

## Prior Information Notice

### Surface Transport Decarbonisation Index

This is a prior information notice (PIN) only. A call for competition will be launched once the Terms of Reference are fully defined and approved.

The High Volume Transport Applied Research Programme (HVT) is a seven-year, £18 million investment by the UK Foreign, Commonwealth & Development Office (FCDO) to undertake research into the complex and interrelated issues of sustainable transport development across Africa and South Asia. This new body of research aims to help inform the decisions of policymakers in low-income countries and make road and rail transport greener, safer and more accessible, affordable and inclusive and to ultimately make good investment decisions that will help drive economic development and poverty reduction. HVT is delivered through a Programme Management Unit led by the international development consultancy DT Global. More information about the HVT Programme [can be found here](#).

Transport is the fastest growing source of greenhouse gas (GHG) emissions globally<sup>1</sup>. With more than a billion cars on the road worldwide, it is unsurprising that road transport is the leading source of transport emissions. In 2020, passenger cars accounted for 41% of global transport related carbon dioxide (CO<sub>2</sub>) emissions, followed by medium and heavy trucks (22%).<sup>2</sup> The contribution from low-income countries (LICs) to transport emissions has historically been low compared to the rest of the world, but they are increasing in line with increased prosperity and growing economies.

The decarbonisation of the surface transport (mainly rail, inland water and road, including informal transport) presents several challenges including revenue generation and funding of transition policies. Yet there is little assessment of the capability and progress in low and middle-income countries (LMICs) to decarbonise surface transport.

HVT will be seeking to appoint a Research Supplier to produce a diagnostic toolkit as a Transport Decarbonisations Index (TDI) to assist the governments of LMICs in Africa and South Asia to identify key barriers to surface transport decarbonisation in their countries and to measure their progress against global benchmarks.

This will provide a comprehensive overview of the modal shift to low emission mobility and all surface transport should be covered. This will include road, rail, metros, buses, informal transport (e.g., minibuses, motorcycle taxi, tuk-tuks, etc.), bus rapid transit, walking and cycling, and inland water transport.

The outputs will compare the progress of LMICs in reducing GHG emissions from surface transport and assess their preparedness and ability to achieve net zero by 2050 to limit temperature rise to 1.5 degrees Celsius.

The research will comprise four phases and deliver the following outputs:

- **Phase 1 Review:** State-of-Knowledge Report; Practitioner Workshop Summary; Initial TDI Methodology and Data Source Report; and COP28 Consultation Side-Event Summary.
- **Phase 2 Development:** Full TDI Methodology and Data Source Report and Stakeholder Review Summary.
- **Phase 3 Application:** TDI Benchmarking Report

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<sup>1</sup> <https://www.statista.com/topics/7476/transportation-emissions-worldwide/#topicOverview>

<sup>2</sup> <https://www.statista.com/statistics/1185535/transport-carbon-dioxide-emissions-breakdown/>

- **Phase 4 Communication and Dissemination:** Research Briefs and Video; TDI User Guide; Academic Journal Paper, Knowledge Exchange Webinars.

The beneficiaries of the research will be the relevant transport decision-makers and development policymakers in national and local governments, transport professionals, financiers, private enterprises, transactional experts, and operators in African and South Asian LMICs. In addition, UN Agencies, development banks, and other multilateral and non-governmental organisations should also find the outputs of this project useful to aid decision making.

The HVT Programme will require experts that have the professional skills and experience in transport policy, climate change and transport decarbonisation. Professionals should also have the ability to deliver an innovative, convincing, concise and comprehensive Transport Decarbonisation Index methodology and toolkit.

### Important Note

**This is a Prior Information Notice, not a call for competition/ tender at this time. No tender documents are available at this stage. The project for the Surface Transport Decarbonisation Index will be advertised for competitive tender at a later stage by the HVT PMU.**

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