



Call for Proposals: Low-Carbon Cities and Transport

Grant value: between £100,000 and £1 million per year

Project duration: up to 3 years

Deadline for submission of applications: 4 November 2021, 18:00 WIB

Apply through Country Programmes Opportunities Portal: [here](#)

The UK Government is looking to extend its Global Future Cities programme, with technical assistance and capacity-building projects in the low-carbon cities and transport sector. This extension is being delivered through the Indonesia-UK PACT (Partnering for Accelerated Climate Transitions) Country Programme.

What is Indonesia-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 Country Programmes respond directly to demand identified by partner governments and provide grants for capacity-building projects in priority areas, which are delivered by selected implementing partners.

The Indonesia-UK PACT Country Programme will look to extend and strengthen existing bilateral climate initiatives, while also exploring new areas where Indonesia and the UK can collaborate on reducing emissions and promoting low-carbon development.

In this call for proposals, Indonesia-UK PACT is responding to Government of Indonesia planning in the low-carbon cities and transport sector, and the content has been developed in consultation with the Indonesian Ministry of Transportation.

What is Global Future Cities?

The Global Future Cities Programme (GFCP) aims to carry out targeted interventions to encourage sustainable urban development and increase prosperity whilst alleviating high levels of urban poverty. The programme builds upon a coherent series of targeted interventions in 19 cities

across 10 countries, to support and encourage the adoption of a more sustainable approach to urban development. In Indonesia, the programme operates in Bandung and Surabaya in all of its three pillars – urban transportation, urban planning, and disaster resilience.



Why are we looking for proposals related to low-carbon cities and transport?

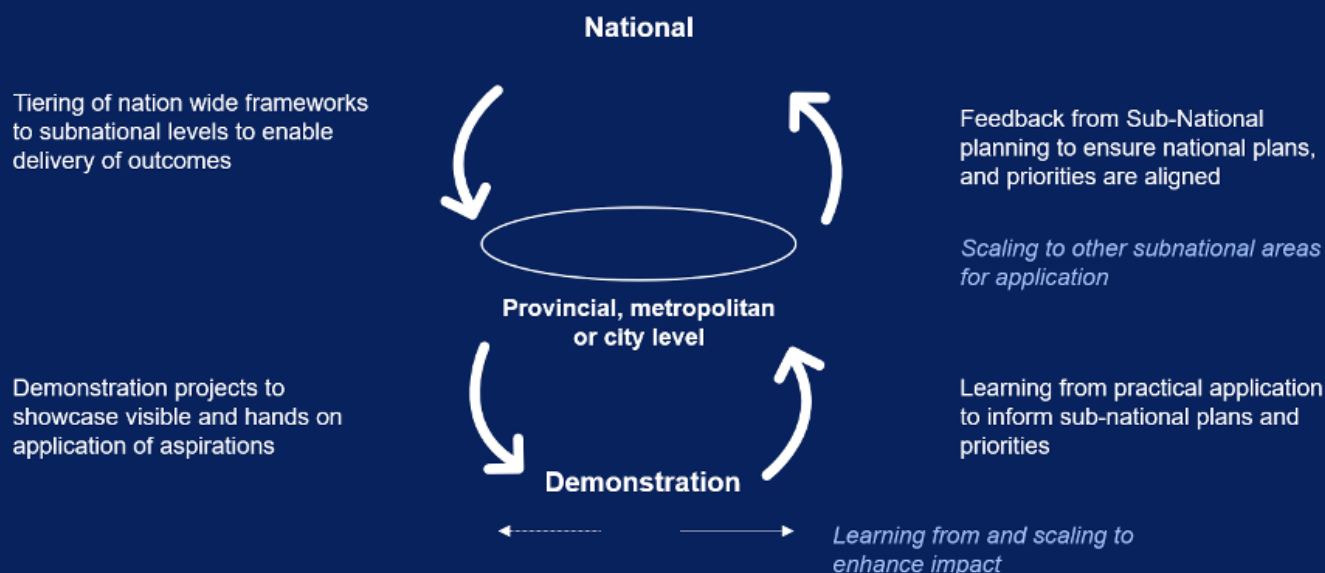
- Indonesia is a rapidly urbanising country with approximately 55% of the population living in urbanised areas as of 2018. This figure is expected to increase to 70% by 2025.
- Urban transport is a large contributor to Indonesia's GHG emissions, making up 28% of energy-related emissions in 2018, the majority of which came from road transport.
- Current movement patterns in Indonesia are dominated by private modes of transport such as cars and motorcycles. For example, in Jakarta only 26% of commuters use public transport.
- Indonesian cities have started to engage in sustainable transport planning and projects through the provision of mass transport services. Since early 2000, the Indonesian Government has gradually shifted to integrated urban mobility planning and later introduced the concept of measuring the environmental impacts of the sector both in local air pollution levels as well more broad climate impacts. However, despite efforts by actors at the national, sub-national and city level to promote sustainable and/or low-carbon transport, these interventions are not yet reaching their full potential.
- This programme will aim to promote sustainable and/or low-carbon transport at the same time as helping to drive economic development through low-carbon growth. The sustainable transport sector will not only reduce carbon emissions and increase the liveability of cities, but will also create additional employment. [A C40 research report](#) showed that investment in transit infrastructure generates 30% more jobs than building roads.



What types of projects are we looking for?

We have consulted with the Indonesian Ministry of Transportation and have identified several priority areas that align with UK PACT objectives. We are looking to award grant funding for projects that will reduce carbon emissions from the cities and transport sector, whilst improving the wellbeing of citizens through enhanced air quality and increased physical activity – walking, cycling, and using public transport. The goal is to mitigate carbon emissions and improve the productivity and liveability of Indonesian cities, including their accessibility for women and the most vulnerable.

The programme proposes to apply a multi-scale approach (see diagram below), awarding funding for a combination of projects that will operate at the national, sub-national/provincial or metropolitan areas in Indonesia, alongside demonstrative pilot projects. When projects complement each other by working at multiple scales, greater potential for transformational change can be achieved.



Based on consultation with key stakeholders, the programme is planning to support projects working with the Indonesian Ministry of Transportation and other relevant national level institutions, as well as the metropolitan areas of Greater Medan, Greater Bandung, Greater Jakarta, Greater Semarang, Greater Surabaya and Greater Makassar. There are three categories of support which include:

1. support to national policymaking
2. support to subnational policymaking and piloting of green transport projects
3. specific support to demonstrate gender equality and social inclusion (GESI) in sustainable transport

The areas under each category in which we are seeking applications for funding are as follows:

Category	Thematic focus	Intervention areas to be supported
1	Support the Ministry of Transportation with technical assistance and capacity building to build an evidence base and staging scenarios for the transition to low-carbon urban mobility.	Studies on vehicle-emissions based carbon levies, staging of transport decarbonisation including transition to EURO 4 emissions standards and beyond, as well as national public transport electrification strategy.
		The development of innovative methodologies or toolkits to collect evidence for urban mobility planning, establishing parameters for low-carbon urban public transport and GHG-local pollutants accounting/inventory from the transport sector (e.g. use of satellite data to supplement conventional origin-destination survey and demand modelling). Applicable to pilot in cities within the defined geographic scope as case studies and to test the robustness of proposed methodologies.

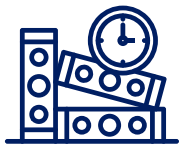
Category	Thematic focus	Intervention areas to be supported
2	Integrate climate solutions into the subnational urban mobility masterplans and their interlinkages with spatial planning, as well as provincial or city-level climate mitigation targets.	<p>Support the development of integrated urban transport precincts as part of planned larger transport infrastructure investments to reduce (private) travel needs. This includes:</p> <ul style="list-style-type: none"> • development of low emissions zones • <i>designing grade-separated railway crossing (above or below ground) which takes into account non-motorized transportation modes</i> • ensuring interconnectivity of trunk and feeder services. <p>The support is also expected to increase the capacity of subnational governments to report on GHG emissions inventory & reductions from said intervention and ensure connectedness between national and subnational transport integration.</p>
		Support city governments in planning or preparing transit-oriented development (TOD) interventions (e.g. identifying land value capture mechanisms to access financing, reassessing resettlement scenarios, etc).
	Support the development of the e-mobility ecosystem in selected metropolitan areas with a specific focus on electrification of public transport.	Piloting the electrification of public transport as part of a green corridor – taking a holistic approach of looking at people, movement, economic development, open space, and infrastructure design initiatives to deliver on the benefits from larger transport infrastructure investments. This could include looking at domestically developed technologies in accelerating electric public transport mobilisation.
	Support bankability of low-carbon urban transport projects.	<p>Developing a prioritisation framework – based on carbon emissions reduction potential – for Ministry of Finance's PT Sarana Multi Infrastruktur (SMI) infrastructure funding pool - <u>Sustainable Development Goal (SDG) Indonesia One</u>. This includes supporting PT SMI's capacity in developing innovative low-carbon transport financing instruments.</p> <p>Support subnational governments to prepare pre-feasibility or feasibility studies (which include calculation of potential GHG reductions) of public transport projects to access funding.</p>

Category	Thematic focus	Intervention areas to be supported
		This includes designing most effective options for subsidy scheme (or known as Public Service Obligation) for urban mass transportation projects as part of their business model.
3	Increased integration of GESI-considerations in transport policies, regulation, and planning processes and/or improved implementation of these	Journey mapping with users of selected public transportation, including vulnerable groups, to identify potential efficiencies in services, identify barriers for vulnerable groups in accessing public transport, and identify strategies to respond to their specific sustainable transport needs. This could include feeding back insights from the intervention to the GESI element in the national transport strategy or improving SDG reporting on SDG5: women's empowerment.
		Tactical urbanism focused on prioritising walking and cycling, from temporary intervention(s) to potentially permanent improvements to relevant urban spaces (e.g. sidewalks, stations), including engagement with vulnerable groups. The results from journey mapping analysis can be useful as a baseline for this type of intervention aiming to create more inclusive community-centred public spaces.
		Safety programme for urban mobility to increase the standard of safety for women and vulnerable groups when accessing public transport.



Budget and funding availability

Applicants can apply to deliver projects in one or more of the areas outlined. We would encourage proposals that can address multiple interventions and apply the multi-scale approach outlined in the previous section. Each proposal will be assessed independently. We will support projects with grants valued at between £100,000 and £1 million per project per year for up to 3 years. A total budget of £9 million has been committed to deliver several projects under the agreed scope of support.



Duration of projects

Applicants should propose projects of between 12 months and 3 years in duration as is relevant to the intervention or selection of interventions being delivered. Projects do not have to be 3 years long but must be no shorter than 12 months long. All proposals must be able to demonstrate how they would achieve impact within one year (even those which could be continued for years 2 and 3).

For projects beyond 12 months, applicants should set out how they could build on the first year of their project, whilst remaining flexible and adaptive to ensure projects continue to respond to demand from the Ministry of Transportation. This will be evaluated at the end of the first year and projects may be discontinued if there is no longer demand for them.

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 applicants should be prepared to respond to and discuss these requests.



The importance of considering gender equality and social inclusion (GESI) 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 GESI 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 GESI 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 GESI considerations, and the perceived additional resources this will cost.

The Indonesia-UK PACT Programme will take a two-pronged approach to GESI in our low-carbon cities and transport interventions as follows:

1. All projects are required to mainstream GESI within activities. See GESI criteria description for details on how this will be assessed. We will score all projects across the categories against the GESI selection criteria to ensure all projects address the basic needs and vulnerabilities of women and marginalised groups and that projects have in place measures for these groups to voice their needs and concerns in a way that will be addressed by the project. All proposals are required to consider the key differences in the way that men, women, lower-income households, and people with disabilities access and use urban transport, referring to the key issues of affordability, accessibility, safety, and representation.

2. The programme also aims to have GESI-focused projects which demonstrate implementation of both sustainable and inclusive urban mobility concepts. The selection committee will aim to select at least one project with a clear GESI-focus as outlined in the table above. Proposals for this category must demonstrate that ensuring inclusivity in low-carbon transport projects can create a more efficient urban mobility network and avoid the need of women and other marginalized group to shift to more carbon-intensive transportation modes. Proposals must demonstrate contributions to:

- Increased affordability, access, and safety of women, low-income households, disabled and other marginalised groups to sustainable urban transport.
- Increased engagement of women, low-income households, disabled and other marginalised groups in decision-making, public consultation, and participatory transport planning.
- Increased integration of GESI-considerations in transport policies, regulation, and planning processes and/or improved implementation of these.

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



Other references to be aware of when applying:

As a demand-led programme, the Indonesia-UK PACT Country Programme aims to align its support with existing Government of Indonesia plans and policies in transport sector. To ensure that proposed ideas are well aligned, applicants are advised to also refer to the Government of

Indonesia's Low Carbon Development Initiative, the National Development Priority in the urban mobility sector, the Ministry of Transportation Strategic Plan 2020-2024, as well as existing subnational urban mobility plans in the geographical areas of focus.



What is the timeline for selection?

Stage	Date
1. Terms of Reference (ToRs) and application process launched	23 Sep 2021
2. Deadline for receipt of clarification questions	30 Sep 2021
3. Deadline for submission of applications	04 Nov 2021
4. Applicants notified of project selection	2 Dec 2021
5. Due Diligence, Co-Creation and Contracting	Dec 2021 – Feb 2022
6. Project start date	End of Feb 2022

What are the eligibility criteria?

	Eligibility criteria
Applicant	<ul style="list-style-type: none"> Government agencies or departments are not eligible to apply either as a lead organisation or partner in a consortium. Please note: if you or any consortium partner is a state owned enterprise this does not mean you are automatically ineligible and you can continue to submit an application. All consortia must include an Indonesian organisation. If a single organisation applies, this must be an Indonesian organisation.
Project	<ul style="list-style-type: none"> Proposals must respond to the strategic priorities outlined in this terms of reference Budgets must not include tangible assets Projects must not include construction or building of infrastructure The value of projects must be between £100k and £1m per year for up to 3 years
Application	<ul style="list-style-type: none"> Applications must be coherent and legible All relevant sections must be complete Applications must be submitted in English

What are the selection criteria?

Area	Heading	Criteria description
Technical (70%)	Impact	The scale and value of the impact that could result from the project, if it were successful, is significant. Where relevant, there are good opportunities for replication/scaling of activities and results described.
	Project description, approach, and workplan	The applicant clearly articulates how the project responds to one or more expected outputs (see Applicant Handbook for more details) and lays out a project plan which includes the description of a technically robust project, project logic and workplan, and stakeholder engagement plan. The applicant has a strong rationale for the ability of the project to deliver outcomes.
	Gender and social inclusion	The applicant clearly identifies how the project could - both positively and negatively – socially and economically benefit women 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. This includes GESI specific outputs as appropriate.
	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 GESI) are covered and the team is well structured. Applications from consortia are welcomed.</p> <p>To ensure effective knowledge transfer and capacity building, applicants must demonstrate a strong understanding of Indonesian priorities and delivery context, as well as bringing the relevant expertise required.</p>

Area	Heading	Criteria description
Project Management (20%)	Project management	<p>The proposal outlines a clear plan for managing the project, to ensure activities stay on track and deliver project results. This must include collating and submitting evidence of activities and outputs and reporting project progress to UK PACT.</p> <p>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 delivering during COVID, impacts on marginalised groups, and changing political contexts.</p>
Financial (10%)	Budget	<p>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.</p>

How do we score each criterion?

Score	
3	Excellent response, significant degree of confidence: Extremely clear response, explicitly addresses the requirements of the call for proposals.
2	Good response, good degree of confidence: Fairly strong response, addresses most of the requirements of the call for proposals.
1	Limited degree of confidence: Weak response, does not address requirements of the call for proposals.

What to do if you have questions?

Applicants should read these terms of reference in conjunction with the Applicant Handbook for full details of how to apply. Further questions on the scope of this call for proposals can be addressed to: indonesia@ukpact.co.uk. Clarification questions will be accepted until 30 September 2021 and answers will be shared with all registered applicants.

If you have any technical issues with the Country Programmes Opportunities Portal, please contact: support@touchstonereview.com.