

**PARTICIPATING ORGANIZATION ENGAGEMENT STRATEGY**  
**2023 CALL FOR PROJECT CONCEPT NOTES**  
**UN OFFICE ON DRUGS AND CRIME**

**I. Overall approach to UNRSF 2023 Call for Concept Notes**

Under its crime prevention, criminal justice, urban safety, anti-corruption and rule of law programme of work, UNODC will complement partners in joining forces to address the Road Safety globally aimed at achieving SDG targets 3.6 and 11.2. As global custodian of SDGs indicators 5.2.1., 5.2.2., 11.7.2., 16.1.4, 16.3.1., and 16.5.1, and relevant international standards, UNODC would like to bring its global expertise to address priorities identified in the pillars of the Global Framework Plan of Action for Road Safety.

Under criminal justice and anti-corruption mandates, UNODC is able to use its global expertise on victim and whistleblower protection measures as part of road safety management and effective post-crash response, in order to prevent impunity. UNODC is also able to work on capacity development of police inspectors, law enforcement investigators, prosecutors and judges to detect, prosecute and adjudicate administrative and criminal cases on traffic rules and violations in line with international human rights standards. Finally, UNODC can provide assistance in: anti-corruption solutions and integrity mechanisms to improve road police services; public oversight on road safety; safe vehicle management systems; and safe road construction procurement cases which are important to ensure the backbone of all five pillars of interventions supported of Road Safety Fund.

Within its research and data collection functions, UNODC uses several different tools to collect information on road-related data. The International Crime Classification Methodology, is used to collect crime statistics and assist Member States on their reporting, including on motor vehicle thefts. Using victimization surveys, UNODC also collects data on vehicle-related crimes in various countries. The Urban Safety Governance Assessment collects qualitative and quantitative information from communities to identify local priorities related to crime and corruption, including those pertaining to road safety.

The Urban Safety Governance Assessment also addresses gender aspects of road safety. The tool is able to identify hotspots in public spaces, such as formal and informal public transportation, buses, taxis, informal taxis - including mini-vans, motorbikes and open trucks, bus stops and transport hubs/interchanges, markets, other public spaces, which can be commonly used for criminal behavior as well as sexual harassment of women and girls.

In terms of emergency management, UNODC collects and analyses data on the number of vehicle and transport accidents during the course of an emergency. UNODC's expertise and knowledge in these areas can ensure to road safety for women and other vulnerable groups as well as protect human rights and freedoms during emergency and disaster risk reduction operations, including the reducing of possible accidents.

Using its mandates, international standards and tools, UNODC can bring the added value to the implementation of the Pillar 1 (Road Safety Management), Pillar 2 (Safe User), Pillar 3 (Safe Vehicle), Pillar 4 (Safe Road) and Pillar 5 (Effective Post-crash response) priorities of the Road Safety Fund as following:

- **Integrity and Corruption:** UNODC has the possibility to address the issues related to integrity of the road. Findings from the Urban Safety Governance assessment can provide assistance with: integrity and anti-corruption initiatives to address the traffic police system; post-crash reporting; and protection of accident witnesses, victims and whistleblowers;

- **Policing:** UNODC’s work on human-rights based, gender-sensitive and evidence-based policing includes strategies to ensure that the police are trusted by the population, act with integrity, and that the right resources are allocated to appropriate police functions. In this respect, building modern and effective road policing should be part of broader police reform. Road policing is often a large source of petty corruption therefore measures to prevent corruption through strengthened capacity, resources and oversight are needed;
- **Education:** UNODC can contribute to improving the quality of public services at educational institutions. It can also contribute to creating “*safe roads to school*,” particularly by focusing on the speed management and safe infrastructure in school zones and the promotion of active mobility;
- **Youth:** Through crime prevention, education for justice, and the culture of lawfulness, UNODC can promote a safe users’ culture among youth worldwide. In particular, given the impact of road accidents and fatalities among young people, public awareness raising campaigns can be used to mobilize youth support; and
- **Technology:** Areas of UNODC’s support can include using technology to raise awareness and promote intelligent road systems, which are linked with law enforcement agencies. Using the results of the Urban Safety Governance Assessment, UNODC can involve local stakeholders, decision-makers, law enforcement and communities to implement specific findings and recommendations to ensure road safety management through innovative solutions, digital technology and user-driven initiatives.

## II. Application strategy

Yes, UNODC will be accepting applications of interest from external stakeholders.

At the global level, UNODC is the custodian of several SDG indicators and therefore can jointly contribute to: addressing the integrity of road police; environmentally-friendly urban infrastructure design for safer cities and communities; and quality of public services for all who left behind as well as advocate for linking SDGs 16 on responsive and just institutions with other SDGs, which are specifically linked to road safety priorities as declared by the Road Safety Fund and Global Framework Plan of Action for Road Safety.

UNODC is open to partner with UN agencies, governments, civil society organisations, and private sector, based on internal rules and regulations. UNODC may involve these actors during proposal design stage in consultation with other PUNOs at country or regional levels.

## III. Contact information

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