



# OPPORTUNITIES TO ATTRACT INSTITUTIONAL INVESTMENT IMPROVING ROAD SAFETY PERFORMANCE MEASUREMENT

## EXPERT ROUNDTABLE



**TUESDAY  
26 SEPTEMBER, 2023**



**9 AM - 5 PM**



**FOLKSAM, (BOHUSGATAN  
14, SKANSTULL)  
STOCKHOLM, SWEDEN**

### AGENDA

| TIME          | SESSION   | FACILITATOR(S)                           |
|---------------|---|--|
| 08:30 – 09:00 | Registration  |  |
| 09:00 – 09:15 | Welcome on behalf of Folksam Insurance Group and the Global Road Safety Partnership (GRSP)  | Ylva Wessén, Folksam<br>Dave Cliff, GRSP |
| 09:15 – 09:45 | Setting the scene – The Global Plan – Decade of Action for Road Safety and Private Sector Road Safety Performance   | Nhan Tran, WHO                           |
| 09:45 – 10:15 | Setting the scene – Sustainability and the Private Sector   | Claes Tingvall, AFRY                     |
| 10:15 – 10:30 | Tea/coffee  |  |
| 10:30 – 11:15 | <p><b>Working Session One</b></p> <p><b>Is there a fundamental difference between a carbon and a safety footprint?</b></p> <p><i>Introductory 5-minute presentation on the safety footprint in a value chain, comparisons with other areas – Helena Stigson, Senior Researcher, Folksam</i></p> <p><i>Facilitated participant discussion.</i></p> | Claes Tingvall, AFRY &<br>Nhan Tran, WHO |

|               |   |                                       |
|---------------|---|---------------------------------------|
| 11:15 – 12:30 | <b>Working Session Two</b><br><b>What does it take to reduce the footprint?</b><br><i>Introductory 5-minute presentation on possible traffic safety interventions and how these can be implemented in the corporations' activities - Anders Kullgren, Head of Research, Folksam</i><br><i>Facilitated participant discussion.</i> | Claes Tingvall, AFRY & Nhan Tran, WHO |
| 12:30 – 13:15 | Lunch   |                                       |
| 13:15 – 14:00 | <b>Working Session Three</b><br><b>Can we measure the impact of actions?</b><br><i>Introductory 5-minute presentation on the FIA Index - Luca Pascotto, Head of Road Safety &amp; Global Advocacy, FIA</i><br><i>Facilitated participant discussion.</i>  | Claes Tingvall, AFRY & Nhan Tran, WHO |
| 14:00 – 14:45 | <b>Working Session Four</b><br><b>What does an investor need to act on, the role and operations of the financial markets?</b><br><i>Introductory 5-minute presentation on financial instruments, reporting etc - Marcus Svedberg, Chief Economist, Folksam</i><br><i>Facilitated participant discussion.</i>                      | Claes Tingvall, AFRY & Nhan Tran, WHO |
| 14:45 - 15:30 | <b>Workshop Session Five</b><br><b>The role of the public sector, procurement etc</b><br><i>Introductory 5-minute presentation on what instruments do the public authorities have? - Maria Krafft, Director Traffic Safety, Swedish Transport Administration</i><br><i>Facilitated participant discussion.</i>                    | Claes Tingvall, AFRY & Nhan Tran, WHO |
| 15:30 – 15:50 | Summary comments and next steps   | Claes Tingvall, AFRY                  |
| 15:50 – 16:00 | Concluding comments   | Ylva Wessén & Dave Cliff              |
| 16:00 – 17:00 | Close & tea/coffee  |                                       |

## Questions for Participants to consider in preparation for the workshop:

### Is there a fundamental difference between a carbon and a safety footprint?

- Compared to traditional ways of reporting, is there any difference in safety footprint reporting compared to workplace safety and the number of employed, contracted etc?
- Is there a fundamental difference between human rights, workplace safety, greenhouse gases etc on one hand and road safety on the other?
- How can safety footprints be a natural part of the other sustainability reporting?
- What should we mean by "the entire value chain" for a corporation? Is it clear that it contains employed, contracted, third parties and in relevant cases also products/services?
- How would we define the value chain of an insurance company? Would it include repairs, choice of replacement vehicles, insurance premium setting, long term investments?
- ... similarly for providers of products, for what time period should products be followed?

### What does it take to reduce the footprint?

- What could be within the sphere of influence for various companies? Providers of products, investors etc?
- What is relevant to measure - how can we reduce the safety footprint?
- What works in traffic safety and what control can a corporation take over its operations?
- How far can an organisation control its transport/traffic?

### **Can we measure the impact of actions?**

- When do you foresee that you need to report on the safety footprint, and include all fatalities/serious injuries in your supply chain?
- When will a 'high' safety footprint become a burden and a business risk? What is regarded as 'high'?
- Would we benefit from regulating reporting similar to greenhouse issues, human rights etc?

### **What does an investor need to act on, the role and operations of the financial markets?**

- What are financial instruments and how do they work? What would an investor look for?
- Traffic safety bonds/investments, are they likely to be widely used?
- Evidence-based interventions with investments - is there enough scientific evidence to know what works and what does not work?
- When will the portfolio start to be safety oriented as well?
- When would investors start asking for sustainability reporting on road safety? What kind of data/targets/commitments would be expected?
- What about the shareholders and when do you expect them to start asking questions about safety and the safety footprint? And many already have targets (Volvo, Toyota, Mercedes etc), when is it likely that these should be reported on?
- When do providers of products expect their owners to start reporting on safety footprints?

### **The role of the public sector, procurement etc**

- The role of public procurement, where do we stand and how can we stimulate the use of public procurement including traffic safety?
- What instruments do the public authorities have?