurance package was also established as a business strategy goal:

Acciones	Indicadores clave del rendimiento	Progreso 2021	Objetivo 2025	ODS
<b>INFLUENCIA Y ACTUACION POR LA SEGURIDAD VIAL</b>				
Países donde Arval ofrece formación en conducción eficiente	Número de países donde Arval ofrece formación en conducción eficiente	10 países (100%)	30 países (100%)	
Desarrollo de seguros específicos para vehículos equipados con prestaciones ADAS*	Disminución del % de accidentes, gracias a las ADAS* y a la formación de conductores	-22%	-10%	

\*Sistemas avanzados de asistencia al conductor

Sources: Arval [press release](#), [interview with the Global Operations & Insurance Director at Arval](#), and the [CSR Strategy 2020-2025](#)

### Health and safety topics covered in formal agreements with trade unions

Advice can be provided on possible work-related road safety measures that could be suggested and proposed to formal occupational health and safety committees, which can also share the initiatives put forward and their impact on accident rates for inclusion in [the company's safe and sustainable mobility plan](#).

This plan outlines the actions taken by the company to ensure the health and safety of its employees so they can travel more safely, efficiently and sustainably. As such, actions focus on travelling to and from home/work, business trips and movements of staff and external visitors inside company facilities.



The safe and sustainable mobility plan should be integrated in the company's risk prevention management. It is a living document that should be updated to reflect any measures adopted, new or changed risks, work-related traffic accidents, etc.

The Directorate-General for Traffic, together with the National Health and Safety at Work Institute and the Work and Social Security Inspectorate, developed a [Model Plan for Safe and Sustainable Mobility in Companies](#), as a tool to help companies define and develop a set of actions to improve mobility in the company and promote rational management of travel.

#### Case study 18 2nd Edition of the Business Mobility Plan - COSENTINO

The 2nd edition of the Business Mobility Plan was launched in 2020 to examine and analyse the current and future situation (constantly in flux), quantifying all movements inside and outside the organisation (production, transport of raw materials, products and logistics, number of vehicles entering, current infrastructure, etc.).



A suite of 20 actions were proposed with investment over ten years (2021-2030) as part of a phased implementation programme. As regards external transport, updated logistics routes were digitalised and software was introduced to provide real-time visibility of the CO<sub>2</sub> emissions associated with transport routes resulting from company activities. For internal transport, actions are being taken to:



- Expand shuttle bus routes from nearby towns to reduce emissions from private cars and enhance the well-being of workers.
- Expand and improve bicycle and pedestrian lanes by updating signage and repainting.
- Create a sustainable pedestrian path (“Healthy Walks”).
- Make significant improvements to road signs, signposts and roadways on Cantoria Industrial Estate to prevent drivers getting lost.
- Allow employees to work remotely where feasible.
- Promote car sharing, using the Ciclogreen platform, and increase the number of spaces reserved for this initiative.

- Acquire electric vehicles for travel inside the Industrial Estate, such as golf carts holding two, four and nine people, and 60 bicycles.
- Create a green car park, with 12 free electric vehicle charging stations, with dedicated parking near the entrances. A digital management platform for the charging hub monitors usage and consumption.

Cosentino won the “1st National Mobility Award” in the “Commuting Mobility Special Award” category, presented by the “Companies for Sustainable Mobility” forum for the years it has spent working to implement various sustainable mobility initiatives.

*Sources: Cosentino [Corporate Social Responsibility Report 2020](#), [Sustainability Dossier 2022](#), [Sustainability Dossier 2023](#), and [Report on Best Practices from European Mobility Week 2020](#) (pages 17-22)*



### 5.3.1.3. TRAINING AND EDUCATION:

#### Employee training

Company employees could be offered **specific road safety training** on both the risks of road and city driving and how to use safe and efficient driving techniques to correct bad habits and learn to respond quickly and effectively in emergency situations, coordinated by company management.

This training should be given to all new employees with periodical refresher courses depending on the results obtained by participating employees, particularly in the event of any road safety-related incidents at the company (accidents involving a delivery or commercial vehicle, increased number of accidents, etc.).

It can be offered independently or as a specific module under the company’s occupational safety training plan. It can focus on vehicle type (as there is a difference between driving a motorcycle, a lorry, a bus or a van).

It can be structured in various ways, depending on the needs of the company or particular circumstances:

- Online and/or in-person training.



- Self-assessed - a minimum number of questions must be answered correctly to pass.
- In partnership with a driving school.
- Using a driving simulator.

### Case Study 19 Driving simulator for new employees and worker retraining - ALSA

As part of its commitment to the use of new safety and training technologies, Alsa has developed a new training programme conducted entirely in a simulator using mixed virtual reality for drivers.

This gives drivers a fully immersive experience, with a 360-degree view in a virtual environment where they can interact with real vehicle components (such as actual bus controls and switches).



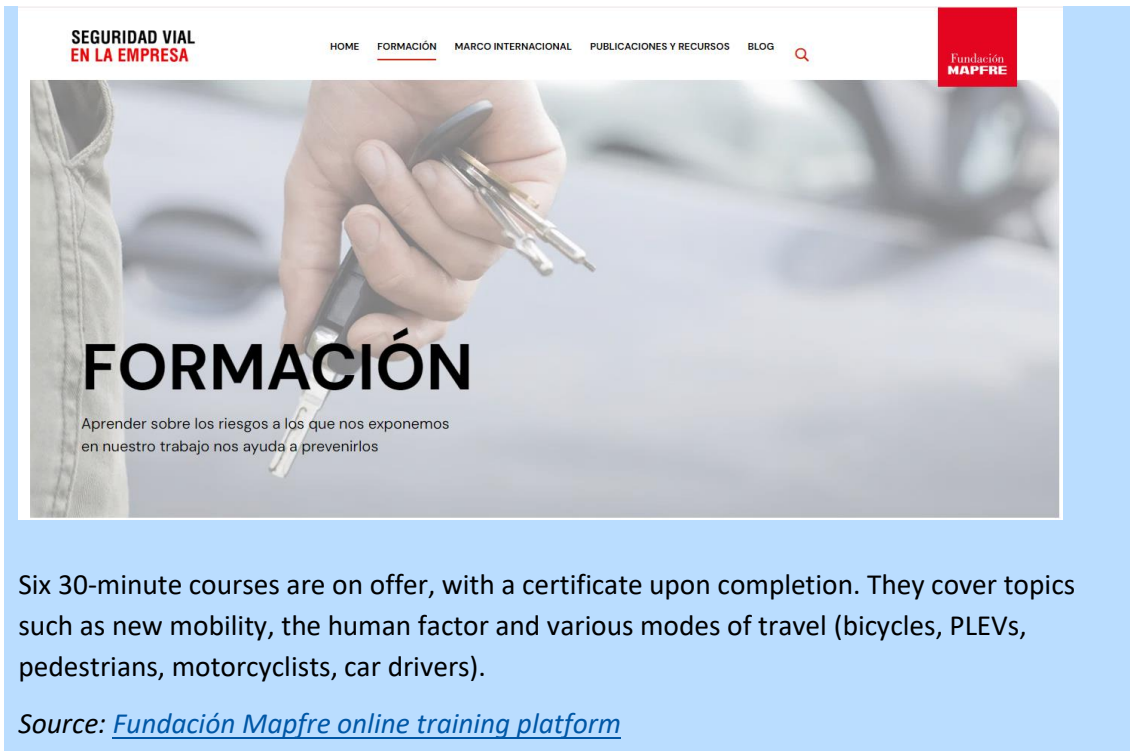
The simulator allows the organisation to create realistic circumstances that employees might face, requiring them to use various driving techniques without actual risk. It can replicate driving in various vehicle models, reproducing the specific characteristics of each one and simulating the load. The simulations generate risks relating to the environs and the weather, ranging from obstacles on the road to emergency situations, including pedestrians who cross unexpectedly and vehicles that do not obey road signs.

It currently has simulators at its training centres in Oviedo, Segovia and Marrakesh, for both new driver training and the retraining and upskilling of employees.

Source: [\*Sustainability Report 2020 and 2021\*](#)

### Case study 20 Online training platform for companies and employees - MAPFRE

An online training platform in partnership with Faconauto, offering free online road safety courses, focusing on companies and their employees.



**SEGURIDAD VIAL  
EN LA EMPRESA**

HOME **FORMACIÓN** MARCO INTERNACIONAL PUBLICACIONES Y RECURSOS BLOG

Fundación  
**MAPFRE**

# FORMACIÓN

Aprender sobre los riesgos a los que nos exponemos en nuestro trabajo nos ayuda a prevenirlos

Six 30-minute courses are on offer, with a certificate upon completion. They cover topics such as new mobility, the human factor and various modes of travel (bicycles, PLEVs, pedestrians, motorcyclists, car drivers).

Source: [Fundación Mapfre online training platform](#)

## Employees receiving regular performance and career development reviews

Including road safety aspects in job performance reviews, such as:

- employee compliance with [speed limits during work-related travel](#).
- [strict compliance with all traffic regulations](#), in particular wearing a seat belt and not drinking alcohol, with a target of 0.0%.
- requiring "reoffending" employees to take voluntarily road safety retraining and [awareness courses](#), reflected in the assessment made during the performance review.

### Case study 21 "Back to driving school": retraining and poor practice review activity for the sales team - DANONE

The Danone sales team/force operate throughout the country, travelling every day between the points of sale assigned to them, meaning that the sales team spend a lot of their working hours on the road.

This led Danone to take on the challenge of improving safety for its salespeople by boosting their safety knowledge to maintain a high level of risk perception, be proactive about their



own safety and take responsibility for the safety of the people they interact with (retail staff, customers, external personnel and other drivers).

Added to this is the diverse nature of the team, including both novice drivers who find driving a challenge, causing safety issues, and drivers with over 20 years' experience behind the wheel, with a complacent attitude leading at times to low risk perception.

Against this backdrop, the National Confederation of Driving Schools (CNAE) launched a promotional campaign called "Back to Driving School", offering an opportunity to return to driving school.

Workers were divided into groups and assigned a driving school near their homes. They were enrolled on the school's website, allowing them to practice with real driving school exams a month before the test. On the day of the theory test, the workers went to the driving school assigned to them and took the theory test to refresh their knowledge of traffic regulations. Afterwards, they were reviewed with the participants to explain any errors.



Each participant then spent 30 minutes driving one of the school's cars, accompanied by an instructor who simulated a real practical test. At the end, they chatted to the driving instructor, who pointed out areas where they could improve their driving, explained the "unsafe" driving habits they had acquired over the years and gave them individual tips to improve their driving.

After studying the reaction to the campaign and its impact, they decided to include this training activity in a road safety training programme for new sales team members. In addition, sales team managers monitored and audited their team members' driving regularly to ensure that they were driving safely and responsibly. If a manager identified areas where drivers could improve during these reviews or if they had been sanctioned three or more times for dangerous infringements (speeding and driving), they were invited to take a theory course based on the content of the course to recover driving licence points.

Sources: [presentation](#) on the 11th edition of the Asepeyo awards (pages 96-99) and [news story](#) from Fundación CNAE

#### 5.3.1.4. SUPPLIER ASSESSMENT FOR LABOUR PRACTICES

Establishing an integrated procedure covering the entire procurement process for the entity's suppliers, contractors or subcontractors to assess road safety factors during the selection, evaluation, contract-signing and oversight phases.

The following road safety measures could be considered:

- a road safety management programme (such as ISO 39001, the Model Plan for Safe and Sustainable Mobility or the Seal of Approval for Safe and Sustainable Mobility) on the part of the organisation's supplier companies
- informing and raising awareness about the obligations attached to fundamental labour rights (such as safety and health at work)
- provide corrective training when negative impacts on suppliers' labour practices are detected during the performance process.

#### Case study 22 Extending the company's prevention and safety commitment to the supply chain – ACCIONA ENERGÍA

##### PRINCIPIOS DE CONDUCTA EMPRESARIAL RESPONSABLE DE LA CADENA DE SUMINISTRO

- Respeto de los derechos humanos como se definen en las normas reconocidas internacionalmente.
- No-discriminación.
- Prohibición del trabajo forzoso.
- Prohibición del trabajo infantil.
- Respeto de la libertad de asociación, sindicalización y negociación colectiva.
- Prácticas de empleo justas.
- Condiciones de trabajo adecuadas.
- Cumplimiento de los tiempos de trabajo.
- Fomento de la diversidad e inclusión.
- Respeto a las comunidades donde opera.
- Respeto de las condiciones de los trabajadores migrantes.

The company established an "Ethical Code for Suppliers, Partners and Contractors" defining guidelines for responsible business conduct in the supply chain, aligned with the commitments adopted by the company in its human rights policy.

Upon contract signing, all suppliers must undergo an assessment of their performance in this area. The company's contract is contingent on effective implementation. In addition, measures are in place to oversee health and safety management throughout the supply chain, covering all phases of the process, from bidding to completion:

- Bidding companies must complete a questionnaire evidencing proper health and safety management. Companies can only pass the first filter if they demonstrate that they meet the minimum required level.
- The Health and Safety score carries significant weight in the final selection of suppliers. Road Safety is a factor evaluated in this area, with consideration given to the existence of a Road Safety Management System, along with accident indicators.



20 CRITERIOS CUALIFICACIÓN DE PROVEEDORES – G rú a s



Evaluación  
cuestionario

Seguridad y Salud

Descripción de la pregunta	Puntuación máxima
Gestión de no conformidades / Non-conformity management	
No conformidades relacionadas con H&S de procedimientos, estándares, requisitos legales - ¿Cómo se gestionan las no conformidades relacionadas con H&S de procedimientos, estándares, requisitos legales...?	2
Documentos a adjuntar - Documentos a adjuntar:	
Evidencias que justifiquen la respuesta a la pregunta del apartado Gestión de no conformidades.	0
Buenas prácticas, seguridad y salud / Good practice, health and safety	
Buenas prácticas de gestión de la seguridad y salud - ¿Existen buenas prácticas de gestión de la seguridad y salud que ayuden a mejorar la cultura preventiva en la Empresa?	3
Documentos a adjuntar - Documentos a adjuntar:	
Evidencias que justifiquen la respuesta a la pregunta del apartado Buenas prácticas de gestión de la seguridad y salud.	0
Seguridad vial / Road safety	
Sistema de Gestión de la Seguridad Vial - Dispone la empresa de un Sistema de Gestión de la Seguridad Vial donde se controla la flota de sus vehículos?	3
Documentos a adjuntar - Documentos a adjuntar:	
Evidencias que justifiquen la respuesta a la pregunta del apartado Seguridad Vial.	0
Observaciones - En el siguiente campo, puede incluir cualquier observación / comentario que considere oportuno sobre la información aportada	0

- A series of mandatory work planning meetings are held to arrange safety measures.
- All activities undertaken by contractors are monitored and checked.
- The scorecards for each project or activity give equal weight to the health and safety performance of in-house and outsourced workers.
- A health and safety performance assessment is conducted during the provision of the contracted service and upon completion, both to identify lessons learned and to attach conditions to future bids from the supplier.
- The company also organises regular meetings with suppliers to exchange experiences and agree on health and safety guidelines.

Additionally, instructions were published for each country to regulate road safety for workers and subcontractors, such as restrictions on mobile telephone use while driving, seatbelts, speed limits and fatigue management.

Source: Acciona Energía [Sustainability Report 2022](#), [Qualification Criteria for suppliers](#) and [Drive Safe programme presentation](#) for the European Road Safety Charter awards

### 5.3.2. HUMAN RIGHTS

#### 5.3.2.1. SUPPLIER HUMAN RIGHTS ASSESSMENT

Commitment on the part of companies to be cognisant of the road safety regulations implemented by their supplier companies, in addition to compliance with human rights in the workplace (non-discrimination, forced labour, child labour, freedom of association, fair employment, fair working conditions, compliance with working hours, diversity and inclusion, respect for local communities, safe and healthy work environment, accessibility, etc.).

#### Case study 23 Supplier rating system - ENDESA

Endesa supports its supply chain throughout the procurement process, raising supplier awareness of its commitment to sustainability, human rights and occupational health and safety, as outlined in the 2024-2026 Sustainability Plan.

There are milestones throughout the procurement process where the supplier evidences its level of commitment to these dimensions (environment, human rights and occupational health and safety).



One of the main milestones in the procurement process is Supplier Qualification, assessing compliance with technical, economic, financial, legal, ethical and reputational requirements to ensure the appropriate level of quality and reliability when contracts are awarded.

Supplier compliance with sustainability dimensions is also verified during this process: environment, human rights and occupational health and safety. The company believes that suppliers' actions must not only ensure that the necessary quality standards are met, but also be underpinned by a commitment to adopting best practices in these dimensions.



In addition, they require suppliers to comply with requirements related to the Sustainable Development Goals (SDGs) in their bidding processes, such as carbon footprint certification and compliance with certain social criteria (hiring local personnel, promoting female employment, hiring people at risk of social exclusion, occupational health and safety, etc.). These sustainability requirements, which the supplier undertakes to meet during the bidding process, are included in the contract.

The sustainability assessment process includes audits, which may involve on-site visits, to verify compliance with the requirements established to work with Endesa.

Source: [Endesa Sustainability Plan](#)

### 5.3.3. SOCIETY

#### 5.3.3.1. LOCAL COMMUNITIES:

Working actively with public authorities in [supporting road safety awareness campaigns](#) or agreements to improve road safety, in addition to [actively participating and collaborating in major road safety forums and meetings](#), sharing the company's commitment to this area.

#### Case study 24 Road safety awareness campaigns for children and young people – MUTUA MADRILEÑA



The company has been working with the Association for the Study of Spinal Cord Injury (Aesleme) since 2010 to develop an accident prevention campaign for young people with the slogan “Hold on to life”, run at Spanish universities.

At the core of the project are talks where young people learn about driving responsibly to prevent traffic accidents, what can cause them and the possible consequences of careless driving. The lectures are given during teaching hours by a healthcare professional specialising in emergency treatment (061, Samur [municipal emergency and rescue service], helicopters, etc.) or hospital care, together with a paraplegic or quadriplegic person with a spinal cord injury caused by a traffic accident who is a qualified road safety specialist.

Another initiative, “It can happen to you”, focuses on accident prevention for children and teenagers, who learn about preventing traffic accidents, what can cause them and the possible consequences of careless driving.

During the session, a team of professionals, comprising a doctor or nurse and a person with a spinal cord injury caused by an accident, discuss the causes of accidents and ways to prevent them, their consequences, and how to respond in the event of an accident to avoid making injuries worse. The presentations are enjoyable and entertaining, with videos to engage the children, and are tailored to their age group. There is a discussion afterwards for the children to clear up any questions or ask for further information.



The main results of these initiatives were:

- Under the “Hold on to life” initiative, more than 1,500 talks were given to over 65,000 university students at public and private centres in Spain.
- Under the “It could happen to you” initiative, 230 conferences were held at primary and secondary schools in 2022, attended by 8,300 pupils.

Source: [Fundación Mutua Madrileña website](#)

Another way to actively engage with local communities can be by [implementing road safety awareness and education programmes in the local community](#), focused on vulnerable groups, in collaboration with social partners and experts in the field, and organising specific road safety courses in partnership with third parties (universities, business schools, associations, etc.).

### Case study 25 Agreement with UNICEF to improve road safety in third countries - ABERTIS

Fundación Abertis has been working in partnership with UNICEF since 2017, strengthening its commitment to combating one of the leading causes of death among children and adolescents worldwide: traffic accidents.



The agreement, implemented through the “Rights of way” project, has already had an impact on road safety for 1.9 million children and young people in Brazil, Jamaica, the Philippines and India.

Phase one, between 2017 and 2022, focused on improving road safety on children’s routes to school and reducing road traffic injuries, reaching nearly 267,000 children and young people across the three countries.

Phase two of the project, which will run until 2025, is spearheading actions in Brazil like the “Geração que Move” initiative, with a focus on promoting safe urban mobility in poorly connected areas and neighbourhoods in São Paulo and Rio de Janeiro by engaging young people. A total of 10,600 young people led the debate on urban mobility, and almost 166,000 teenagers were given advice and practical information on how to improve road safety.



In India, a road safety project is being implemented in partnership with the Ministry of Road Transport and Highways, the Ministry of Health and Family Welfare, the Ministry of Education and the Traffic Police Department in the states of Telangana, Maharashtra and Gujarat. Nearly 8,000 students across the country have got involved in road safety awareness campaigns in schools, and an additional 1.5 million children and adolescents were reached with advice to improve mobility as part of the national School Health and Wellness programme.

In Mexico, a new project was launched to promote access to STEM learning (science, technology, engineering and mathematics) for girls and teenagers aged 12 to 16 at schools in municipalities with high poverty levels. The programme aims to foster a positive view of STEM subjects among over 9,000 women students, encouraging them to participate in class and nurturing female talent in fields such as road safety and infrastructure.

Source: [Abertis company website](#)

Outreach activities can also be carried out during road safety-related events, such as World Day for Safety and Health at Work, World Day of Remembrance for Road Traffic Victims and European Mobility Week, allowing companies to share experiences and results from in-house road safety initiatives with the public.

### Case study 26 Participation in World Day of Remembrance for Road Traffic Victims and European Mobility Week - RENAULT

Fundación Renault Group España, through its Social department, works with voluntary organisations to support inclusion, diversity and equality projects to promote mobility for all.

Under this project, it took part in World Day of Remembrance for Road Traffic Victims and European Mobility Week, underlining its commitment to training as means of reducing road accidents, conducting activities with partner groups.



Source: [Fundación Renault website](#)

#### 5.3.3.2. PUBLIC POLICY:

One possible road safety measure is fostering implementation of the [ISO 39001 standard: Road Traffic Safety Management Systems in companies](#)<sup>25</sup>, as a tool enabling organisations to reduce, and if possible eliminate, the impact of traffic accidents on the health of workers.

<sup>25</sup> <https://www.aenor.com/certificacion/transporte-y-logistica/seguridad-vial-39001>

ISO 39001 is an international standard that establishes minimum requirements to proactively identify, assess and monitor road safety risks, seeking to reduce and eradicate fatalities and serious injuries resulting from traffic accidents. The standard is based on the promotion of good practices and the commitment of organisations that interact with the road system, such as governments, traffic authorities, safety associations and private companies.

It is limited to road safety management (in processes, related activities and company roles) and, as such, does not establish technical or quality requirements for transport products or services. It is targeted at multiple stakeholders (passenger and/or freight transport companies, public or private entities that design, build or maintain road infrastructure, road authorities, traffic hotspots, such as shopping centres, schools, and event venues, etc.)

### Case study 27 Implementation of ISO 39001 certification – TRANSPORTE LASARTE

Transporte Lasarte is a company focusing on integrated logistics solutions in Europe and North Africa, with social responsibility as its driving force for growth.

Based on its motto “Together we are one”, it is aware of the transformative power of business in society and, as such, is built on three pillars: socio-economic development of the area, a commitment to improving employee safety and responsibility towards the environment in the area where they operate.



As such, it seeks to minimise the impact of transport on the environment where it operates and undertake its activities ethically, sustainably and in complete safety, both on the road and at its facilities, leading the company to obtain 39001:2013 certification for Road Safety, which accredits that it meets the minimum requirements for a road traffic safety management system, with the aim of avoiding and preventing issues arising from traffic and driving.

Source: [Transporte Lasarte company website](#)

Subscribing to [the European Road Safety Charter](#)<sup>26</sup>, an initiative promoted by the European Commission as a European civil society network to improve road safety, where members can share best practices, put forward challenges, propose solutions and work together.

Since it was founded in 2004, more than 3,500 public and private entities have committed to the Charter, more than 1,000 of which are Spanish, including associations, companies, universities, schools, individuals and public entities. Every year, the European Charter organises the “Excellence in Road Safety Awards” to showcase the best practices of participating members.

<sup>26</sup> <https://road-safety-charter.ec.europa.eu/>

### Case study 28 National Liaison for the European Road Safety Charter - FUNDACIÓN MAPFRE

Fundación MAPFRE is committed to achieving the goal of zero fatalities and serious injuries. For this reason, it not only joined the European Road Safety Charter as a member, but also acts as the National Liaison, organising and supporting initiatives to mobilise both civil society and institutions to adopt effective measures to improve road safety, focused on safe, healthy and sustainable mobility.

Membership of the European Charter allows MAPFRE to contribute to spreading the idea that road safety is more than a common goal, it is a joint responsibility with all stakeholders to share the company's good road safety practices with other organisations and be part of a community that casts light on the importance of road safety in every country in the EU and beyond.



Source: [Fundación MAPFRE website](#)

Obtaining the DGT [Seal of Approval for Safe and Sustainable Mobility in Companies](#)<sup>27</sup>, as a public recognition of the company's commitment to reducing work-related road accidents as part of its prevention plans.

It aims to recognise, promote and incentivise work-related road safety management through the implementation of Safe and Sustainable Mobility Plans in companies and raise the profile of companies that are making this effort.

The seal of approval was created in 2016 by the Asturias Institute for Occupational Risk Prevention and the Provincial Traffic Department in Asturias. It was subsequently implemented in Cantabria (called the Circula [Drive] Project) and Rioja, with the goal of extending it to the rest of the autonomous regions.

<sup>27</sup> <https://www.dgt.es/comunicacion/notas-de-prensa/la-dgt-presenta-el-sello-de-movilidad-segura-en-la-empresa/>



### Case study 29 Award for participating in the Circula Project in Cantabria - COPSESA

The construction company COPSESA received an award for its participation in the Circula Project. This project, promoted by the Cantabria Institute for Occupational Health and Safety, in partnership with the Directorate-General for Traffic through the Provincial Traffic Department in Cantabria, aims to go beyond mere compliance with occupational risk prevention regulations by raising awareness of the importance of road safety in companies among the general public in Cantabria, and among businesses and workers in particular.

COPSESA has developed a Work-Related Road Safety Plan with measures to manage all travel efficiently and sustainably, thereby reducing exposure to the risk of traffic accidents and their environmental impacts. By optimising their journeys, COPSESA employees gain other benefits directly relating to their health, such as physical and psychological well-being.

The pillars of the Work-Related Road Safety Plan are: sustainable mobility, safe mobility, competitive mobility and healthy mobility. The company is working on measures to eliminate unnecessary travel, shorten existing journeys and foster sustainable forms of travel.



Source: [COPSESA company website](#)

Participating in one of the road safety awards (Excellence in Road Safety Awards, Ponle Freno Awards, etc.) by presenting the organisation's initiatives in this area, which can serve as a reference for other entities, in addition to raising awareness of these actions among stakeholders.

### Case study 30 Recognition in the “Work-Related Road Safety” category of the Ponle Freno Awards - ELSAMEX GESTIÓN DE INFRAESTRUCTURAS

The company Elsamex Gestión de Infraestructuras won the “Best Work-Related Road Safety Initiative” category of the 2022 Ponle Freno Awards for its “BLIAS” site marking system, a device fitted on vehicles that allows operatives to mark their work area when they enter the road.



“Ponle Freno”, a social action platform launched by the Atresmedia group with Fundación AXA, organises these awards every year to recognise the efforts and engagement of individuals and organisations in their endeavour to improve road safety and reduce the number of traffic fatalities.

Source: [2022 Ponle Freno Award – best Work-Related Road Safety initiative and link to video by Elsamex Gestión de Infraestructuras](#)

Organising a road safety-related event (such as awards, a competition or a scholarship scheme) to showcase the company’s commitment to road safety and also contribute to raising the profile of initiatives developed by other organisations or enhancing knowledge of this issue.

### Case study 31 Creating the Awards for Best Preventive Practices - ASEPEYO

Asepeyo has always been and remains committed to preventive measures, believing that prevention is the best course of action for work-related accidents and occupational diseases.

As such, it presents awards every two years (with 12 editions to date) to recognise and honour Asepeyo partner companies that have excelled in their actions in occupational risk prevention, having submitted their proposals.

Particular recognition is given to practices that take the gender perspective and diversity into account, which were also implemented or whose effectiveness was enhanced and positively evaluated before the award nomination was submitted.



These awards, called the “Asepeyo Antoni Serra Santamans Awards for Best Preventive Practices” are divided into seven categories:

1. Award for the best preventive practice in small and medium-sized businesses: preventive measure or solution to eliminate, reduce and/or monitor an occupational risk or practices that form part of the prevention management system.
2. Award for preventive innovation: innovative use of new technologies to reduce or eliminate risks and integrate prevention in the daily lives of people and businesses.
3. Award for the best prevention awareness campaign: the most effective and original campaign providing information, building awareness and/or increasing understanding about occupational prevention issues.
4. Award for the best practice in healthy habits: initiative, measure, activity focusing on healthy habits in the workplace.
5. **Award for the best practice in work-related road safety** : initiative, measure, activity focusing on work-related road safety.
6. Award for the best preventive practice for particularly susceptible workers: preventive practices, actions or measures for all workers, taking particularly susceptible workers into consideration.
7. Award for the best preventive contribution from institutional representatives of workers and employers: preventive practices, actions or measures designed and developed as the result of effective cooperation in the organisation through the institutional representatives of workers and the company.

Source: Awards for best preventive practices [website](#)

### 5.3.3.3. SUPPLIER ASSESSMENT FOR IMPACTS ON SOCIETY:

As part of a sustainable procurement process, social criteria making it possible to request and evaluate social activities carried out by the companies in the supply chain (suppliers, contractors and subcontractors) should be included throughout the process to strengthen the company's sustainability policy. Some of these measures are outlined below:

- Undertaking **ethical business practices** relating to transparency, accountability, fair competition or preventing corruption or bribery.
- Incorporating **diversity, inclusion and non-discrimination** in human resources management or in the workplace itself (integrating disabled workers in the workforce, gender parity on the board of directors, having an equality plan in place to promote equal opportunities, etc.)
- Promoting **training and access to employment for young people** (hiring recently qualified specialists in sustainable mobility or trainee students studying health and safety, road safety and traffic, etc.)
- Respect for **human rights**, beyond legal obligations, with actions to bolster the well-being and protection of employees (abiding by safety regulations, forced labour, etc.).
- **Working with the public and the stakeholders** that interact with the company (through socially responsible procurement processes, using local suppliers, participating in or launching actions with public institutions to support the community where it operates, etc.)

#### Case study 32 Supplier Diversity Programme and Policy - SECURITAS DIRECT

The company's priority is to promote sustainable sourcing through engagement with its suppliers, providers and partners, conducting ESG assessments and requesting compliance with its Supplier Standards and Code of Ethical Conduct.

As such, it requires strict compliance with supplier standards of conduct and uses various tools to convey the importance of this issue, including the Procurement Policy and the Procurement Compliance Committee.

The Procurement Policy establishes the standards for the procurement process for goods and services, covering the entire process from acquisition to payment. The Procurement Compliance Committee is the monitoring and oversight body. It periodically identifies significant instances of non-compliance with the policy and reviews any exceptions that may arise.

In addition, in the first quarter of 2023 the company launched a Supplier Diversity Programme to add diversity to the qualified supplier base, including SBE (small business enterprises), MBE (minority-owned business enterprises), WBE (women-owned business enterprises) and companies with a diversity policy, governance and procedures to support diversity in the workplace, in addition to reporting on women's representation and an equal pay policy.



This is accompanied by oversight of compliance with the Diversity Policy for Suppliers (and subcontractors), covering labour rights and the prohibition against child labour, human rights, health and safety standards, fair wage practices and zero tolerance for discrimination.

Source: [Sustainability Report 2023](#)



#### 5.3.4. *PRODUCT RESPONSIBILITY*

##### 5.3.4.1. CUSTOMER HEALTH AND SAFETY:

Outreach and [training for customers in safe driving practices](#) for day-to-day travel, which they can share with their family circle:

- building awareness of the effect on driving of physical and mental fitness, driving in a relaxed and considerate manner, respect and tolerance towards other drivers, identifying potential signs of risk and anticipating risks
- providing courses on safe driving techniques, defensive and preventive driving, eco-driving, etc.
- using driving simulators to experience the consequences of inappropriate driving and the risks it entails
- disseminating the safe driving materials available on the DGT website
- producing knowledge pills on health, ADAS, etc.

#### Case study 33 Safe driving courses for customers - ARVAL RENTING

The “Driver Safety” initiative offered to all customers in almost every market is described in “Pillar 3 – Community” of CSR Reports, under “Influence and Action for Driver Safety”. It consists of training modules and workshops designed to create lasting change in driver behaviour, as part of the Arval Driving Excellence programme.

In Spain, specifically, it is run in partnership with the National Confederation of Driving Schools (CNAE), comprising a three-hour theory and practical course, followed by three practical simulation workshops where participants work in groups to put what they have learned into practice with three simulators: alcohol and drug virtual reality glasses, a roll-over simulator and a driving simulator.



Source: [Sustainability Report 2023](#) and [Fundación CNAE](#)

#### 5.3.4.2. PRODUCT AND SERVICE LABELLING:

Setting up in-house [labelling procedures for products and services](#) as a tool to inform consumers about compliance with road safety criteria (such as vehicles with Euro NCAP ratings providing information on the vehicle's performance against safety threats, and tyres with EU labelling showing the level of skid resistance on wet surfaces and grip on ice, among other features)

[Customers can also be provided with information](#) on the benefits of purchasing vehicles with a series of basic safety features for safe driving, made aware of responsible road safety practices or given details of the road safety standards that the organisation is putting in place.



### Case study 34 Campaign rewarding policyholders for safe and efficient driving - AXA SEGUROS

In 2021, AXA España and Fintonic launched a campaign to reward policyholders for their commitment to responsible driving, road safety and sustainability.



AXA y Fintonic lanzan una campaña que premia la sostenibilidad de los conductores

This involved incentives for insured drivers who had reduced their fuel costs (by at least 10%) and had not been responsible for a traffic accident in the previous 12 months. The maximum incentive, based on the percentage of fuel savings, was 60 euros for cars and 30 euros for motorcycles.

Source: [Axa Seguros press release](#)

#### 5.4. COMMITMENT TO ROAD SAFETY IN BUSINESS STRATEGY

Another way an organisation can demonstrate its commitment to road safety is by unambiguously making it part of its corporate strategy, with the ultimate goal of fostering a new mobility model which is increasingly sustainable, innovative, efficient and safe.

As such, it should be clearly reflected in the organisation's Sustainability Strategy, with a series of activities set out in the annual action plan, aligned with international road safety frameworks, such as the values put forth in the Second Decade of Action for Road Safety 2021-2030 and the United Nations 2030 Agenda and Sustainable Development Goals (SDGs).

### Case study 35 Sustainability Strategy focused on road safety as one of the priority areas - ABERTIS

The Sustainability Strategy 2022-2030 in the annual Management Report establishes road safety as one of the company's three strategic priorities:

- Decarbonisation
- Road safety
- Corporate culture

The road safety priority was named Priority 3 “Responsibility and awareness”, focusing on these areas:

- Ensuring and promoting road safety and occupational health
- Securing equal opportunities and enhancing job quality
- Creating positive synergies with the local community



### ***We ensure and promote road safety and occupational health***

*Work-related traffic accidents on motorways, the risk of employment inequality and noise and other disturbances caused by motorways affecting local communities are the main impacts of Abertis’s activities on stakeholders. To mitigate them, the Group seeks to create value by implementing road safety and occupational health and safety measures for all employees, providing job quality and ensuring diversity, equal opportunities and professional development, and promoting participation in social projects that add value to the communities where Abertis operates.*

It outlines the various actions undertaken by the company in this area, such as implementing its own road safety management system, based on ISO 39001, which has



helped to reduce the total number of road accidents with casualties in every country where it operates.

It also affirms its commitment to the United Nations Sustainable Development Goals, particularly those relating to infrastructure, economic growth and health, directly linking transport with sustainability and innovation:



This is also shown in the “GRI content index” in the Management Report, containing a specific section on road safety with the associated indicators (accident rate and mortality rate):

Estándar	Contenido	Ubicación	Omisión	Verificación Externa
<b>Seguridad vial</b>				
GRI 3: Temas materiales 2021	3-3 Gestión de los temas materiales	8-11, 36-37; IDG 40-44		✓
	Índice de mortalidad	38-39		✓
	Índice de accidentalidad	38-39		✓

Source: [Sustainability Strategy 2022-2030 – Management Report](#)

## 6. ANNEX 1: STRUCTURE OF THE EUROPEAN SUSTAINABILITY REPORTING STANDARDS (ESRS)

The European Commission aims to [create a set of standards packages](#), defined by EFRAG (European Financial Report Advisory Group)<sup>28</sup>, which was appointed by the Commission as the entity responsible for developing the [European Sustainability Reporting Standards \(ESRS\)](#) based on its previous experience in adopting international financial reporting standards, which are being disseminated by ICAC<sup>29</sup>.

This package of standards is divided into four areas:

- [Sector-agnostic ESRS](#), applicable to all reporting entities, irrespective of the nature of their activity.
- [Sector-specific ESRS](#), applicable to entities belonging to a specific sector that are required to submit reports.
- [Specific ESRS for listed SMEs](#).
- [Voluntary ESRS for non-listed SMEs](#). The directive provides for the possibility of small and medium-sized undertakings whose securities are not admitted to trading on a regulated market in the Union also choosing to report sustainability information under a voluntary standard.

To assist in the process of setting up the standards, implementation guidance documents have been produced as support materials<sup>30</sup>, covering the most challenging aspects of ESRS implementation, as well as a Q&A platform.

### Sector-agnostic ESRS

The sector-agnostic ESRS includes various blocks of standards covering different sustainability topics:

- [Cross-cutting ESRS](#):
  - NEIS 1: General requirements.
  - NEIS 2: General information.
- [Environmental ESRS](#):
  - ESRS E1: Climate change.
  - ESRS E2: Pollution.
  - ESRS E3: Water and marine resources.
  - ESRS E4: Biodiversity and ecosystems.
  - ESRS E5: Resource use and circular economy.
- [Social ESRS](#):
  - ESRS S1: Own workforce.
  - ESRS S2: Workers in the value chain.
  - ESRS S3: Affected communities.
  - ESRS S4: Consumers and end-users.

<sup>28</sup> <https://www.efrag.org/en/sustainability-reporting>

<sup>29</sup> <https://www.icac.gob.es/sostenibilidad/informacionsostenibilidad>

<sup>30</sup> <https://www.efrag.org/en/sustainability-reporting/esrs-workstreams/implementation-support>



- **Governance ESRS:**
  - ESRS G1: Business conduct.

### Sector-specific ESRS

Developing sector-specific standards defining the sector-specific information that companies in such sectors should report. Several sector-specific standards have been developed to date:

- Mining, quarrying and coal mining.
- Oil and gas.
- Road transport.
- Agriculture, Farming and Fishing.
- Textiles, accessories, footwear, jewellery.
- Energy production and utilities.
- Food and beverages.
- Financial institutions: i.e. banks, capital markets and insurance.

### ESRS for listed SMEs

The ESRS for listed SMEs will come into effect on 1 January 2026, with an additional two-year opt-out option. Made up of two large blocks, divided into sections:

- **General block:**
  - Section 1: General requirements.
  - Section 2: General information
  - Section 3: Policies, actions and targets
- **Specific metrics block:**
  - Section 4: Environment
  - Section 5: Social
  - Section 6: Business conduct

### Voluntary ESRS for SMEs

Voluntary sustainability reporting standard for SMEs not listed on second-tier markets regulated in the EU. This Exposure Draft proposes a simple reporting tool to assist non-listed micro-, small- and medium-sized enterprises in responding to requests for sustainability information that they receive from business counterparts in an efficient and proportionate manner as well as to facilitate their participation in the transition to a sustainable economy.

It is divided into the following modules:

- Basic Module
- Narrative-Policies, Actions and Targets (PAT) Module
- Business Partners Module.

## 7. ANNEX 2: STRUCTURE OF THE GRI SUSTAINABILITY REPORT

The GRI Standards represent global best practice for reporting publicly on a range of economic, environmental and social (ESG) impacts. Sustainability reporting based on the Standards provides information about an organisation’s positive or negative contributions to sustainable development.

The GRI Standards are a modular system of interconnected standards based on three series:

- **GRI Universal Standards**, applying to all organisations. These contain basic components:
  - **Foundation**: introducing the purpose and system of GRI Standards, explaining key concepts for sustainability reporting and specifying the requirements and principles to report in accordance with the GRI Standards.
  - **General disclosures**: containing disclosures that the organisation uses to provide information about its reporting practices and other organisational details, such as its activities, governance and policies.
  - **Material topics**: providing step-by-step guidance on how to determine material topics, what the process to determine material topics comprises and how to manage each topic.
- **GRI Sector Standards**, applying to specific sectors (oil and gas; coal; agriculture, aquaculture and fishing; mining).
- **GRI Topic Standards**, including content relevant to a specific topic (economic performance; market presence; indirect economic impacts; procurement practices; anti-corruption; anti-competitive behaviour; tax; materials; energy; water and effluents; biodiversity; emissions; effluents and waste; supplier environmental assessment; employment; labour/management relations; occupational health and safety; training and education; diversity and equal opportunity; non-discrimination; freedom of association and collective bargaining; child labour; forced or compulsory labour; security practices; rights of indigenous peoples; local communities; supplier social assessment; public policy; customer health and safety; marketing and labelling; customer privacy).





As such, based on the Foundations and the General Disclosures, the organisation can define its priority Material Aspects, which are reflected in the materiality matrix. These material Aspects reflect the significant economic, environmental and social (ESG) impacts of the company or those that substantially influence stakeholder assessments and decisions.

## GENERAL STANDARD DISCLOSURES

SECTIONS	DESCRIPTION
<b>STRATEGY AND ANALYSIS</b>	The overall vision and strategy for the short term, medium term and long term, particularly with regard to managing the significant economic, environmental and social impacts that the organisation causes.
<b>STRATEGY AND ANALYSIS</b>	The main effects (economic, environmental and social), risks and opportunities that may be associated with the activities resulting from its relationship with other entities (such as suppliers, customers, stakeholders and local communities).
<b>ORGANISATIONAL PROFILE</b>	Overview of organisational characteristics (name, legal form, brands, products and services, headquarters and subsidiaries, countries where it operates, markets, organisation, supply chain, sales and revenue, assets, shareholders, commitments to external initiatives, etc.)
<b>IDENTIFIED MATERIAL ASPECTS AND BOUNDARIES</b>	Determining the most pertinent material aspects and their most significant impacts (economic, environmental and social) based on the company's activities; the impact (internal and/or external) on the organisation's activities, products, services and relationships; and the expectations and substantive interests of stakeholders.
<b>STAKEHOLDER INCLUSIVENESS</b>	Overview (choice, frequency, formats, key issues, evaluation) of stakeholder (customers, employees, unions, shareholders, suppliers, civil society, local communities) engagement in the organisation, not limited to that conducted for the purposes of preparing the report.
<b>REPORT PROFILE</b>	Overview of the basic information about the report, the GRI Content Index and the approach to seeking external assurance.
<b>GOVERNANCE</b>	Describing the governance structure and its composition; the role of the highest governance body in setting the organisation's purpose, values and strategy; the competencies and performance evaluation of the highest governance body; the role of the highest governance body in risk management; the role of the highest governance body in sustainability reporting; the role of the highest governance body in evaluating economic, environmental and social performance; and remuneration and incentives.
<b>ETHICS AND INTEGRITY</b>	An overview of the organisation's values, principles, standards and norms; its internal and external mechanisms for seeking advice on ethical

	and lawful behaviour; its internal and external mechanisms for reporting concerns about unethical or unlawful behaviour and matters of integrity.
--	---

## MATERIAL ASPECTS

CATEGORIES	SUB-CATEGORIES	ASPECTS
<b>ECONOMY</b>		<ul style="list-style-type: none"> <li>• Economic performance</li> <li>• Market presence</li> <li>• Indirect economic impacts</li> <li>• Procurement practices</li> </ul>
<b>ENVIRONMENT</b>		<ul style="list-style-type: none"> <li>• Materials</li> <li>• Energy</li> <li>• Water</li> <li>• Biodiversity</li> <li>• Emissions</li> <li>• Effluents and waste</li> <li>• Products and services</li> <li>• Compliance</li> <li>• Transport</li> <li>• General</li> <li>• Supplier environmental assessment</li> <li>• Environmental Grievance Mechanisms</li> </ul>
<b>SOCIAL PERFORMANCE</b>	<b>Labour practices and decent work</b>	<ul style="list-style-type: none"> <li>• Employment</li> <li>• Labour/management relations</li> <li>• Occupational health and safety</li> <li>• Training and education</li> <li>• Diversity and equal opportunity</li> <li>• Equal remuneration for women and men</li> <li>• Supplier assessment for labour practices</li> <li>• Labour practices grievance mechanism</li> </ul>
<b>SOCIAL PERFORMANCE</b>	<b>Human rights</b>	<ul style="list-style-type: none"> <li>• Investment</li> <li>• Non-discrimination</li> <li>• Freedom of association and collective bargaining</li> <li>• Child labour</li> <li>• Forced or compulsory labour</li> <li>• Security practices</li> <li>• Indigenous rights</li> <li>• Assessment</li> <li>• Supplier human rights assessment</li> <li>• Human rights grievance mechanisms</li> </ul>



<b>SOCIAL PERFORMANCE</b>	<b>Society</b>	<ul style="list-style-type: none"> <li>• Local communities</li> <li>• Anti-corruption</li> <li>• Public policy</li> <li>• Anti-competitive behaviour</li> <li>• Compliance</li> <li>• Supplier assessment for impacts on society</li> <li>• Grievance mechanisms for impacts on society</li> </ul>
<b>SOCIAL PERFORMANCE</b>	<b>Product responsibility</b>	<ul style="list-style-type: none"> <li>• Customer health and safety</li> <li>• Product and service labelling</li> <li>• Marketing communications</li> <li>• Customer privacy</li> <li>• Compliance</li> </ul>

### SPECIFIC STANDARD DISCLOSURES

SECTIONS	DESCRIPTION
<b>Management approach</b>	The Disclosures on management approach provide narrative information on how an organisation identifies, analyses and responds to its actual and potential material economic, environmental and social impacts.
<b>Indicators</b>	Indicators give information on the economic, environmental and social performance or impacts of an organisation related to its material Aspects.

If an organisation wishes to focus its sustainability report on occupational health and safety, there is a specific standard on this topic, the [GRI 403 Occupational Health and Safety Standard](#), which allows organisations to report on the management and assessment of occupational health and safety performance, along with the associated impacts and how these impacts are managed.

It should be noted that the specific GRI 403 Standard focuses on occupational health and safety, and therefore addresses healthy and safe working conditions, including both preventing physical and mental harm and promoting worker health.

As such, hazard identification and risk assessment, worker training and incident identification and investigation are key to planning, supporting, operating and evaluating the occupational health and safety management system. In addition to preventing harm, an organisation can promote workers' health by offering healthcare services or voluntary health promotion services and programmes, which, for example, help workers improve their diet or quit smoking.

In the context of the GRI Standards, the term 'worker' is defined as a person that performs work, for whose occupational health and safety an organisation is expected to be responsible, specifically:

- All workers who are employees (i.e., those workers who are in an employment relationship with the organisation according to national law or practice);
- All workers who are not employees but whose work and/or workplace is controlled by the organisation;
- All workers who are not employees and whose work and workplace are not controlled by the organisation, but the organisation's operations, products or services are directly linked to significant occupational health and safety impacts on those workers by its business relationships.

It is important to stress that an organisation reporting in accordance with the GRI Standards is required to report how it manages each of its material topics and is also required to report any disclosures from this section (Disclosure 403-1 through Disclosure 403-7) that are relevant to its occupational health and safety-related impacts.

- **Disclosure 403-1 Occupational health and safety management system**

The reporting organisation shall report the following information in relation to whether the system has been implemented because of legal requirements and whether the system has been implemented based on recognised risk management and/or management system standards/guidelines, in addition to a description of the scope of workers, activities and workplaces covered by the occupational health and safety management system and an explanation of whether and, if so, why any workers, activities or workplaces are not covered.

- **Disclosure 403-2 Hazard identification, risk assessment and incident investigation**

The reporting organisation shall report the following information in relation to the processes used to identify work-related hazards and assess risks on a routine and non-routine basis, and to apply the hierarchy of controls in order to eliminate hazards and minimise risks: a description of the processes for workers to report work-related hazards and hazardous situations, and an explanation of how workers are protected against reprisals; a description of the policies and processes for workers to remove themselves from work situations that they believe could cause injury or ill health, and an explanation of how workers are protected against reprisals; the processes used to investigate work-related incidents, including the processes to identify hazards and assess risks relating to the incidents, to determine corrective actions and to determine improvements needed in the occupational health and safety management system.



- **Disclosure 403-3 Occupational health services**

The reporting organisation shall report the following information in relation to the occupational health services' functions that contribute to the identification and elimination of hazards and minimisation of risks, and an explanation of how it ensures the quality of these services and facilitates workers' access to them. In addition, it should report how the organisation maintains the confidentiality of workers' personal health-related information and how it ensures that workers' personal health-related information and their participation in any occupational health services are not used for any favourable or unfavourable treatment of workers

- **Disclosure 403-4 Worker participation, consultation and communication on occupational health and safety**

The reporting organisation shall report information on the processes for worker participation and consultation in the development, implementation and evaluation of the occupational health and safety management system, and for providing access to and communicating relevant information on occupational health and safety to workers. In addition to reporting whether occupational health and safety topics are covered in local or global formal agreements with trade unions at local or international level; whether workers commonly participate in occupational health and safety programmes through these joint management-worker health and safety committees; and whether workers' representatives, where they exist, are also involved in these joint activities relating to occupational health and safety.

- **Disclosure 403-5 Worker training on occupational health and safety**

The reporting organisation shall report the following information on any occupational health and safety training provided to workers, including generic training as well as training on specific work-related hazards, hazardous activities or hazardous situations, indicating how training needs are assessed, how the training is designed and delivered, the competency of trainers, which workers receive the training, the frequency of the training and whether the training is provided in a language easily understood by workers; whether the training is provided free of charge and during paid working hours or, if not, whether it is mandatory for workers to attend, and whether they are compensated for this; and how the effectiveness of the training is evaluated.

- **Disclosure 403-6 Promotion of worker health**

The reporting organisation shall report the following information on how the organisation facilitates workers' access to non-occupational medical and healthcare services, and the scope of access provided. Some of these voluntary health promotion services and programmes relate to risks such as smoking, drug and alcohol abuse, physical inactivity, unhealthy diets, HIV and psychosocial factors; these might include smoking cessation programmes, dietary advice, offering of healthy food in the canteen, stress-reducing programmes, provision of a gym or fitness programmes.

- **Disclosure 403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships**

The reporting organisation shall report information on the approach to preventing or mitigating significant negative occupational health and safety impacts that are directly linked to its operations, products or services by its business relationships, and the related hazards and risks.

- **Disclosure 403-8 Workers covered by an occupational health and safety management system**

If the organisation has implemented an occupational health and safety management system, it shall report the number and percentage of all employees and workers who are not employees but whose work and/or workplace is controlled by the organisation who are covered by such a system and whether any workers are excluded; and whether said system is audited or certified internally or by an external party.

- **Disclosure 403-9 Work-related injuries**

The reporting organisation shall report information on work-related injuries for all employees and all workers who are not employees but whose work and/or workplace is controlled by the organisation (number and rate of fatalities and high-consequence work-related injuries, excluding fatalities; main types of work-related injury; number of hours worked), in addition to the work-related hazards that pose a risk of high-consequence injury and any actions taken or under way to eliminate or minimise these hazards.

- **Disclosure 403-10 Work-related ill health**

The reporting organisation shall report information on work-related ill health for all employees and all workers who are not employees but whose work and/or workplace is controlled by the organisation (number of fatalities as a result of work-related ill health; number of cases of recordable work-related ill health; and main types of work-related ill health), in addition to the work-related hazards that pose a risk of ill health.



## 8. ANNEX 3: FIA ROAD SAFETY INDEX

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

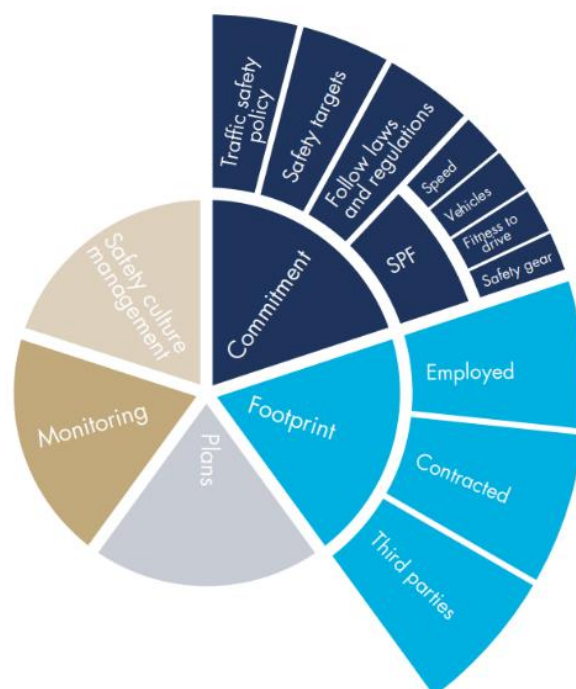


The index offers a systematic approach to identify, measure and follow up road safety results from a value chain perspective. It relies on the identification of organisations' value chains and the assessment of how traffic safety is affected by an organisation's range of services or products. It provides support in identifying and implementing efficient road safety improvements to increase the protection of employees, contractors, third parties and clients or customers.

The index is built on a rating system (like a score or star rating) which helps to evaluate to what extent an organisation is managing its safety impact.

The FIA RSI is outlined in various documents:

- a) **Framework document:** presenting the components that should be included and how they relate to international standards and principles.
- b) **Manuals:** containing the scoring system with criteria based on the components identified. The manuals are divided into a document for a generic supply chain and separate documents for organisations that trade in traffic safety-related products and/or services.



The manual includes six components:

- **Supply chain analysis:** a mapping of the organisation's supply chain is essential to correctly understand the organisation'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 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; it also includes suppliers - at least first tier - and contracted organisations as well as non-contracted but dependent organisations.
- **Commitment:** commitment is the first scoring element. Typical commitments stated by an organisation are policies, targets and the way compliance with policies and possible non-compliance with them can affect road safety. It contains seven scoring tables related to: policy, overall target for road safety, statements in relation to traffic laws and regulations, and common performance factors (management of speed, choice of vehicles and their equipment, fitness to drive and use of protective gear).



Speed



Vehicle  
safety



Driver  
fitness



Use of  
protective gear

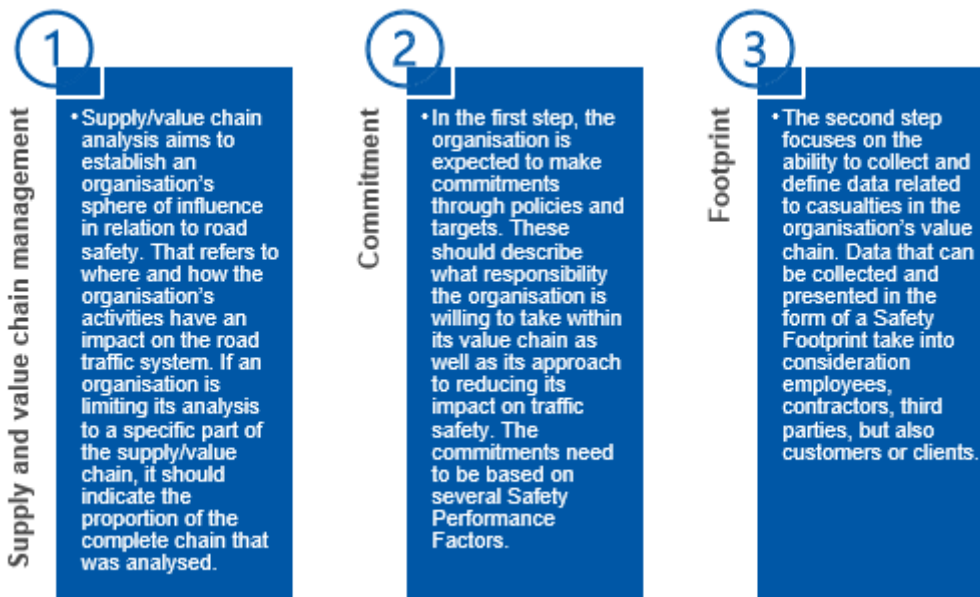
- **Footprint:** the general definition of safety footprint is the number of fatalities and seriously injured persons as a result of road crashes occurring within an organisation's entire value chain (employees, suppliers and third parties directly involved). All casualties resulting from relevant and significant activities, services and products should be included in the footprint, along with pedestrian and bicycle falls.

Some of the steps in the index, specifically components "3. Planning", "4. Monitoring of safety performance", and "5. Safety culture and supply chain coverage" are still in development.

- c) **Guidance for use:** supporting the manuals with examples and additional information. It also includes a spreadsheet to help users generate ratings and stars.



There are several steps, outlined below, which organisations should follow. Organisations offering road safety-related products and/or services must obtain a second rating in the same way.



## 9. ANNEX 4: BIBLIOGRAPHY

- BID (2009): Guía de aprendizaje sobre la implementación de Responsabilidad Social Empresarial en pequeñas y medianas empresas  
<http://dx.doi.org/10.18235/0009874>
- BOE (2018): Ley 11/2018, de 28 de diciembre, por la que se modifica el Código de Comercio, el texto refundido de la Ley de Sociedades de Capital aprobado por el Real Decreto Legislativo 1/2010, de 2 de julio, y la Ley 22/2015, de 20 de julio, de Auditoría de Cuentas, en materia de información no financiera y diversidad.  
<https://www.boe.es/eli/es/l/2018/12/28/11>
- BOE (2024): Proyecto de Ley de información empresarial sobre sostenibilidad, mediante la que se modifican el Código de Comercio, la Ley de Sociedades de Capital y la Ley de Auditoría de Cuentas.  
[https://www.congreso.es/public\\_oficiales/L15/CONG/BOCG/A/BOCG-15-A-38-1.PDF](https://www.congreso.es/public_oficiales/L15/CONG/BOCG/A/BOCG-15-A-38-1.PDF)
- Comisión Europea (2014): Directiva 2014/95/UE del Parlamento Europeo y del Consejo de 22 de octubre de 2014 por la que se modifica la Directiva 2013/34/UE en lo que respecta a la divulgación de información no financiera e información sobre diversidad por parte de determinadas grandes empresas y determinados grupos  
<https://www.boe.es/doue/2014/330/L00001-00009.pdf>
- Consejo Superior de Cámaras de Comercio (2006): Responsabilidad social corporativa en la Pyme  
[https://www.camara.es/sites/default/files/publicaciones/manual\\_rsc.pdf](https://www.camara.es/sites/default/files/publicaciones/manual_rsc.pdf)
- Dirección General de Tráfico (DGT): Road Safety Strategy 2030  
<https://seguridadvial2030.dgt.es/inicio/>
- Dirección General de Tráfico y Universidad de Murcia (2021): Guía de recomendaciones para la inclusión de aspectos relacionados con la Seguridad Vial en las licitaciones de las Administraciones Públicas  
[https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/conoce\\_la\\_dgt/que-hacemos/conocimiento-e-investigacion/Recomendaciones-Licitaciones-AAPP.pdf](https://www.dgt.es/export/sites/web-DGT/.galleries/downloads/conoce_la_dgt/que-hacemos/conocimiento-e-investigacion/Recomendaciones-Licitaciones-AAPP.pdf)
- ESADE (2021): Estudio sobre “Las Comisiones de Sostenibilidad de las compañías cotizadas españolas”  
<https://www.esade.edu/faculty-research/es/centro-de-gobierno-corporativo/media/presentacion-estudio-las-comisiones-de-sostenibilidad-de-las>



- European Agency for Safety and Health at Work (2004): Report "Corporate social responsibility and safety and health at work"  
<https://osha.europa.eu/en/publications/report-corporate-social-responsibility-and-safety-and-health-work>
- European Commission (2002): European SMEs and social and environmental responsibility  
<https://op.europa.eu/en/publication-detail/-/publication/60177f21-1835-4c5e-bf29-6a47b5b0808f#>
- FIA (2024): Framework, Manual and Guidance for use  
<https://www.fia.com/fr/node/47026>
- Fundación CEA y la Cátedra de RSC de la Universidad de Alcalá (2011): Guía para empresas y corporaciones: la seguridad vial en el marco de la Responsabilidad Social Corporativa  
[https://www.cea-online.es/prensa/doc/catedra\\_rsc.pdf](https://www.cea-online.es/prensa/doc/catedra_rsc.pdf)
- Global Reporting Initiative (2020): Guía para la elaboración de memorias de sostenibilidad. Principios y Contenidos básicos  
<https://www.fororsemalaga.es/wp-content/uploads/2015/11/Spanish-G4-Part-One.pdf>
- Global Reporting Initiative (2020): Guía para la elaboración de memorias de sostenibilidad. Manual de aplicación  
[https://www.congreso.es/docu/docum/ddocum/dosieres/sleg/legislatura\\_12/spl\\_15/pdfs/35.pdf](https://www.congreso.es/docu/docum/ddocum/dosieres/sleg/legislatura_12/spl_15/pdfs/35.pdf)
- GRI 403: Salud y seguridad en el trabajo 2018  
<https://www.globalreporting.org/pdf.ashx?id=14130&page=1>
- Instituto de Contabilidad y Auditoría de Cuentas (ICAC): Normas de elaboración de informes de sostenibilidad (NEIS)  
<https://www.icac.gob.es/sostenibilidad/informacionsostenibilidad>
- Instituto Nacional de Seguridad y Salud en el Trabajo (INSST): 2022 Report on work-related traffic accidents  
<https://www.insst.es/documentacion/material-tecnico/documentos-tecnicos/informe-de-accidentes-laborales-de-trafico>
- Ministerio de Empleo y Seguridad Social (2015): Estrategia 2014-2020 para empresas, administraciones públicas y el resto de organizaciones para avanzar hacia una sociedad y una economía más competitiva, productiva, sostenible e integradora. Ministerio de Empleo y Seguridad Social  
<https://www.mites.gob.es/ficheros/rse/documentos/eerse/EERSE-Castellano-web.pdf>

- Observatorio de RSC y Fundación El Monte (2005): Guía de la responsabilidad social corporativa para las pymes  
[https://observatoriorsc.org/wp-content/uploads/2013/07/Guia\\_RSC\\_PYME.pdf](https://observatoriorsc.org/wp-content/uploads/2013/07/Guia_RSC_PYME.pdf)
- Observatorio de RSC (2024): Introducción a la responsabilidad social corporativa  
<https://observatoriorsc.org/introduccion-la-responsabilidad-social-corporativa/>
- World Health Organization (2022): Third Global Ministerial Conference on Road Safety – Recommendations of the Academic Expert Group  
<https://www.roadsafetysweden.com/about-the-conference/recommendations-from-academic-expert-group/>
- The Road-CSR project (2017-2020): A Roadmap for Integrating Corporate Social Responsibility into EU Member States and Business Practises  
<https://projects2014-2020.interregeurope.eu/road-csr/>

Reference is also made to the CSR reports, sustainability reports and/or non-financial statement reports from the companies mentioned above as practical examples of how road safety-related actions have been incorporated in their corporate business strategies:

1) Abertis	2) Grupo Cosentino
3) Acciona	4) Iberdrola
5) Adecco	6) Ilunion Hotels
7) Alsa Autobuses	8) Lasarte Construcciones
9) Arval Renting	10) LeasePlan
11) Asepeyo	12) Mapfre
13) Axa Seguros	14) Mercadona
15) Boehringer	16) Merlin Properties
17) Bp España	18) Michelin
19) Copsesa	20) Mutua Madrileña
21) Danone	22) Race
23) Endesa	24) Renault
25) Elsamex	26) Securitas Direct
27) Ferrovial	28) Seur



MINISTERIO  
DEL INTERIOR

