

Terms of Reference: Low-carbon Transport

Indonesia-UK PACT

Grant value:

Up to £800,000 per project per financial year, up to a maximum of £1,400,000 over 21 months

Project duration:

Up to 21 months (April 2025 – December 2026) with a possibility for extension

Deadline for submission of applications:

10 December 2024, 18:00 ICT/11:00 UTC

Apply through Call for Proposals web page:

www.ukpact.co.uk/indonesia-uk-pact-call-for-proposals-low-carbon-transport

What is Indonesia-UK PACT?

The UK PACT (Partnering for Accelerated Climate Transitions), funded by the UK Government through its International Climate Finance (ICF) portfolio, partners with Official Development Assistance (ODA) eligible countries that have significant emissions reduction potential. The programme supports low-carbon development and clean growth transitions by responding to identified demands from partner governments and providing grants for capacity-building projects in priority areas, managed by selected implementing partners.

The programme is committed to advancing Indonesia's efforts in low-carbon transport, energy efficiency, and carbon pricing. With a new multi-year funding allocation, Indonesia-UK PACT will continue to work

closely with government stakeholders to support these key sectors and contribute to the country's sustainable development goals.

As part of the support, this Call for Proposals seeks to respond to request for technical assistance and capacity building in low-carbon transport in Indonesia. Indonesia-UK PACT will support and strengthen existing Indonesia – UK collaboration in low-carbon transport sector, while also exploring new opportunities for collaboration between Indonesia and the UK on reducing emissions and promoting low-carbon development.

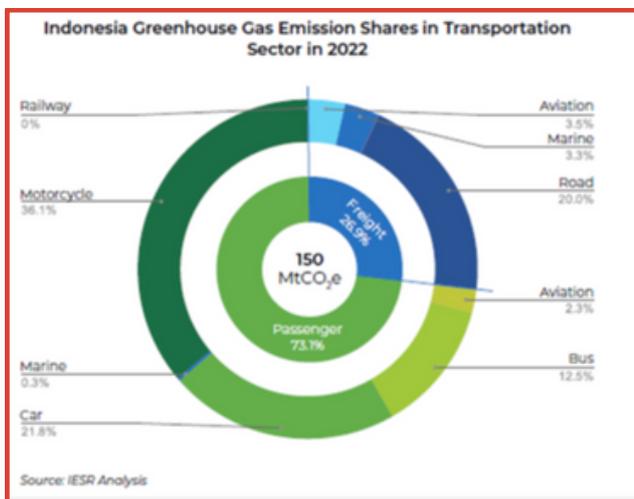


Why are we looking for proposals related to low-carbon transport?

The transportation sector plays a vital role as the backbone of Indonesia's economy, supporting key industries such as trade, tourism, and manufacturing. By enhancing accessibility and mobility, the sector not only facilitates the movement of goods and people but also boosts productivity and economic efficiency. This is reflected in the contribution of the transport and logistics sector to Indonesia's national GDP, which stood at 5.36% in 2019 before the COVID-19 pandemic. However, during the pandemic in 2020, its contribution dropped to approximately 4.5–4.8% (BPS, 2020–2021).

In response to these challenges, Indonesia's Ministry of Transportation issued Ministerial Decree No. 8 of 2023, establishing a framework for climate change mitigation in the transport sector. The decree supports Indonesia's commitments to reducing GHG emissions, as outlined in the Enhanced Nationally Determined Contributions (ENDC) and Presidential Regulation No. 98 of 2021 on carbon pricing.

The regulation applies to all transportation modes, including road, rail, sea, and air transport. Key areas of focus include establishing an emissions inventory to track GHG emissions across all transport sectors and improving low-carbon energy.



From this figure, it can be seen that road transport, which includes car, motorcycle, bus, and railway, is the dominant source of emissions in both the passenger and freight sectors in Indonesia. Aviation and marine transport also account for emissions particularly in the freight sector.

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

- Focus on reducing GHG emissions and promoting low-carbon energy in the transport sector;
- Supports capacity-building efforts to implement emission inventories and monitor progress;
- Facilitates policy and regulatory development for new and renewable energy utilisation, directly supporting UK PACT objectives.



What types of projects are we looking for?

We are seeking to award grant funding to initiatives that enhance sustainable transportation in Indonesia, with a particular focus on reducing carbon emissions. These projects should align with government strategies and policies, provide public benefits, promote equality and social inclusion for diverse vulnerable groups, and contribute positively to low-carbon transport and capacity building. They should also be ready for implementation. The overarching goal is to mitigate carbon emissions and improve transport planning, which can boost productivity and the live ability of cities in Indonesia, including the wellbeing of citizens and accessibility for women, people with disabilities, and other marginalised groups.

To achieve this, we have identified **three key project initiatives** under two overarching themes:

- **Theme 1: Strengthening overall emissions baselines and MRV (Monitoring, Reporting, and Verification) in transport:** this project will establish comprehensive GHG Emission Inventory and Measurement, Reporting, and Verification (MRV) plan for mitigation action plans in Indonesia. The project will provide critical data to guide effective planning, measure progress, and advance Indonesia's climate goals.
- **Theme 2: Improving long-term planning for decarbonisation of rail-based mass transport**
 - **2.a Advancing the National Railway Master Plan and development of a feasibility study on pilot railway integrated facility:** This project supports Indonesia's "Indonesia Emas" vision and its Net Zero target by 2060 through the advancement of the National Railway Master Plan (*Rencana Induk Perkeretaapian Nasional - RIPNAS*). The project is designed to complement the MoT's planned RIPNAS review, running in parallel and providing strategic recommendations to align RIPNAS with the Net Zero target. In addition, the project will develop a feasibility study for a pilot railway integrated facility connecting the rail network with seaports, while considering the integration of logistics ports to maximise transfers to railway network. This pilot facility will serve as a model for broader implementation across Indonesia, supporting shift towards rail-based logistics.
 - **2.b Feasibility studies on implementation of land value capture (LVC) on the railway sector:** this project aims to enhance urban mobility through LVC strategies. Building on the strong foundation laid in Central Java during UK PACT Phase 1, it will further advance transit-oriented development (TOD) to create efficient and sustainable rail transport solutions. Central Java remains a key focus as a building block for success, while the project is also open to expanding into other locations aligned with current government priorities.

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 considered most effective in achieving the desired outcomes. Applicants should consider these activities when preparing their proposals.

Theme 1: Strengthening overall emissions baseline & measurement, reporting and verification (MRV) in transport

Area of intervention	Activity	Description of activity	Indicative output
Refine existing GHG emission inventories for road and rail transport	Sub-activity 1: review current methodologies and identify gaps in existing inventories.	Analyse current inventory methodologies, identifying weaknesses or gaps that need addressing.	1 gap analysis report on existing methodologies.
	Sub-activity 2: update inventory tools.	Modify existing tools to address identified gaps in data collection and reporting.	1 updated GHG emission inventory tool for road and rail transport.
Develop baseline GHG emission inventories for air and sea transport	Sub-activity 1: identify key data sources.	Identify critical sources of emissions data for air and sea transport.	1 report on identified key data sources for air and sea transport emissions.
	Sub-activity 2: establish partnerships with stakeholders.	Collaborate with key stakeholders to facilitate data collection processes for air and sea transport sectors.	1 partnership establishment report with relevant air and sea transport authorities.
	Sub-activity 3: validate collected data.	Assess the accuracy and validity of the data collected, adjusting methodologies where necessary.	1 validation report on collected data for air and sea transport.
	Sub-activity 4: integrate baseline inventories.	Integrate the newly developed baseline inventories into the overall GHG Emission Inventory Tool.	Baseline inventories for air and sea integrated into the national GHG Emission Inventory Tool.

Area of intervention	Activity	Description of activity	Indicative output
Develop a road map, policy, and institutional framework for GHG emission reporting across all sub-sectors	Sub-activity 1: develop policy framework.	Design a roadmap (including indicator for each sub sector) and a policy framework to support data collection.	1 roadmap including indicator on GHG inventory and reduction of all sub sectors approved 1 policy framework document supporting GHG data collection and reporting.
	Sub-activity 2: develop institutional framework.	Establish institutional roles and responsibilities for monitoring and reporting GHG emissions.	1 institutional framework document for systematic GHG monitoring and reporting.
	Sub-activity 3: collaborate on online reporting system.	Work with MoT and other ministries to develop an online platform for standardised GHG reporting.	1 report on online GHG reporting system development.
	Sub-activity 4: pilot test online system.	Conduct a trial of the online reporting system in selected transport sub-sectors to gather feedback and refine it before national implementation.	1 pilot test report on the online GHG reporting system.

Area of intervention	Activity	Description of activity	Indicative output
Conduct training for MoT and sub-national staff	Sub-activity 1: develop training materials.	Create training modules tailored for the MoT, transport operators, and sub-national staff.	1 set of comprehensive training materials for using the GHG Emission Inventory Tool.
	Sub-activity 2: conduct training sessions.	Hold workshops and training sessions to ensure effective usage of the GHG Emission Inventory Tool across all levels of transport staff.	50 staff trained (20 from MoT, 30 from sub-national levels).
Implement the refined GHG emission inventory tool across all sub-sector	Sub-activity 1: launch the tool.	Publicly launch the updated GHG Emission Inventory Tool and provide necessary guidance for its usage.	1 launch report on the implementation of the GHG Emission Inventory Tool nationwide.
	Sub-activity 2: monitor and improve tool usage.	Continuously gather feedback from users and provide ongoing technical support, making adjustments to the tool as necessary to improve usability and accuracy.	1 monitoring and feedback report to ensure continuous improvement of the tool.

Theme 2: Improving long-term planning for decarbonisation of rail-based mass transport

2.a Advancing the National Railway Master Plan and Development of a Feasibility Study on Pilot Railway Integrated Facility

Area of intervention	Activity	Description of activity	Indicative output
<p>Enhance the long-term development strategy for railway decarbonisation to align the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) – with Indonesia’s Net Zero target.</p> <p>This work will be conducted in parallel with the MoT’s RIPNAS review, complementing the internal process without overlapping.</p>	<p>Sub-activity 1: review existing the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) document.</p>	<p>Analyse the current the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) document to assess its alignment with decarbonisation and long-term development plans.</p>	<p>1 review report of existing the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) highlighting gaps.</p>
	<p>Sub-activity 2: identify gaps.</p>	<p>Identify areas within the current strategic plan that are lacking focus on decarbonisation, low carbon energy utilisation and climate mitigation actions.</p>	<p>1 gap analysis report for the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS).</p>

Area of intervention	Activity	Description of activity	Indicative output
<p>Enhance the long-term development strategy for railway decarbonisation to align the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) – with Indonesia’s Net Zero target.</p> <p>This work will be conducted in parallel with the MoT’s RIPNAS review, complementing the internal process without overlapping.</p>	<p>Sub-activity 3: propose mitigation actions.</p>	<p>Provide strategic recommendations to align the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) with Indonesia's Net Zero target and long-term development vision. These recommendations will complement the MoT’s planned RIPNAS review and run in parallel, ensuring no overlap with the internal review process.</p>	<p>1 set of recommended mitigation actions for the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS). The planning will be refined during the inception period.</p>

Area of intervention	Activity	Description of activity	Indicative output
<p>Further facilitate adoption of recommendations from the Updated the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional – RIPNAS) Document</p>	<p>Sub-activity 1: engage policymakers.</p>	<p>Work with policymakers to ensure the updated RIPNAS document is adopted, focusing on the new mitigation actions.</p>	<p>1 adoption engagement report documenting policymakers' involvement.</p>
	<p>Sub-activity 2: conduct workshops.</p>	<p>Organise workshops with MoT and other relevant agencies to promote the adoption of updated the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS).</p>	<p>2 workshops conducted on RIPNAS updates, attended by 30 stakeholders.</p>
	<p>Sub-activity 3: monitor recommendation on adoption.</p>	<p>Continuously monitor the adoption and implementation of the RIPNAS recommendations, ensuring alignment with decarbonisation goals.</p>	<p>1 monitoring report on the National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) recommendation adoption in the rail sector.</p>

Area of intervention	Activity	Description of activity	Indicative output
Conduct feasibility studies for a pilot railway integrated facility connecting the rail network with seaports, while considering the integration of logistics ports to maximise transfers to railway network.	Sub-activity 1: identify potential areas.	Identify potential areas where rail-based transport integration can occur to maximise urban mobility and decarbonisation.	1 report identifying potential areas for rail-based transport integration.
	Sub-activity 2: conduct technical and financial feasibility studies.	Assess technical, environmental (including GHG reduction), financial, and operational feasibility of identified integration projects.	1 feasibility study reports on rail integration.
	Sub-activity 3: engage stakeholders.	Collaborate with relevant stakeholders to validate and finalise the feasibility study results.	1 stakeholder validation report for feasibility study results.

2.b Feasibility Studies on Implementation of land value capture (LVC) on Railway Sector

Area of intervention	Activity	Description of activity	Indicative output
<p>Continue UK PACT phase 1 activities on transit oriented-development (TOD) and land value capture (LVC) utilisation in railway development</p>	<p>Sub-activity 1: review outcomes from UK PACT Phase 1.</p>	<p>Evaluate the results and impact of TOD and LVC initiatives from the previous phase in Central Java to inform current strategies.</p>	<p>1 review report on UK PACT Phase 1 outcomes for TOD and LVC.</p>
	<p>Sub-activity 2: identify enhancement opportunities.</p>	<p>Continue the previous study or identify new opportunities to enhance TOD and LVC within rail projects based on lessons learned and current context.</p>	<p>1 opportunity report on enhancing TOD and LVC in rail projects in selected location.</p>
	<p>Sub-activity 3: conduct technical and financial feasibility studies.</p>	<p>Assess technical, financial, and institutional feasibility of identified integration projects.</p>	<p>1 feasibility study reports in selected location.</p>

Area of intervention	Activity	Description of activity	Indicative output
Finalise feasibility studies for rail-based mass transport integration and land value capture (LVC) mechanisms	Sub-activity 1: refine feasibility study.	Make adjustments to feasibility studies based on stakeholder feedback to ensure robustness of the study.	1 refined feasibility study based on stakeholder feedback in selected location.
	Sub-activity 2: finalise the feasibility study.	Complete the feasibility study and prepare a comprehensive report for submission.	1 finalised feasibility study report in selected location.
	Sub-activity 3: present findings to authorities.	Present the key findings and recommendations to relevant authorities for decision-making and approval.	1 presentation report summarising the feasibility study findings for decision-making in each location.

Area of intervention	Activity	Description of activity	Indicative output
<p>Further facilitate feasibility study results on integration and land capture value (LVC) mechanisms</p>	<p>Sub-activity 1: pilot project engagement.</p>	<p>Start engagement with authority on policy recommendation for implementing pilot project.</p>	<p>1 policy recommendation for pilot implementation.</p>
	<p>Sub-activity 2: institutional and Monitoring plan.</p>	<p>Develop institutional framework and monitoring plan for implementing pilot project.</p>	<p>1 regulatory recommendation on institutional and monitoring plan for implementing pilot project.</p>
	<p>Sub-activity 3: guideline in implementing LVC on railway sector.</p>	<p>Develop guidelines on implementation of LVC on railway sector.</p>	<p>1 guideline on implementation of LVC on railway sector.</p>

UK PACT will oversee the projects as a cohesive portfolio focused on sustainable transport. Each project will be expected, where applicable, to collaborate and create synergies with other initiatives, all working toward the same sectoral portfolio outcomes.

In line with the goal of fostering a long-term partnership for low-carbon transport in Indonesia, we encourage project proposals that have carefully considered the potential for expansion in the coming years. This includes both the institutionalisation and implementation of policies, as well as broadening the geographical scope. The envisioned future direction is outlined below, and we expect applicants to briefly outline their approach for subsequent phases of work.

Category	Thematic focus	FY25/26 Building blocks and expansions	FY26/27 Institutionalisation
1	Strengthening overall emissions baseline & measurement, reporting and verification (MRV) in transport	Refined methodologies and updated tools for road and rail transport GHG emission inventories.	Continuous improvement of GHG Emission Inventory Tool based on feedback.
		Baseline GHG emission inventories developed for air and sea transport and integrated into the tool.	
		Roadmap, Policy, Institutional Framework, and Standardised GHG emission reporting for all sub sectors developed and online reporting system pilot-tested.	
		Training conducted with enhanced capacity in GHG emission inventory reporting for MoT and sub-national staff.	Enhanced capacity-building workshops for ongoing training and support for MoT and sub-national staff.
		Nationwide rollout of the GHG Emission Inventory Tool.	
Initial feedback collected and incorporated for improvements.			

2	Improving long-term planning for decarbonisation of rail-based mass transport		
2.a.	Advancing the National Railway Master Plan and Development of a Feasibility Study on Pilot Railway Integrated Facility	Support the MoT's review of the RIPNAS by incorporating mitigation plan that aligns with Indonesia's Net Zero target for 2060, ensuring that strategic recommendations complement the ongoing review and advance the overall goals of the project.	The National Railway Master Plan (Rencana Induk Perkeretaapian Nasional - RIPNAS) recommendations adopted into policy to support Net Zero 2060 targets.
		Initial feasibility study for pilot railway-integrated facility that connects the rail network with sea ports, while considering the integration of logistics ports to maximise transfers to railway network. The initial FS is completed and validated by stakeholders at this stage.	The feasibility study accepted by the government.
2.b.	Feasibility Studies on Implementation of Land Value Capture (LVC) on Railway Sector	Initial feasibility study on LVC for railway sector completed and validated by stakeholders.	<p>Feasibility studies on rail-based transport integration and LVC mechanisms completed.</p> <p>Policy recommendations and guideline on TOD and LVC utilisation in railway development finalised.</p> <p>Adoption of LVC mechanisms and rail integration plans into ongoing and future railway projects.</p>



Budget and funding availability

We expect applicants to submit a single proposal to address one of these themes: Theme 1, Theme 2a, and Theme 2b. However, applicants are also welcome to submit multiple proposals, provided that each proposal fully addresses each theme individually.

Each proposal will be assessed independently. We will support projects with grants valued up to £800,000 per project per financial year. Projects are expected to start in April 2025 and end in December 2026.

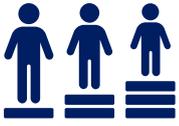


Duration of projects

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 can flex and adapt to deliver against additional demands that may come over a project of up to 3 years. We invite applicants to indicate how they could extend, expand or build on the first and second year of projects over an extended timeframe but we accept that information on year 3 of projects may be less detailed at this stage. Multi-year proposals must demonstrate how they would achieve impact within one to two years, in the scenario that they are not extended into a 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:

Addressing key GEDSI issues is essential to creating inclusive, equitable, and sustainable transportation systems. Key GEDSI issues in transport revolve around accessibility, safety, affordability, and representation. Transportation systems often fail to consider the diverse needs of all users, particularly women, people with disabilities, the elderly, and marginalised communities.

- In many cases, public transport is not designed with universal accessibility in mind, making it difficult for people with disabilities to navigate and use services independently.
- Women, who often rely more on public transportation, face safety concerns, especially when traveling at night or in isolated areas, limiting their mobility and socio-economic opportunities.
- Affordability is another critical issue, as high transportation costs can disproportionately burden low-income individuals and marginalised groups, restricting their access to essential services, education, and employment.
- Additionally, these groups are frequently underrepresented in decision-making processes related to transportation planning and policy, leading to solutions that do not adequately address their needs.

Considering GEDSI aspects ensures that projects and interventions are more nuanced, targeted, and effective in addressing root causes of exclusion. It enables a deeper understanding of how various forms of discrimination compound each other, leading to more informed decision-making that genuinely reflects the needs of diverse population segments.

- Preparing safeguarding, grievance-handling, and remediation mechanisms are as essential to create and maintain safe environments for the presence and participation of vulnerable groups in the project.
- These mechanisms should anticipate and alleviate diverse impacts (including unintended consequences) resulting from the project implementation, such as economic, social, and environmental aspects.





Ensuring alignment with Indonesia low-carbon transport policies:

Ministerial Decree No. KM 8 of 2023, issued by the Ministry of Transportation, establishes a comprehensive framework for climate change mitigation in Indonesia's transport sector. This decree aligns with Indonesia's commitments to reduce greenhouse gas (GHG) emissions and emphasises the importance of creating a consistent emissions inventory across all transport modes—road, rail, sea, and air. Key areas of focus include establishing an emissions inventory to track GHG emissions across all transport sectors and improving low-carbon energy.

The Enhanced Nationally Determined Contribution (ENDC) for Transport outlines Indonesia's growth targets for renewable energy and low-carbon solutions from 2021 to 2030, with significant increases expected in biofuel use and electric vehicle adoption. Additionally, several provinces, including Jakarta, Bali, and West Nusa Tenggara, are committed to achieving net zero emissions by 2060 or sooner. This provincial commitment offers UK PACT opportunities to engage in capacity-building initiatives, support policy development, and implement low-carbon transport strategies, aligning with Indonesia's broader sustainability goals.





Application guidance

All applications for this call must be submitted via the Call for Proposals web page by **10 December 2024 at 18:00 ICT/ 11:00 UTC**.

The following documents form your application pack, they must be downloaded and 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 £800,000 for a one financial 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	29 Oct 2024
2. Deadline for receipt of clarification questions	19 Nov 2024
3. Publication of answers to clarification questions will take place every 1 week, starting 2 weeks after the call for proposals is launched. Consolidated clarifications will be published on the Indonesia web page. Kindly note that clarification questions will not be answered by email.	12 November 2024 19 November 2024 26 November 2024
4. Deadline for submission of applications	10 Dec 2024 18:00 ICT/ 11:00 UTC
5. Final awards announced	Week of 13 Jan 2025
6. Due diligence, co-creation and grant signing	Mid Jan - Mar 2025
7. Projects start	Apr 2025



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 low-carbon 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, and 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 Peoples, local communities, disabled people, and other under-represented groups in different project stages. For example, improving considerations of issues such as accessibility (isolated communities and people with disabilities); access to services (youths, women, discriminated populations); ensuring diverse and meaningful representation in participatory planning; 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 Indonesia 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 Indonesia 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: indonesia@ukpact.co.uk.

Clarification questions will be accepted until **18:00 ICT/ 11:00 UTC on 19 November 2024** and answers will be published on the Indonesia-UK PACT Low-carbon Transport Call for Proposals web page.

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.
