



Sustainable Transport in Thailand



Market Engagement Event

7 August 2024

Agenda

01

14:00-14:15

Opening & Welcoming remarks

02

14:15-14.25

Introduction to UK PACT

Audience poll

03

14:30-14:45

Thailand UK PACT - Call for Proposals

Audience poll + 5 min
break**04**

14:50-15:15

Application process and requirements

05

15:15-15:55

Q&A

06

15:55-16:00

Wrap-up and next steps

01

Welcoming remarks

David Thomas
Chargé d’Affaires
British Embassy Bangkok

02

Introduction to UK PACT

Hanna Chorbachi

Asia Regional Lead

*Foreign, Commonwealth and
Development Office, UK
Government*

UK PACT: Partnering for Accelerated Climate Transitions

UK PACT is a £11.6 billion global programme running in 10 countries until 2026

Mission and vision:

- UK PACT is a flagship programme under the UK's **International Climate Finance (ICF) portfolio**. The programme is jointly governed and funded by the **Foreign, Commonwealth and Development Office (FCDO)** and the **Department for Energy Security and Net Zero (DESNZ)**.
- Supporting **achievement of Nationally Determined Contributions (NDCs)** and the long-term goal of the 2015 Paris Agreement to **limit dangerous climate change**
- **Demand-driven**, adjusting key focus areas based on partner countries' needs and sectoral priorities

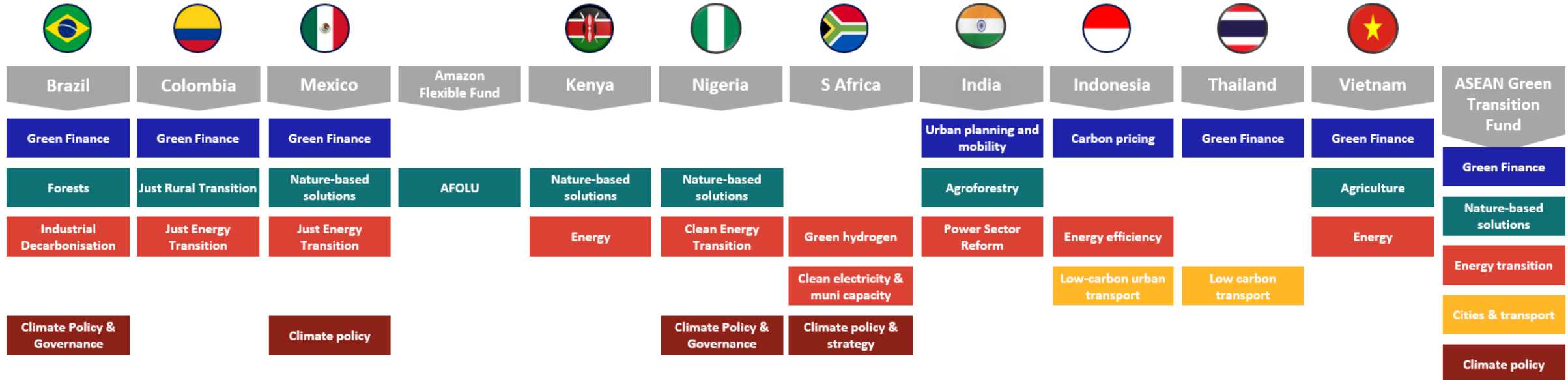
We will achieve this by:

- Working with partner countries to improve the capacity and capability of key institutions to reduce emissions and foster inclusive economic growth
- Addressing barriers and constraints to clean growth
- Pursuing opportunities for greater climate ambition
- Enabling access to climate finance

UK PACT Global Programme

Where UK PACT builds partnerships

Sector focus



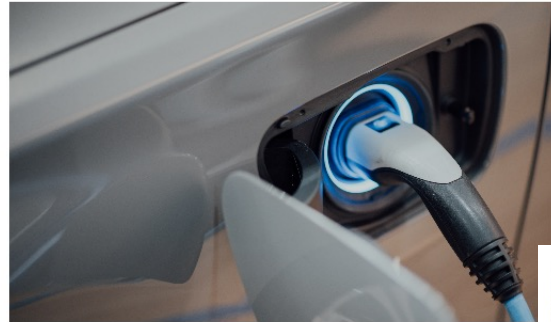
How UK PACT build partnerships



UK PACT in Thailand

- The UK is committed to supporting Thailand's climate action ambitions through the Thailand UK PACT fund.
- The funds seeks to support accelerated implementation of Thailand's existing **sustainable transport** plans and policies for climate mitigation.
- It will also support Thailand's transition towards a low-carbon economy by building capacity of the private sector, financial institutions, policymakers and regulators on **green finance**.

For more information, visit www.ukpact.co.uk



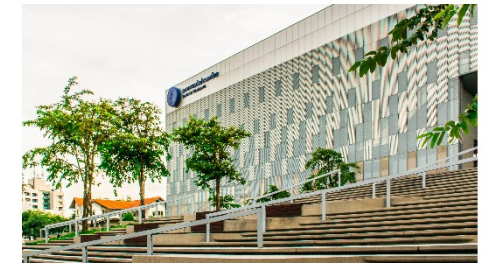
Developing an electric vehicles policy in Thailand

Expert partner: E Co Ltd.



Reviewing the policy implications of introducing Electric Vehicles (EVs) in Thailand

Expert partners: Crown Agents, CENEX
Counterpart: Ministry of Energy - Energy Policy and Planning Office



Supporting the Bank of Thailand to develop and publish policy guidelines on climate stress testing and issue a green taxonomy

Expert partners: Crown Agents
Counterpart: The Bank of Thailand

Existing & past projects
UK PACT supported Thailand with GBP1.3 million of technical assistance in 2021 – 2023.

Audience poll

Zoom

03

Thailand UK PACT Call for Proposals

**Thanawan Tangthanasup – UK PACT
Programme Manager**

British Embassy Bangkok

**Corey Wong – Director, Urban & Public
Transport**

Arup

Sustainable Transport

- The sustainable transport sector plays a significant role in low-carbon growth as it will not only reduce carbon emissions and increase liveability of cities, but also create additional employment.
- The transport sector in Thailand accounts for 20% of the country's emissions, with road transport making up 97% of these emissions.
- Thailand's automotive sector contributes 10% of the national GDP, meaning a failure to innovate within this sector to align with carbon emission reduction goals could result in significant economic losses.
- Both the Thailand National Development Plan and the Bangkok Development Plan emphasize sustainable transportation as a mean to reduce greenhouse gas (GHG) emissions.

UK PACT aims to support activities that:

- **Strengthen policy and capacity for transitioning Thailand's transport sector to lower GHG emissions**
- **Increase knowledge, awareness, and practices on integrated public transport and EV use**
- **Improve design, planning, and service delivery for inclusive urban infrastructure and integrated transport.**

The upcoming Call for Proposals – Sustainable Transport

- This call for proposals seeks to respond to requests for **technical assistance and capacity building** in sustainable transport in Thailand.
- Projects will be selected through a **one-stage open and competitive call**.
- Projects are expected **to start in November 2024 and end in December 2026**.
- Grants of up to **£ 500,000 (THB 23 million) per project per year** will be awarded to successful applicants for a period of up to 25 months.
- Expect any multi-year projects to be designed **based on demand and consultation with stakeholders** in the transportation sector.
- Looking for partners with the ability to be flexible and adapt to deliver against additional demands that may come over the course of a project of up to 25 months
- For-profit organisations can apply, but all projects must be delivered on a **not-for-profit** basis.

UK PACT is currently also scoping areas for collaboration in the area of green finance and carbon pricing. We will share more information in due course.

Counterparts and Implementing Partners

Counterparts (recipients of project outputs)

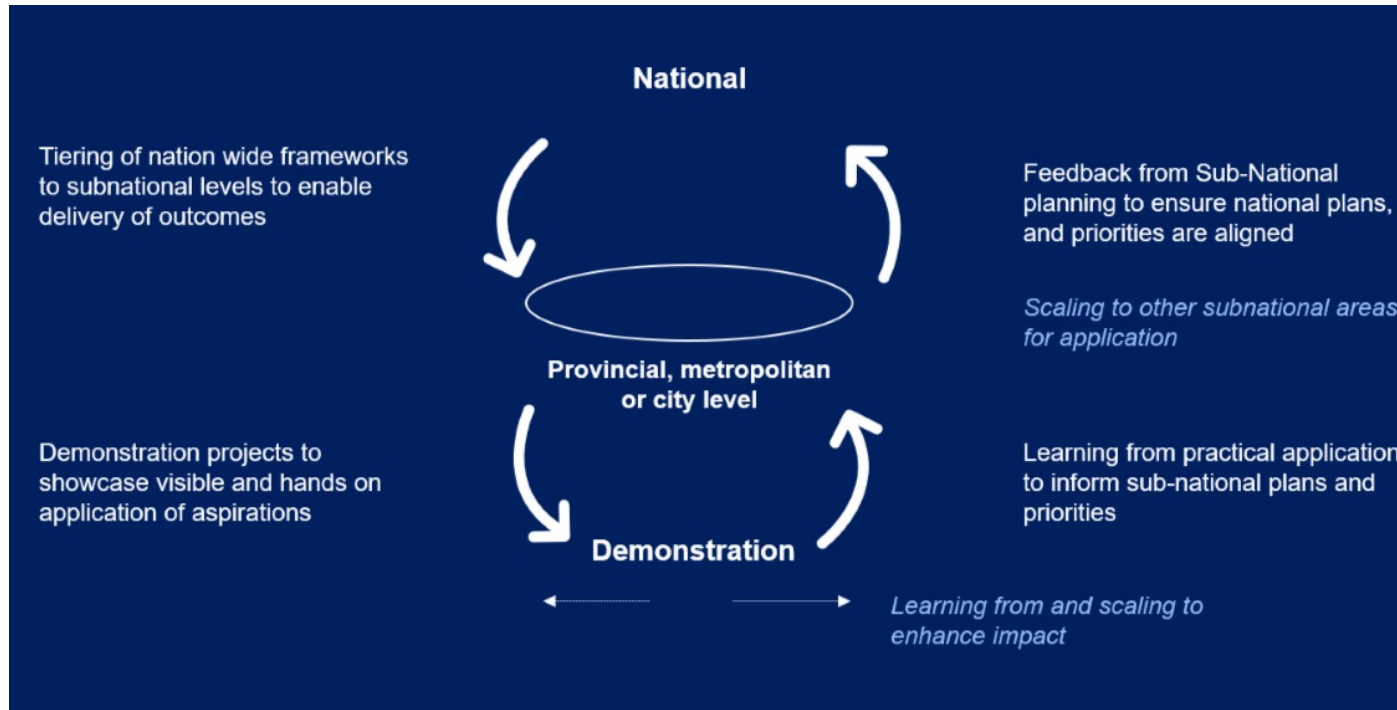
- The **Thailand's Ministry of Transport** or other relevant national level institutions
- The **Bangkok Metropolitan Administration** and other key stakeholders in the metropolitan areas of **Bangkok**

Types of organisations eligible to apply for UK PACT grants

- Academic institutions
- Private sector organisations (consultancies etc.)
- Industry or professional associations
- NGOs
- Think tanks

Government departments and/or agencies are not eligible to apply for UK PACT Grant Funding

Proposed multi-level approach



We are encouraging proposals with **interconnected projects that work with actors at different levels** to leverage a greater degree of impact. This approach aims to:

- 1. Improve coordination** across institutions and at all government levels (national, sub-national and municipal) on sustainable transport planning
- 2. Enhance capacity of sub-national actors** to design and prioritise actions in sustainable mobility and position projects to leverage green funding
- 3. Deliver demonstration projects** to 'learn by doing' and inform regulation, policy, and actions for reduced emissions
- 4. Identify and include opportunities for scaling and replication**

We are asking for proposals across 3 categories of support

1

Integrated Land Use & Transport Planning with interventions on active mobility, non-motorised transport & transit-oriented development (TOD)

**2**

Push & Pull Policy Improvement Support with interventions on push policies of congestion charging combined with pull policies on integrated public transport

**3**

Green, Low Emission Transport with interventions on electrification



UK PACT will manage the projects as a coherent portfolio in sustainable transport. Each project will be expected, where relevant, to collaborate and synergise with each other with the objective of working towards the same sectoral portfolio outcomes.

Proposed areas of support and output

1

A strategic study to identify potential TOD sites throughout the current and planned public transport network in Bangkok - considering the current TOD Master Plan and Transport Master Plan



Detailed examples of areas of work

- Review Current Conditions and Development
- Identify International Best Practice and Gaps Analysis
- Develop TOD Vision and Typology
- Develop Analysis Framework to analyse potential TOD sites
- TOD Site and Typology Selection
- TOD Guidelines drawing from international best practices and tailoring this to the local context.

Proposed areas of support and output

2a

Feeder System and Public Transport Accessibility Improvements - A study to improve integration of existing feeder lines in Bangkok, including accessibility and ticketing system



Detailed examples of areas of work

- Review existing conditions and planned feeder systems in Bangkok
- Identify international best practice
- Develop overarching vision and goals for the multimodal feeder system
- Develop evaluation framework for feeder system improvements and expected performance
- Propose refinements to the feeder network to increase public transport coverage and accessibility
- Identify fare system improvements to enable and achieve better integration across modes and make the overall public transport journey more affordable and convenient
- Develop strategies/principles to improve stop/station accessibility and that at interchange facility through multimodal enhancements including walk/bike as well as micro-mobility, etc.

Proposed areas of support and output

2b

A review of and follow-up study to existing assessment, technical & policy recommendations on the feasibility of congestion charging, focusing on developing/understanding further details on the charging schemes



Detailed examples of areas of work

- Review existing feasibility assessment
- Identify international best practice
- Refine planning & implementation scenarios and develop additional ones
- Define goal & objectives of congestion charging scheme
- Conduct in-depth stakeholders and community engagement
- Develop evaluation framework and scoring methodology including social/economic assessment of key communities impacted by the congestion charging
- Evaluate scenarios and identify preferred one
- Identify potential technologies to enable preferred scheme
- Identify enabling institutional / regulatory / legal refinements
- Develop implementation plan for preferred scenarios

Proposed areas of support and output

3

Development of an EV roadmap building on the prior development of government policies within the EV subsidy programme



Detailed examples of areas of work

- Review Thailand's existing initiatives and plans on EV
- Review international best practice for EV roadmaps
- Identify gaps in the current policy and institutional framework that could hinder the adoption of EVs
- Conduct demand and supply side analysis
- Develop vision and strategy for EV ecosystem
- Develop an evaluation framework to prioritise strategies on EV
- Engage with key stakeholders, including government agencies, private sector, civil society and end users
- Finalise EV roadmap with a clear path for the adoption and integration of EVs into Thailand's transportation system over the next decade

How to respond to the priority areas

How many themes can I apply for?

- We encourage proposals that can address and combine multiple interventions and apply the multi-scale approach outlined in the previous section (national, sub-national, pilot)
- Applicants are expected to strategically address one priority areas of intervention within one proposal
- Each proposal will be assessed independently

Audience poll

Zoom

5 min break

5 min break

04

Application process and requirements

Anissa S. Febrina

UK PACT Asia Regional Lead

Palladium

What's required?

Eligibility requirements

Organisation eligibility

- ✓ Think tanks, consultancies (private sector firms), academic institutions, NGOs, professional associations or similar organisations that have the knowledge, skills and experience to deliver Technical Assistance projects relating to one of the priority sectors outlined
- ✓ Experience of delivering similar projects
- ✓ Consortia of international and national organisations encouraged
- ✓ Government agencies and/or departments are not eligible to apply either as a lead organisation, or as a partner organisation within a consortium

Project eligibility

- ✓ Strategic fit with the UK PACT priorities outlined
- ✓ **Demonstrate clear pathways and plan to engage intended counterparts in Thailand**
- ✓ **Projects up to 25 months**
- ✓ Up to £500,000 per project per year
- ✓ Incorporating opportunities to advance GEDSI

Key Definitions

Inputs & Activities = things that will be used to implement the project (e.g., trainings, research, technical expertise, stakeholder engagement). These are the activities that must be listed in your Project Workplan.

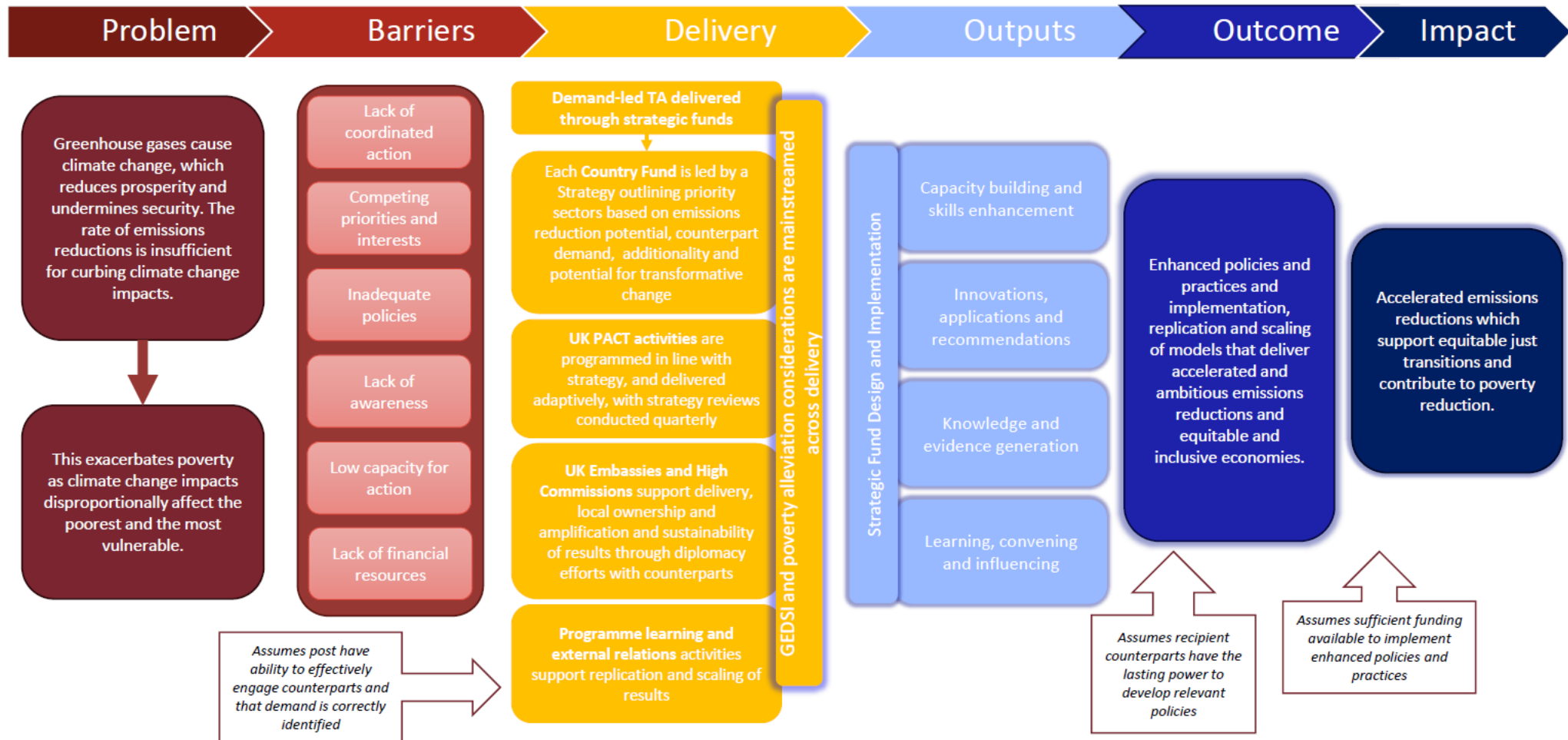
Outputs = the deliverable or product achieved as a result of the inputs. These are within the direct control of an intervention and are normally provided to the project's key counterparts or other project stakeholders.

Intermediate Outcomes = an interim indication of initial uptake by programme stakeholders. The logic of the intermediate outcome is that programme-supported outputs should be *adopted* or taken up by the stakeholders that work most directly with the programme. These stakeholders are then responsible for using or implementing those outputs to achieve their intended purpose.

Outcomes = are achieved when an output has been firmly adopted, implemented and has shown to result in a significant change in behaviour. If the programme's adopted outputs are effectively implemented by its counterpart stakeholders, we articulate this **outcome** as *enhanced, sustained, and inclusive action on emissions reduction*.

GEDSI Contribution = UK PACT's ambitions for **gender equity, disability and social inclusion (GEDSI)** are to go beyond minimum compliance. Project outputs must *do no harm*, should *empower* gender equality and social inclusion, and are strongly encouraged to support *GEDSI transformation wherever possible*.

UK PACT Theory of Change



UK PACT Selection criteria

Selection criteria will be divided into grant project design and workplan, project management and budget

There will be a strong emphasis on:

- The extent to which projects respond to the Terms of Reference outlined
- The degree to which projects fit within the overall UK PACT Theory of Change
- The extent to which GEDSI have been given priority within the project plan and outputs
- The plans for managing the project, including confidence that evidence of outputs achieved and progress reporting will be delivered on schedule
- Ensuring value for money

UK PACT projects can be demanding due to the requirement for evidence of all outputs achieved. Project management, results measurement and gender equality and social inclusion are all priorities for UK PACT and we encourage applicants to plan and budget for these tasks adequately.

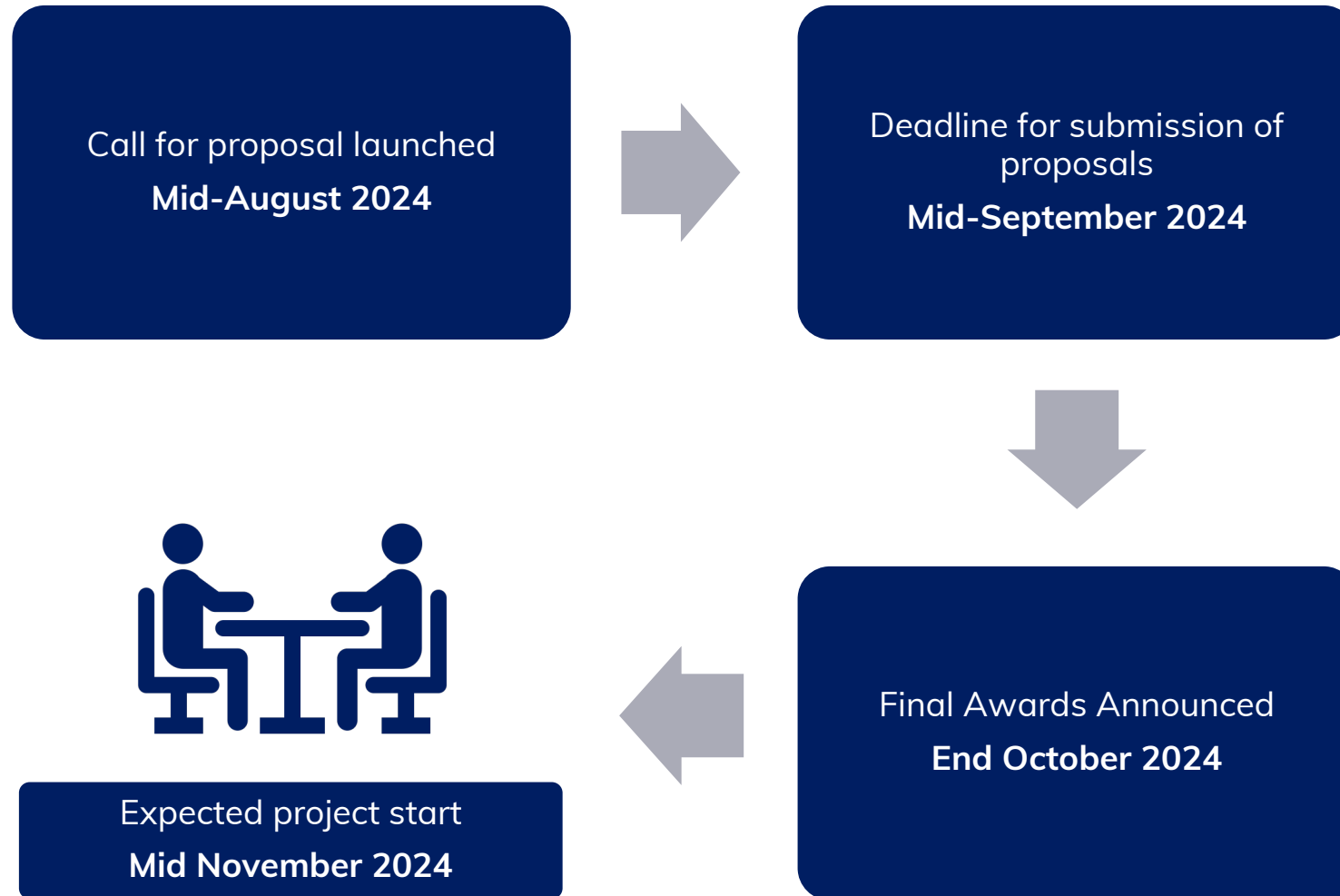
Results monitoring and case studies

- Proposals will include the submission of a Results Monitoring Plan describing proposed project outputs and their expected impact. The outputs proposed by projects should be aligned with the 4 output types in the UK PACT Theory of Change (ToC)
- Further guidance on UK PACT's programme level MEL framework, including ToC and Logframe, will be provided alongside the application process to facilitate project MEL development
- Projects will be expected to report on project outputs, alongside technical, financial and risk reporting
- Projects will be encouraged to identify opportunities for developing case studies



Process and timeline

One stage process for selection of projects



Preparing a proposal

UK PACT Proposal Template

UK PACT Budget and Workplan Template

UK PACT Project Theory of Change Template

UK PACT Project Risk & Issue Register Template

All available on the Thailand page on the UK PACT website:

www.ukpact.co.uk/country-fund/thailand



UK PACT Country Funds Full Proposal Form – 2024

Full Proposal checklist

Will you be able to set up a bank account that that enables you to receive GBP (£) prior to receiving UK PACT funding? YES NO

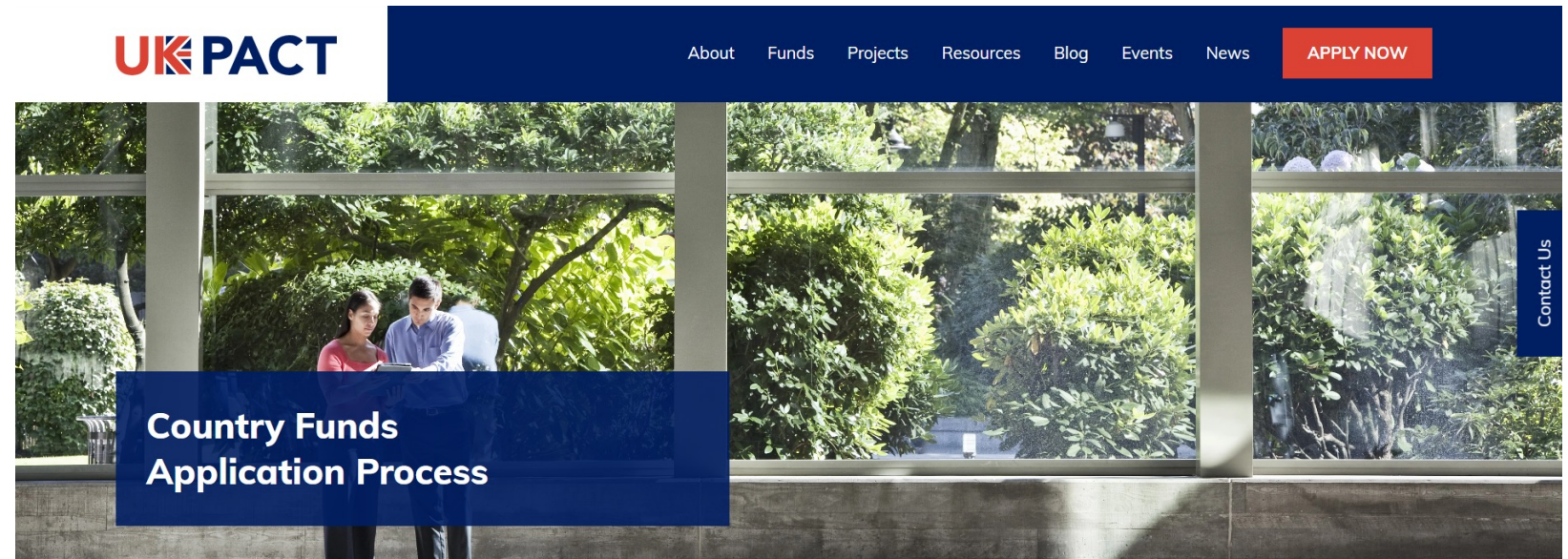
Project Title:

Project output	Output Title	Cost Categories	Name of personnel	Country	Organisation	Sub-category	Output Total				Q3 Financial year 24/25		
							Cost per unit (GBP)	No. people / hours	No. days	Total	Oct '24	Nov '24	Dec '24
UK PACT Guidance Note - completing and maintaining a Risk and Issue Register Please read all guidance before completing the Risk Register													
Cover	<p>Purpose The purpose of this risk register is to identify and document potential risks related to the project activities that are part of your UK PACT project. This should therefore cover risks related to downstream implementing partners or subcontractors to be engaged to deliver the work. Well considered risk management is a key part of delivering UK PACT projects and forms part of the selection criteria for grant projects across the programme. We encourage an open and transparent approach to discussing and managing risks across UK PACT. You will not be penalised for recognising there are risks associated with your project and accurately rating those risks, so long as there is appropriate plans to manage the risks in question, in line with UK PACT's risk appetite.</p> <p>Theory of Change template – for completion</p> <pre> graph LR subgraph Outputs O1[TYPE - Description] O2[TYPE - Description] O3[TYPE - Description] O4[TYPE - Description] O5[TYPE - Description] O6[TYPE - Description] O7[TYPE - Description] end subgraph IntermediateOutcomes IO1[] IO2[] IO3[] IO4[] IO5[] IO6[] IO7[] end subgraph Outcomes OUt1[] OUt2[] OUt3[] OUt4[] OUt5[] OUt6[] OUt7[] end subgraph Impact I1[Reduced emissions supported by UK PACT] I2[Transformational change in countries supported by UK PACT] I3[Gender equality and social inclusion empowered and enhanced, with reduced impacts of climate change on the vulnerable] end O1 --> IO1 O2 --> IO1 O3 --> IO1 O4 --> IO1 O5 --> IO1 O6 --> IO1 O7 --> IO1 IO1 --> OUt1 IO2 --> OUt1 IO3 --> OUt1 IO4 --> OUt1 IO5 --> OUt1 IO6 --> OUt1 IO7 --> OUt1 OUt1 --> I1 OUt2 --> I1 OUt3 --> I1 OUt4 --> I1 OUt5 --> I1 OUt6 --> I1 OUt7 --> I1 </pre>												
<p>Step 1: Risk Identification How to identify risks</p> <p>Clear risk descriptions that are as specific as possible</p> <p>We aim to use consistent framing of risks so it is clear outlined in the risk description. Alternatively, this can be outlined in the Risk & Issue Register tab, we have outlined an example below.</p> <p>Top tips for preparing your risk register</p> <p>Guidance Risk Appetite</p>													

Country Funds Opportunities portal

All applications are to be made through the Country Funds opportunities portal

Interested organisations are already to register on the portal in advance of the call launch



The UK PACT Country Funds use an open, competitive grant facility to award funding to applicants who will deliver projects that enable, incentivise, and empower key stakeholders to take action on emissions reductions. The priorities for each country

List of reference documents

All relevant documents and templates will be included in the Country Funds Opportunities Portal when you apply

- Proposal, budget and workplan, project theory of change and risk & issues register [template]
- Terms of reference
- Applicant Handbook

Other useful references:

- Implementing Partner Handbook
- GEDSI Ambition Statement
- Country Funds FAQs

05

Q & A

06

Wrap-up and next steps

Next steps

Reminder on upcoming timeframes for application

- Presentation will be published on UK PACT website in coming days (www.ukpact.co.uk)
- Call for Proposals will be launched on **21 August 2024** at the [Thailand-UK PACT webpage](#)
- Survey to be sent out to participants to gather additional feedback on webinar and call for proposals
- For any technical issues when registering on the application portal please contact: thailand@ukpact.co.uk



**THANK
YOU**



Stay in touch:



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