

WELCOME TO OUR SEMINAR AND DIALOGUE:



TRAFFIC SAFETY FOOTPRINT – WHAT HAVE WE LEARNT SO FAR?



THE PROGRAM



- 08:30 Main conclusions from the SAFER Traffic safety footprint Think Tank
- 09:00 Sanna Eveby presents an update about the FIA Road Safety Index
- 09:20 Discussion about traffic safety footprint as a tool to reduce fatalities on the roads



Background

Global Plan Decade of action
for Road Safety 2021-2030
(WHO-UN)



2020

2021

2022

2023

2024



What is a traffic safety footprint?



- **Impact** of an organisation/company on traffic safety
- An organisation/company **entire value chain**
- **A standardised method** to be developed in the future
- A measure allowing to report & communicate how good you perform and to identify improvements



THE SAFER THINK TANK....

... has identified relevant research questions and how to address the challenges connected to reach the full potential of using traffic safety footprint to visualize, follow up and improve traffic safety numbers. The Think Tank has also looked into defining a framework to approach and identify organisations' traffic safety footprint as well as initiated several projects.



The SAFER Think Tank for traffic safety footprint currently includes partners from:

- Autoliv peter.kronberg@autoliv.com
- Folksam anders.kullgren@folksam.se
- The Swedish Transport Administration sofia.gjerstad@trafikverket.se
- Volvo Group tania.dukic.willstrand@consultant.volvo.com
- VTI ingrid.skogsmo@vti.se





PROJECT EXAMPLES

- **Procurement of goods transports – a possibility to increase traffic safety on roads**
(Upphandling av godstransporter – en möjlighet till ökad säkerhet på vägarna)



- **Traffic safety footprint I**
An approach to study the impact of traffic safety, based on a municipality's value chain, through a simple tool.

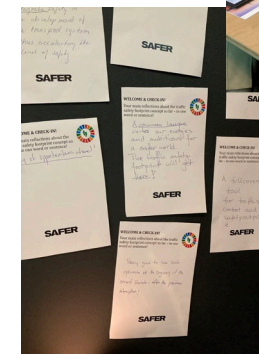


- **Traffic safety footprint II**
Development of the tool.



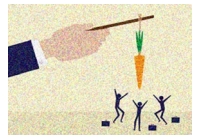
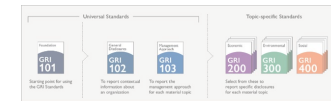
EVENTS

- **Workshop on procurement as a tool to improve traffic safety**
SAFER, Gothenburg, 2022
- **Traffic safety footprint workshop**
June 27 2023 at the Vision Zero conference in Stockholm, Sweden.



MAIN CONCLUSIONS

FROM THINK TANK



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS



Integrate traffic safety requirements with other Sustainability requirements

THE GLOBAL GOALS For Sustainable Development



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS

Integrate the safe system value chain approach into the Occupational Health & Safety

Develop and establish a positive partnership with value chain partners



SAFER



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS



Pragmatic and actionable methods



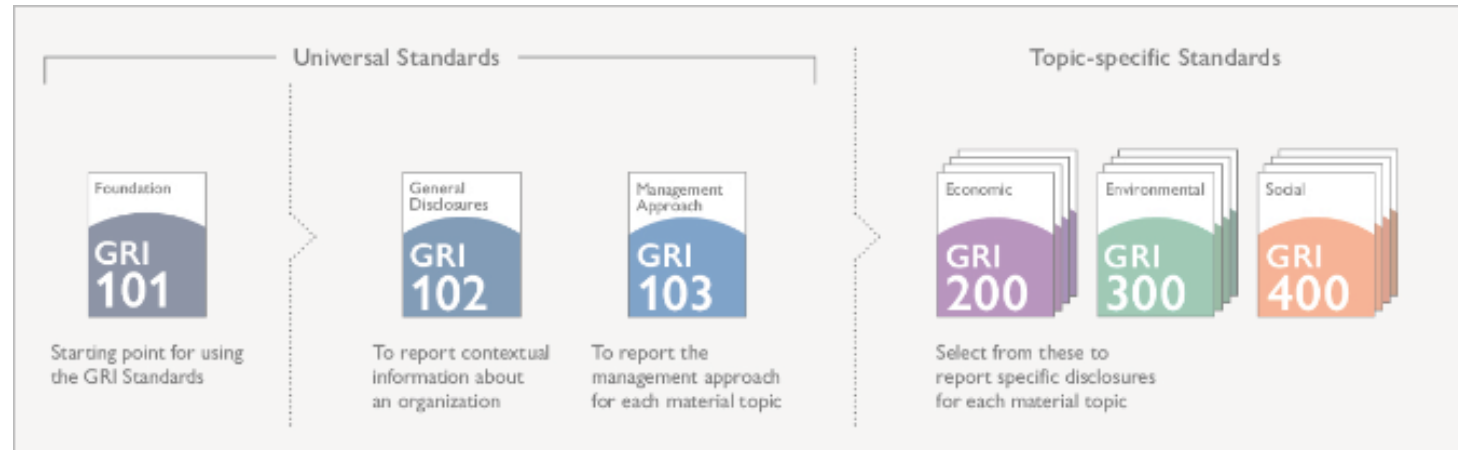
Leveraging digitalization



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS



Reporting with common and global framework or standard



Creating incentives



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS





Strategic road safety – how to get started

FIA Road Safety Index

Sanna Eveby, Guidance to Zero AB

Agenda

- What is the FIA RS Index?
 - Origin
 - Metoden
- What is happening now?
- Next step for companies and organizations:

What is the FIA RS Index?

- At the third ministerial conference on traffic safety in Stockholm 2020 traffic safety arose as a globally prioritized topic
 - The conference highlighted how traffic safety has a role in Agenda 2030, not just as a singular goal but as a facilitator for other goals as well.
- With the Stockholm declaration, the leaders of the world and representatives for the private sector agreed that businesses are going to include traffic safety as part of their sustainability reporting.
- FIA RS Index is a tool developed at AFRY for FIA
 - FIA is an umbrella organization for all motor clubs globally
 - FIA has been involved in NCAP and iRAP and are taking an active part in the global safety agenda for road transports

What has been done

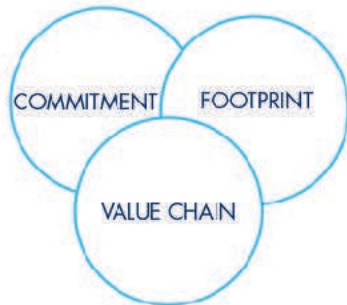
2020

Pre study showing a great potential



2021

Description of the basic structure of the index and what the different criteria are based on



2021

Manual for the rating system with templates for part 1-3



2021

Pilot project that tests the FIA RSI to further develop the manual



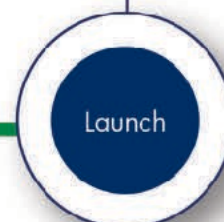
2022

Official launch of the FIA Road Safety Index (FIA RSI).



2023

The manual is finished



FIA RS Index design

In the first developing stage the areas where covered

Mapping of the Value chain

Commitment through policy and goals

Capturing the "Safety footprint" (number of death or fatalities)

We identified two types of organizations

Those with mainly a supply chain

Those with costumers that use their product or service in road traffic

New parts are developed, reviewed and ready to launch this year

- Plans
- Monitoring
- Safety culture



An aerial photograph of a parking lot filled with buses and cars. The buses are primarily white with blue accents and are parked in several rows. Two white arrows point horizontally towards each other in the center of the image, positioned above the text. Yellow dashed lines form a rectangular area in the lower-middle part of the image. The cars are parked in a row at the very top of the frame.

Where to start to
capture ones footprint?

Sphere of influence

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

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

Value chain

- Transports on public roads
- Sphere of influence
 - What creates your value?
 - Which accidents can you affect?

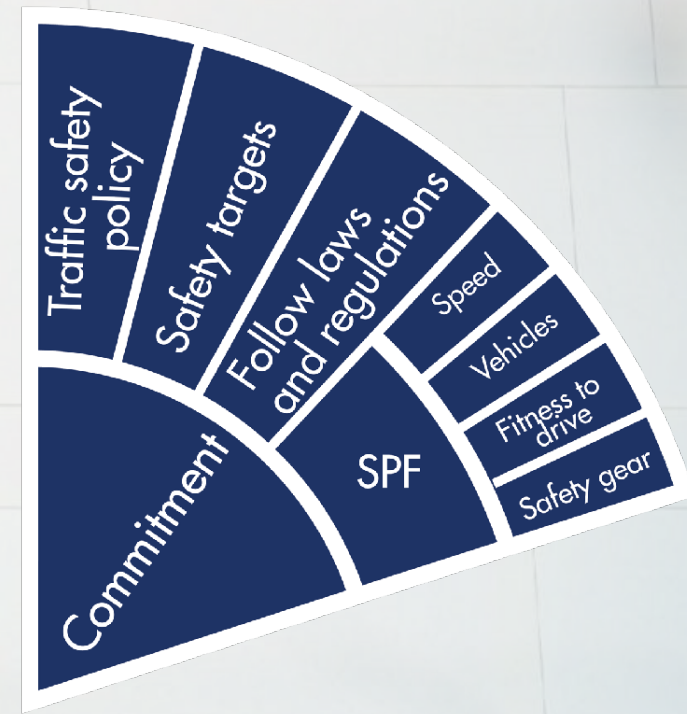


Commitment

A blurred image of a modern tram or light rail vehicle in motion, with the word 'Commitment' overlaid in large black text. The tram is white with a green stripe and is moving from left to right. The background is a blurred city street with a blue sky and a building in the distance.

Commitment

- From the top management
- Procurements and contracted parts should be included



Reporting should be mandatory and integrated with other Sustainability requirements.

Innovation is necessary and experiences should be shared with others

Footprint

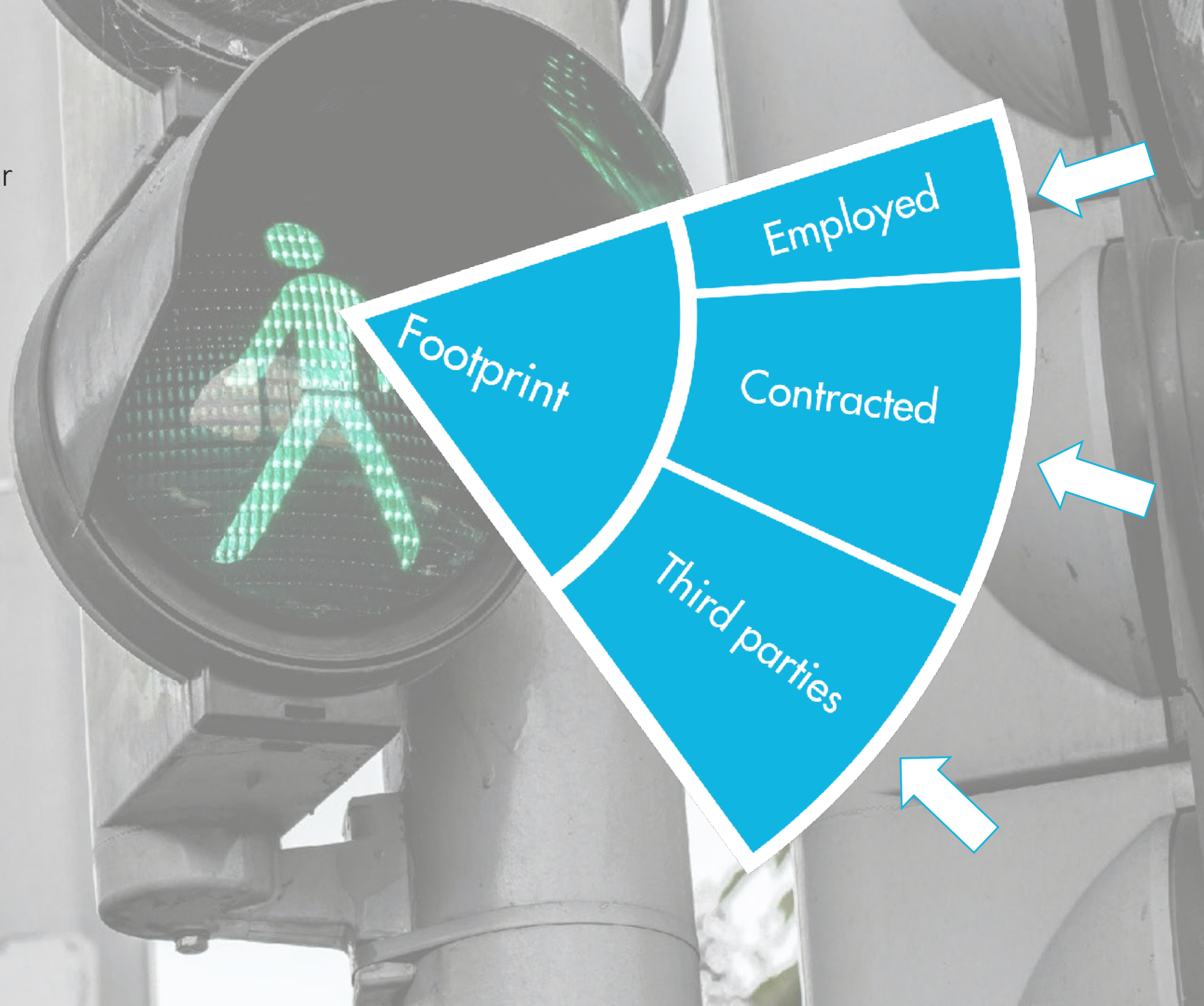
How do we find out if someone has been killed or injured?

Which accidents should be included in the Sphere if influence?

Footprint

Numerical value that shows the number of deaths and seriously injured in the organizations value chain should include:

- ✓ Employees
- ✓ Contracted
- ✓ Third party
- ✓ Customers



Preliminary definition of Safety Footprint

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

Note:

ISO 39001 defines serious injury as "injury with a long term health impact or non-minor harm caused to a person's body or its functions". Further ISO defines road crashes as "collision or other impact on a road...). Pedestrian and bicycle falls are included by the preliminary definition.

Planning

An aerial, long-exposure photograph of a complex highway interchange. The image is characterized by vibrant, multi-colored light trails (red, orange, yellow, green, blue, purple) that curve and flow through the various lanes and ramps of the interchange, representing the movement of vehicles over time. The road surface is marked with white dashed and solid lines, and there are several traffic lights and signs visible. The overall scene conveys a sense of constant motion and organized infrastructure.

Planning



You'll need to make plans for:

- what to do
- how to do it and
- when it should be done



Monitoring of safety performance

Monitoring

- Measuring and follow upon the Safety Performance Factors
- Adapt the methods of measuring and presenting
- Measuring on the basis of relevance and signification



Course of action

- Start! ”Gräv där ni står”
- Look at the data that is already available
- Plan for the next step
- Review your contracts and policies –
where can you add demands for data?
- Make demands on transparency and
number of tiers in you supply chain



RELEVANCE

SIGNIFICANCE



GUIDANCE TO ZERO

Thank you!

Sanna Eveby, Guidance to Zero

sanna@guidancetozero.com



PANEL DIALOGUE



Welcome to join the dialogue about how we can use traffic safety footprint as a mean to support safer traffic!

- Anders Kullgren, Folksam
- Peter Kronberg, Autoliv
- Sanna Eveby, Guidance to Zero
- Sofia Gjerstad, Swedish Transport Administration
- Tania Dukic Willstrand, Volvo Group

Moderator: Ingrid Skogsmo, VTI



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS



Thank you!



SAFER
VEHICLE AND TRAFFIC SAFETY CENTRE AT CHALMERS

