

Transport-Technology, Research and Innovation
for International Development (T-TRIID) | 2023

GRANT SPECIFICATIONS Document



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For further assistance on the grant process, please also direct your query to HVT.Procurement@dt-global.com.

For technical assistance on portal, please contact T-TRIIDportalenquiries@dt-global.com

1. Introduction

1.1

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 policy-makers in low- and middle-income countries (LMICs) 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.

More information on how HVT is sharing knowledge and guidance on transport research that reduces poverty and develops economies for transport systems in LMICs can be found [here](#). HVT is delivered through a Programme Management Unit led by the international development consultancy DT Global.

1.2

This Transport-Technology Research and Innovation for International Development (T-TRIID) competition builds on previous initiatives that enables HVT to fully fund early-stage research projects in support of innovative ideas or concepts that facilitate a better transport system in LMICs, which are greener, sustainable and inclusive.

Examples of outputs from previous similar competitions can be found here: [T-TRIID 2018](#) and COVID-19 Response and Recovery Transport Fund ([COVID-19 RRTRE](#)).

1.3

This document provides details of the scope of the competition within the T-TRIID initiative.

Applicants are advised to consider these specifications along with the Guidance and FAQ documents available on the portal/on line application form to ensure the questions within the [Grant Application Form](#) are addressed appropriately and to maximise their scores.

2. About the Competition

2.1

The number and scope of the T-TRIID competitions varies with each round to remain in line with the HVT programme's needs. The 2023 T-TRIID initiative comprises of an open call competition that will fund a variety of projects across different research categories or themes and technological approaches using a portfolio approach.

Equality, diversity, and inclusion (EDI), as well as safety considerations are highly encouraged where appropriate in the proposal. Applications will be assessed on their innovation merit, where innovation is defined as the commercial demonstration of novel approaches and concepts to developing sustainable, greener, safer and inclusive transport in LMICS.

2.2

The purpose of T-TRIID competition is to:

- Reduce barriers to innovation and advance technology in transport in LMICs;
- Enable a better transport system in LMICs;
- Maximise opportunities of innovative ideas that have the potential for further development;
- Fund proof of concept studies or early-stage innovations that have the potential to be taken to the next stage of development;
- Progress key areas of infrastructure development including – but not exclusively – climate finance, climate adaptation and mitigation; digitalisation of transport, data integration, multi and inter-modality transport, and enabling policy and regulation development.

2.3 Past Competitions

Competitions	Date launched	No of Projects Funded	Approx. Funding received in £
T-TRIID 2018	May 2018	10	£290,000
COVID-19 Response and Recovery Fund	June 2020	20	£450,000 + £80,000 in kind contribution

2.4

There are two tiers of grants available:

- Up to £25,000 for small grants (for projects around six months duration) and
- £25,000 to £50,000 for larger grants (for projects around 12 months duration). depending on the length and complexity of the project.

2.5

It is anticipated that between 8-10 projects of up to £25,000 and 2-4 projects of up to £50,000 will be funded depending on the quality of the proposals that are received.

2.6

The small value projects would have a delivery duration of up to six months and large value projects a delivery duration of up to one year.

2.7

A two-step Assessment Process will be applied. It is recommended that you review the scoring system covered in the application form and use the Guidance and FAQs document to complete the form effectively. The criteria document contained in the Guidance and FAQs will advise how reviewers will be scoring your applications.

- **Step 1:** All applications will be subjected to the Triage Process using the Public Project Summary and Question on Approach and Innovations. Only those applications that adequately address the innovation/approach question and achieve over 50%, will qualify for a full review. Those applications scoring less than 50% on this question will not proceed further.
- **Step 2:** Those applications that qualify at Triage process will undergo full reviews of the six main questions by two to three independent reviewers. Please note that each of the six questions have different weighting factors according to their importance. E.g.Q2 Approach and Innovations has a weighting factor of three and the information provided should reflect this importance, graphs, data and figures can be provided to support the information provided in this section.

2.8

The T-TRIID Assessment team will be using a portfolio approach in making funding decisions to enable a mix of technological solutions and or process as well as different geographies to be funded while avoiding duplication of funding. The FCDO supports numerous LMICs and in this competition would encourage proposals to support transport development in the following countries from South Asia and Sub-Saharan Africa:

Kenya, Zambia, Ghana, Tanzania, Zimbabwe, Sierra Leone, Nigeria, Somalia, Ethiopia, Vietnam, Laos, Nepal, Bangladesh, Pakistan and India.

3. Eligibility

3.1

T-TRIID provides 100% grant funding and is open to all businesses (including micro, small and medium-sized enterprises), organisations and universities to conduct research and pilot projects.

3.2

Organisations would preferably be based in the Global South, but applicants based in the Global North can also apply but would preferably have partners and collaborators based in the Global South. However, projects and technologies should be applicable to, or be fully delivered and deployed in LMICs in the Global South.

3.3

This open call has been designed to encourage and stimulate idea generation and test initial concepts on issues that affect road and rail transport in [LMICs](#) in South Asia and Sub-Saharan Africa. We would especially welcome applicants from, or collaborations with, organisations in the following countries:

Kenya, Zambia, Ghana, Tanzania, Zimbabwe, Sierra Leone, Nigeria, Somalia, Ethiopia, Vietnam, Laos, Nepal, Bangladesh, Pakistan and India.

3.4

Only one proposal per applicant will be considered.

3.5

There is a limit of three consortium partners (our experience shows too many partners can sometimes slow down progress on the project). Therefore, you can still co-operate with others, but it is recommended that partnerships are limited. You can of course have additional relationships with other contacts.

This should not inhibit you from carrying on with your project, you can list the additional contacts as service providers or sub-contractors. There will be a single contract with the lead organisation. It will be the lead organisation's responsibility to create relevant partner contracts. The grant funding will only be provided to the lead organisation to share with the partners.

3.6

Consortium partners are defined by the role they play in the project; they usually make contributions to the strategic development of the project. They can be a co-investigator or government agency or an individual.

4. Scope of Competition

4.1

This open call has been designed to encourage and stimulate idea generation and test initial concepts on issues that affect road and rail transport in LMICs in South Asia and Sub-Saharan Africa.

4.2

The competition will fund research into developing new solutions and approaches that improve the implementation and adoption of technologies and processes that provide tangible benefits for transport, while considering a number of cross-cutting issues outlined below. Applicants may consider one or more themes in a proposal but novel ideas outside of the themes may also be considered if they address the key aims of HVT:

- **Enabling access to climate finance, including development of business models/cost models.** Mechanisms for accessing climate finance are often complex and resource intensive, innovative solutions to addressing this pressing need are welcomed.
- **Decarbonisation of transport, including an index for climate adaptation and mitigation.** The development of a transport decarbonisation index, developing a set of criteria that could be used to measure a change in a country's ability to reduce or remove carbon from its transport system. This index or number could then be used to benchmark within regions of a country or between countries.
- **The digitalisation of transport.** The development of novel digital tools to improve access to or improve mobility of goods and people.
- **Multi and inter-modality transport, including mobility as a service.** Provide transport decision-makers in LMICs with support tools which enable them to prioritise interventions that will deliver sustainable and resilient long-distance transport networks.
- **E-mobility and decarbonisation of transport including charging infrastructure.** Research and innovation to accelerate zero-emission road mobility development.
- **Enabling policy and regulation development that can positively impact transport in LMICs.** Improving governance through policies and regulation to support the development of robust frameworks to adopt innovation and enable a transition to sustainable transport.
- **Benefits of data integration.** Better use of data and analytics to promote inclusive, low-carbon mobility in LMICs.
- **Technology and innovation in transport, including innovative transport services.** The need to better integrate transport and land-use planning that has the potential to lead to improved and more affordable mobility for all.
- **Other** – the above list is not meant to be exhaustive; it is a guide to areas of interest that align with HVT's current focuses but ideas beyond these areas are welcome and will be judged on the merit of their innovation and applicability to LMIC(s).

4.3

As climate change is one of the top agendas for UK government, grant proposals should refer or align to the International Climate Finance ([ICF](#)) objectives, if appropriate.

4.4

Your innovative project can deliver (but is not limited to) the following:

- use of modelling tools;
- prototyping.
- product development and planning;
- process development;
- development of digital tools;
- and analysis criteria and application methods.

4.5

Applications will be assessed on their innovation merit, where innovation is defined as the potential for the implementation and upscaling of new technologies, ideas or concepts.

4.6

Proposals should clearly highlight the innovative and novel aspects of their potential transport solution. The competition is designed to offer small amounts of funding via a low-burden process to suit time-poor SMEs and other companies or organisations to prove an innovative concept, taking an idea typically from [Technology Readiness Level](#) (TRL) 2 (basic research) to TRL 4 (proof of concept/small scale prototype).

4.7

The solution could well be a completely novel idea or approach. However, approaches or innovations from transport or other sectors, applied in a novel way to the transport system are also of interest.

4.8

This competition will likely fund a variety of projects across different technological areas, technological maturities, processes, or research themes as a portfolio approach.

4.9

Equality, diversity and inclusion (EDI) considerations are highly encouraged where appropriate in the proposal. Addressing the following will be considered when assessing applications:

- Accessibility (persons of disabilities or impairments);
- Inclusivity (equal access to transport for women and other vulnerable groups);

- Road safety.
- Health & wellbeing

4.10

For further information and how to apply visit www.transport-links.com/T-TRIID

4.11

The following areas of projects are **OUT OF SCOPE** and should be avoided:

- Current projects that have already received funding
- Projects that have received approval for grant funding but have not started
- Aviation projects are out of scope.

5. Timeline

Competition Launch date	23 Jan 2023
Webinars to launch competition (two sessions: 8am, noon – GMT)	31 Jan 2023
Competition Deadline	20 Mar 2023
Inform grantees of outcome for their application	28 th Apr 2023
Initiation meetings	1-10 th May 2023
Start Project	8 th May 2023
Small Projects Reporting Deadline	8 th Jan 2024
Large Projects Reporting Deadline	30 th Jun 2024



for any questions please get in touch at
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