

Terms of Reference: Sustainable transport

Grant value:

Up to £500,000 per project per year, up to a maximum of £1,000,000 over 25 months

Project duration:

Up to 25 months (November 2024-December 2026) with a possibility for extension

Deadline for submission of applications:

25 September 2024, 18:00 ICT/ 11:00 UTC

Apply through Call for Proposals web page:

<https://www.ukpact.co.uk/thailand-cfp-sustainable-transport>

The [UK Thailand Strategic Partnership Roadmap](#) launched in March 2024 and deepens the cooperation between the two countries. The Roadmap highlights the intention to work in strategic partnership to strengthen collaboration on sustainable development, environment, green growth and climate change by supporting increased climate ambitions through the Thailand UK PACT (Partnering for Accelerated Climate Transitions) programme.

What is Thailand UK PACT?

UK PACT is funded by the UK Government through its International Climate Finance (ICF) portfolio and works in partnership with Official Development Assistance (ODA) eligible countries with high emissions reduction potential to support low-carbon development and clean growth transitions. UK PACT responds directly to demand identified by partner governments and provides grants for capacity-building projects in priority areas, which are delivered by selected implementing partners.

The Thailand UK PACT Country Fund was launched in March 2024 during a UK Foreign Secretary visit. The fund will provide up to £6 million technical assistance and capacity building support on sustainable transport, green finance and carbon pricing in Thailand.

As part of the support, this Call for Proposals seeks to respond to request for technical assistance and capacity building in sustainable transport in Thailand.



Why are we looking for proposals related to sustainable transport?

Thailand's ambitious climate targets drive the urgent need for transformation, with the transport sector being a key area for intervention. The transport sector in Thailand accounts for 20% of the country's emissions, with road transport making up 97% of these emissions.

The Bangkok Metropolitan Region is responsible for nearly half of all transport emissions. Despite significant investments in public transport to expand the MRT network, the Office of Transport and Traffic Policy and Planning (OTP) 2022 Master Bangkok Travel Demand Survey notes that the mass transit system only accounts for 2% of all trips. When combined with buses, urban public transport in Bangkok only comprises 10% of all trips, with private cars accounting for more than 50% of all trips (followed by motorcycles at 32%). Non-motorised transport modes such as bicycles and walking only account for 2%. Bangkok's reliance on private modes not only presents significant challenges to the urban transport landscape, but also leads to significant health and economic issues. In fact, road traffic contributes to PM2.5 concentrations being four times higher than WHO guidelines, with congestion impacting the country's economy by THB 11 billion annually.

Both the Thailand National Development Plan and the Bangkok Development Plan emphasise sustainable transportation as a mean to reduce greenhouse gas (GHG) emissions.

A variety of strategic initiatives have been proposed, including supporting Transit-Oriented Development (TOD), promoting non-motorised transport, enhance public transport networks, and promote green and low-emission transport. Collectively, these efforts aim to create a more sustainable, environmentally friendly transportation system that aligns with broader national development and carbon emission reduction goals.

In addition, 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. Therefore, a comprehensive set of policies and regulations is needed to guide and support transition and production of EVs in the country as well.

Several existing programmes and activities are on-going with the Government of Thailand to address these public transport and e-transition challenges. For this programme, we have consulted with the Thailand Office for Transport and Traffic Policy and Planning (OTP), the Bangkok Metropolitan Administration (BMA) and other relevant key stakeholders and identified several priority areas that align with UK PACT objectives. These include decarbonising the transport sector by improving land use and transport integration, enhancing public transportation and limiting private vehicle use, as well as supporting sustainable EV transition.

Through these topics, UK PACT aims to fill gaps and achieve the following:

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



What types of projects are we looking for?

We are looking to award grant funding to initiatives that enhance sustainable transportation in Thailand, with a particular focus on reducing carbon emissions. These projects should be in line with government strategies and policies, provide benefits to the public, contribute positively to enhancing urban transport, and be prepared for implementation. The overarching goal is to mitigate carbon emissions and improve the productivity and liveability of Thai cities, including wellbeing of citizens and accessibility for women and the most vulnerable.

To achieve this, we have identified three key project themes:

- **Theme 1** – Integrated Land Use & Transport Planning with interventions on active mobility, non-motorised transport & transit-oriented development (TOD);
- **Theme 2** – Push & Pull Policy Improvement Support with interventions on push policies of congestion charging combined with pull policies on integrated public transport; and
- **Theme 3** – Green, Low Emission Transport with interventions on electrification.

The following table provides detailed information and expectations for each intervention theme. We are actively seeking funding applications for these themes, which include illustrative activities deemed most effective in achieving the desired outcomes. Applicants should take these activities into account when crafting their proposals.



The scope is initially expected to have a primary focus on the Bangkok metropolitan area. We envision expanding geographically to other provinces in Thailand in subsequent years.

Category	Thematic focus	Intervention areas to be supported
1	<p>Integrated land-use & transport planning- Interventions on active mobility, non-motorised transport & transit-oriented development (TOD)</p>	<p>Transit-Oriented Development (TOD): A strategic study to identify potential TOD sites throughout the current and planned public transport network in Bangkok - aligning with the current TOD Master Plan and Transport Master Plan. The study includes, but it not limited to, the following activities:</p> <ul style="list-style-type: none"> • Review current conditions and development: Assess the existing land use, current TOD examples, and existing institutional and legal setting to understand the current state of TOD in the region; • Identify international best practice and gaps analysis: Research global TOD best practices and identify gaps in the current Bangkok approach to inform the development of a robust and comprehensive TOD strategy; • Develop TOD vision and typology: Formulate a clear vision for TOD in the region and establish a typology framework that categorises different TOD forms based on their characteristics and suitability; • Develop analysis framework: Create a framework to analyse potential TOD sites, considering factors such as connectivity, land availability and community needs; • TOD site and typology selection: Select appropriate sites for TOD implementation and determine the suitable typology for each site based on the analysis framework; • TOD guidelines: Develop guidelines for the selected TOD typology, drawing from international best practices and tailoring this to the local context.

Category	Thematic focus	Intervention areas to be supported
2	<p>Push & pull policy improvement support-</p> <p>Interventions on push policies of congestion charging combined with pull policies on integrated public transport</p>	<p>Feeder system and public transport accessibility improvements: A study to improve integration of existing feeder lines in Bangkok, including accessibility and ticketing system. The study includes, but it not limited to, the following activities:</p> <ul style="list-style-type: none"> • Review existing conditions: Review existing conditions and planned feeder systems in Bangkok; • Identify international best practice: Conduct International best practices and identify key lesson learned; • Develop vision and goals: Develop overarching vision and goals for the multimodal feeder system; • Develop evaluation framework: Develop evaluation framework for feeder system improvements and expected performance; • Propose feeder system refinements: Propose refinements to the feeder network to increase public transport coverage and accessibility; • Propose fare system refinements: Identify fare system improvements to enable and achieve better integration across modes and make the overall public transport journey more affordable and convenient; • Develop multimodal access refinements: 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. <p>Congestion charging feasibility: 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 – this includes institutional and regulatory arrangements, technology scheme and social/economic benefit assessment. The study includes, but is not limited to, the following activities:</p>

Category	Thematic focus	Intervention areas to be supported
2	<p>Push & pull policy improvement support- Interventions on push policies of congestion charging combined with pull policies on integrated public transport</p>	<ul style="list-style-type: none"> • Review existing feasibility Assessment: Review conditions and scenarios in existing studies & assessment; • Identify international best practices: Identify international best practice in defining institutional arrangement, technology scheme and economic benefit of the congestion charging initiative; • Refine planning & implementation scenarios and develop additional ones: Refine existing scenarios based on international best practice and identify additional ones focusing on social, emissions, charging, as well as cordon options. • Define goals & objectives of scheme: Define goal & objectives of congestion charging scheme; • Conduct stakeholder engagement: Conduct in-depth stakeholders and community engagement to clarify the existing institutional framework and community preference, as well as understand key social/ economic issues related to the scenarios; • Develop scenario evaluation framework: Develop evaluation framework and scoring methodology including social/economic assessment of key communities impacted by the congestion charging; • Evaluate scenarios and identify preferred ones: Develop and evaluate various scenarios, identifying preferred scenario based on evaluation framework; • Identify potential technologies to enable preferred scheme: Identify potential options to enable the preferred scheme to be implemented and identify pros/cons including capital, operating, and recurrent costs, under assumption of government or private sector involvement; • Identify enabling institutional/ regulatory/ legal refinements: Identify institutional, legal and regulatory elements for refinement to enable preferred congestion charging scheme to be implemented, identify timeline, key players, key actions, and key challenges, etc.; • Develop implementation plan for preferred scenario: Develop implementation plan for preferred scenarios.

Category	Thematic focus	Intervention areas to be supported
3	<p>Green, low-emission transport- Interventions on electrification</p>	<p>EV Roadmap & ecosystem: Development of an EV roadmap building on the prior development of government policies within the EV subsidy programme. The study includes, but it not limited to, the following activities:</p> <ul style="list-style-type: none"> • Review Thailand’s existing initiatives and plans on EV: Conduct a comprehensive review of existing initiatives, policies, and plans related to EVs in Thailand; • Review international best practice for EV roadmaps: Analyse international best practices in the development of EV roadmaps. This could involve studying successful adoption of such EV roadmaps in other countries and identifying key strategies and lessons learned that could apply in Thailand; • Policy and institutional gaps analysis: Identify gaps in the current policy and institutional framework that could hinder the adoption of EVs; • Demand and supply side analysis: This should include analysis of potential demand scenarios, supply chain readiness, and market barriers; • Develop vision and strategy for EV ecosystem: This should include vision and strategy for infrastructure development, EV standards, and legal/ institutional refinement for implementation as well as social and environmental impact monitoring; • Evaluation framework: Develop an evaluation framework to prioritise strategies on EV; • Stakeholder consultation: Engage with key stakeholders, including government agencies, private sector, civil society and end users; • EV Roadmap at national level: Finalise EV roadmap with a clear path for the adoption and integration of EVs into Thailand’s transportation system over the next decade.

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.

With the intention of continued partnership in sustainable transport in Thailand, we also expect project proposals that have thoroughly considered the potential of expanding the work in subsequent years both in policy institutionalisation & implementation process, as well as in geographical scope. This is currently envisioned as below, and we expect applicants to have already briefly outline its proposed approach in subsequent years.

Category	Thematic focus	FY24/25 Building blocks	FY25/26 Expansion	FY26/27 Institutionalisation
1	Integrated land-use & transport planning- Interventions on active mobility, non-motorised transport & transit-oriented development (TOD)	A strategic study to identify potential TOD sites over the entire transit network of Bangkok, considering the TOD Master Plan and Transport Master Plan	Detailed study of TOD considering Non-motorised Transport (NMT) networks in 1-3 pilot areas in Bangkok	Finalise framework and process of TOD planning and NMT planning including engineering guidelines and legislation schemes.
1	Push & pull policy improvement support- Interventions on push policies of congestion charging combined with pull policies on integrated public transport	Feeder system and public transport accessibility improvements: A study to improve integration of existing feeder lines in Bangkok, including accessibility and ticketing system	Feeder system and public transport accessibility improvements - Implementation plan including infrastructure and facility design for major stations	Feeder system and public transport accessibility improvements – Creation of a roadmap, technical guidelines, and appraisal criteria for feeder system enhancements for operational and planning purposes, as well as financial analysis and infrastructure improvement

Category	Thematic focus	FY24/25 Building blocks	FY25/26 Building blocks	FY26/27 Building blocks
		<p>Congestion charging feasibility: A review of and follow-up study to existing assessment, technical & policy recommendations on the feasibility of congestion charging to develop/ understand further details on the charging schemes. This includes institutional and regulatory arrangements, technology scheme and social/ economic benefit assessment</p>	<p>Congestion charging feasibility: Develop pilot project based on preferred scenario to clarify remaining technical and institutional issues of congestion charging</p>	<p>Congestion charging feasibility: Finalise institutional arrangements, guidelines for economic benefit assessment and policy refinement to implement congestion charging</p>
3	<p>Green, low-emission transport: Interventions on electrification</p>	<p>EV Road map & ecosystem: Development plan for an EV roadmap by continuing from development of government policy in EV-subsidy programme</p>	<p>EV battery management and charging infrastructure: Develop strategy plan to support EV charging providers to for investment in EV charger by taxation, investment engagement</p>	<p>EV battery management and charging infrastructure: Finalise planning framework and design guidelines of charging infrastructure</p>



Budget and funding availability

We are expecting that each proposal from an applicants can propose to deliver activities in one category. Each proposal will be assessed independently. We will support projects with grants valued up to £500,000 per project per year. Projects are expected to start in November 2024 and end in December 2026.

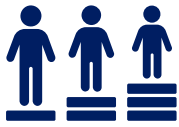


Duration of projects

In the first year, implementing partners will be expected to respond to/deliver one of the interventions outlined and we expect applications to set out in detail how the applicant would do this. However, we are looking for partners who will have the ability to flex and adapt to deliver against additional demands that may come over the course of a project of up to 3 years. We invite applicants to indicate how they could extend, expand or build on the first year of projects over an extended timeframe but we accept that information on years 2 and/ or 3 of projects may be less detailed at this stage. Multi-year proposals must demonstrate how they would achieve impact within one year, in the scenario that they are not extended into a second or third year

As UK PACT is a demand led programme, we expect any multi-year projects to be designed based on demand and consultation with stakeholders in the transportation sector. UK PACT will work with successful applicants to shape years 2 and/or 3 of projects in due course.

UK PACT reserves the right to ask clarification questions or to ask for amendments after the initial proposals have been reviewed. In some cases UK PACT might also suggest that applicants work closely together or form consortia where projects are working to achieve similar objectives and/or where consolidation into a larger programme approach would be beneficial over a longer time period, and bidders should be prepared to respond to and discuss these requests.



The importance of considering gender equality, disability and social inclusion (GEDSI) in your application:

Transport infrastructure and services are crucial in providing access to economic and social opportunities, and should be designed to be equitable, affordable, and responsive to the needs of all groups in society. An insufficient focus on GEDSI considerations in projects that aim to improve planning of transport systems can inadvertently exclude or further constrain access for some groups. For example, a sole focus on improving major transport corridors may be more beneficial for men than women, as more men tend to travel to key economic centres along the corridor whereas more women work in off-corridor locations.

Currently, urban transport planning in most cities does not sufficiently consider the key GEDSI barriers as experienced by female, elderly and low-income users, or users with disabilities. What this means is that:

- Voices of women, people from lower income groups, people with disabilities, and elderly transport users are often not heard in consultative processes;
- Women are not equally represented in the decision-making bodies that influence transport planning. In general, and women's representation across jobs in the transport sector is very low due to socially constructed beliefs and socio-economic factors such as lower education levels;
- Transport service providers have little incentive to respond to the needs of women, low-income groups, and disabled users due to their limited understanding of the issues, lack of data, lack of legal requirements to ensure GEDSI considerations, and the perceived additional resources this will cost;

The outcome statement in the project design and monitoring framework should explicitly mention GEDSI and include a GEDSI-specific outcome indicator.



Ensuring alignment with Thailand sustainable transport policies

As a demand-led programme, the Thailand UK PACT Country Fund aims to align its support with existing Government of Thailand plans and policies in transport sector. To ensure that proposed ideas are well aligned, applicants are advised to also refer to the 13th National Economic and Social Development Plan (2023 – 2027), the 20 Years Thailand Transport System Development Strategy (2018 – 2037), the Climate Change Master Plan (2015-2050), the Transport Infrastructure Development Strategy (2015-2022), the Operation Plan Department of Land Transport (2023-2027), Bangkok Masterplan (2018-2037) and Bangkok Metropolitan Area Operations Plan (2025).



Application guidance

All applications for this call must be submitted via the Call for Proposals web page by **25 September 2024 at 18:00 ICT/ 11:00 UTC**.

The following documents form your application pack, they must be downloaded completed in English. You may then fill in the form linked on the CfP web page. **After** submitting this form, you will receive an email containing a link to upload your application pack.

- Project proposal template
- Budget and workplan template
- Project Theory of Change form
- Project risk and issue register template

	Eligibility criteria
Applicant	<ul style="list-style-type: none">• Government agencies and/or departments are not eligible to apply either as a lead organisation or partner in a consortium.• Both international and local organisations are eligible to apply. Organisations applying as a consortium must have at least one local entity, either as consortium lead or consortium partner.
Project	<ul style="list-style-type: none">• Proposals must align with the strategic priorities outlined in these terms of reference.• Budgets should not include capital expenses or tangible assets.• The value of projects must not exceed £500,000 for one year period.
Application	<ul style="list-style-type: none">• Applications must be coherent and legible.• All documents must be properly filled out.• Applications and all forms of communication with the programme must be submitted in English.



What is the timeline for selection?

Stage	Date
1. Terms of Reference (ToR) and application process launched	21 Aug 2024
2. Deadline for submission of applications	25 Sep 2024 at 18:00 ICT/ 11: UTC
3. Applicants notified of project selection	Week of 21 Oct 2024
4. Due diligence, co-creation and grant signing	Oct - Nov 2024
5. Project start date	Nov 2024



What are the selection criteria?

Area	Heading	Criteria description	Weighting
Technical (70%)	Impact	The applicant clearly articulates how the project will specifically help the counterpart achieve and accelerate their goal of accelerate development of sustainable transport. The applicant provides a clear impact pathway [Project ToC Application Form] showing how their outputs will lead to the outcomes required for transformational change and identifies opportunities for replication / scaling up of activities.	20
	Project description, approach, and workplan	<p>The applicant clearly articulates how the project will deliver one or more of the expected outputs (as stated on the UK PACT ToC document) and lays out a project plan which includes the description of a technically robust project, activities, workplan.</p> <p>The applicant has a strong rationale for the ability of the project to deliver outcomes and a clear plan for engaging with key counterparts during delivery to ensure uptake of project outputs.</p> <p>Applicants must detail their intended methodology to address the gaps, and a proposed roadmap and timeline for overcoming them with counterparts.</p>	20
	Gender equality, disability and social inclusion - GEDSI	The applicant clearly identifies how the project could - both positively and negatively – socially and economically benefit women, Indigenous People, local communities, disabled people, and other under-represented groups. For example, improving considerations of issues such as accessibility (isolated communities and people with disabilities); access to services (youths, women, discriminated populations); employment opportunities; purchasing power, gender-focused product development etc.	15
	Knowledge, skills, experience, and team structure	<p>The proposed project team has relevant knowledge and experience in the subject area and has the skills in place to deliver the project. This includes knowledge, skills and experience in; the specific priority area the proposal responds to, technical assistance/capacity building, and public sector project implementation. The core skills, experience and knowledge required to deliver all elements of the project that have been outlined (including GEDSI) within the ToR are covered and the team is well structured and available to mobilise quickly. Applicants must submit CVs on the proposal.</p> <p>To ensure effective knowledge transfer and capacity building, applicants must demonstrate a strong understanding of Thailand priorities and delivery context, as well as bringing the relevant expertise required. Given the in-person activities outlined in the project, it is expected that proposals have at least part of their teams based in Thailand territory.</p>	15

What are the selection criteria?

Area	Heading	Criteria description	Weighting
Project Management (20%)	Project management	The proposal outlines a clear plan for mobilising the project quickly and effectively. There is a robust project management mechanism to ensure activities stay on track, on budget and deliver project results. This must include collating and submitting evidence of activities, outputs and reporting project progress to UK PACT. The applicant provides a clear plan for managing consortia where applicable.	15
	Risk management	The applicant has clearly outlined the key risks associated with delivery with clear plans for mitigating these and an understanding of the likelihood and impact of each. This includes risks associated with impacts on marginalised groups and changing political contexts.	5
Financial (10%)	Budget and Value for Money	The budget is clearly linked to the activities and outputs outlined, with appropriate allocation of time and resources, and costs that appear reasonable for the activities proposed, including sufficient allocation for project management, reporting and data collection to allow for close coordination with UK PACT. The application provides confidence that the project will represent good value for money, including FCDO's Four Es (economy, efficiency, effectiveness, and equity) and excluding all non-eligible costs, such as profit. The Four Es are detailed in the Applicant Handbook.	10

How do we score each criterion?

Score	
5 (Excellent)	Demonstrates an expert understanding of the project and proposes excellent and accurate solutions which address all requirements, and which are innovative where appropriate. Responses are excellently tailored to the context in all aspects. The level of detail and quality of information provides the highest degree of confidence in the ability to deliver.
4 (Very Good)	Demonstrates a very good understanding of the topic relating to delivery of the project. Responses are relevantly tailored to the context in the majority of aspects. There is sufficient detail and quality of information to give a strong level of confidence that they will deliver.
3 (Good)	Demonstrates a good understanding of the topic relating to the delivery of the project. Responses are reasonably tailored to the context for many of the aspects. There is a good level of detail and quality to give a good level of confidence that they will deliver.
2 (Satisfactory)	Demonstrates a satisfactory understanding of the topic relating to delivery of the project. Some appetite to tailor to context where required. Provides a limited level of detail and the quality of information provided gives only some level of confidence that they will be able to deliver satisfactorily.
1 (Unsatisfactory)	Demonstrates a poor understanding of the topic relating to delivery of the project. Poor tailoring to the context where this is required. Generally, an unsatisfactory and a low level of quality information and detail, leading to a low level of confidence that they will deliver.
0 (Fail)	Failure to address the material requirements of the project. No tailoring of responses to meet the context. No quality responses providing no confidence that they will deliver.



What to do if you have questions?

Applicants should read this Terms of Reference together with the Applicant Handbook and other guidance documents for all the details on how to apply. Additional questions about the scope of this Call for Proposals can be sent to: thailand@ukpact.co.uk.

Relevant documents

- CfP Terms of Reference
- Project proposal template
- Budget and workplan template
- Project Theory of Change form
- Project risk and issue register template
- Applicant handbook
- UK PACT's GEDSI Guidance
- Risk management guide for applicants

These will be available on the Call for Proposals web page when you apply.

UK PACT

UK Partnering for Accelerated Climate Transitions (UK PACT) is a programme funded by the UK Government. UK PACT supports countries that strive to overcome barriers to clean growth and have high emissions reduction potential to accelerate their climate change mitigation efforts.
