

INFORMATION NOTE

INSTRUCTIONS FOR APPLICANTS FOR CALL FOR PROPOSALS

"Assisting people on the move and addressing irregular migration through a Whole-of-Route Approach"

MIGSTAB

[30.8.2024]

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1. BACKGROUND

The present information note outlines information relating to Denmark's "Addressing irregular migration through Whole of Route Approaches" Programme. The overall objective of the programme is to address and prevent irregular migration, and to contribute to more safe and orderly migration by ensuring: i) more effective outreach to potential migrants, ii) access to reliable migration information including on potential risks across the Mediterranean migratory routes, and iii) by supporting people on the move along the routes with support (shelter, legal aid, counselling etc.) and protection. The programme is underpinned by international human rights standards, with a human rights based approach (HRBA) and ensuring a focus on heightened risk vulnerable groups including children and unaccompanied minors, women/girls at risks and victims of trafficking.

Across the Mediterranean migratory routes, countries are facing increased pressure to step up efforts to address and prevent irregular migration, combat transnational organised crime, including human trafficking and smuggling of migrants, and to strengthen integrated border management. Transit countries are particularly critical in this regard, given that they shape the conditions under which migrants decide to continue their migratory journeys, return to their countries of origin, or remain. In this way, engagement in transit countries can also serve as a preventive investment in relation to onward irregular migration. The preparatory analysis commissioned by the Ministry of Foreign Affairs of Denmark (MFA) also underlined this point, drawing attention in particular to the importance of addressing conditions in countries, such as Tunisia, Morocco, and Türkiye where many migrants end up in a situation of a heightened risk of exploitation. The overall conditions across migratory routes vary significantly, as do the risks and vulnerabilities faced by people on the move. Some areas are considered "hotspots" when risks of vulnerability or exploitation are significantly high. The provision of support and protection to people on the move is often focused on specific national settings and circumstances, losing sight of the interconnectedness across countries along the migratory routes. This lack of coherence and coordination ultimately undermines effectiveness and sustainability and limits the potential to address and prevent irregular migration flows further along the migratory routes. This programme also seeks to address these challenges by supporting/sustaining local and national structures and a civil society consortium who is present and operational across migratory routes and thus well positioned to strengthen the coherence, coordination, and sustainability of "Whole of Route" approaches.

Accordingly, Danish interventions focus on irregular migration, seeking to address and prevent irregular migration by promoting legal pathways, strengthening migration management along the irregular migratory routes, and promoting return, readmission and sustainable reintegration. This programme, in particular, seeks to enhance the situation for people on the move along the Mediterranean migratory routes, address and prevent further irregular migration movements. In relation to the "whole of route" approach, the aim of the intervention is to contribute to safer migration along the three main Mediterranean (and Atlantic) routes and that people in both countries of origin and countries of transit have access to information, direct assistance and services which help them make safer decisions and be in less vulnerable situations. The programme is expected to cover several countries along the three main Mediterranean routes: the Atlantic/Western Mediterranean Route (A/WMR), the Central Mediterranean Route (CMR), and the Eastern Mediterranean Route (EMR). The programme will have a particular focus

on transit countries (and so-called “hot spot areas” within those countries), given the acute risks and vulnerabilities faced by people on the move in such contexts.

The programme seeks to respond to ongoing and emerging priorities and mixed migration flows across migratory routes, working with civil society actors to provide flexible, appropriate services, protection and support geared towards addressing the various risks and vulnerabilities which characterise irregular migratory journeys. There are significant complexities associated with the pursuit of this objective, given the changing dynamics within countries of origin, coupled with shifts in the priorities and entry points for return and reintegration to be facilitated, many of which are subject to ongoing dialogue between the Danish Government and authorities in countries of origin. The programme design therefore takes a flexible and adaptive approach.

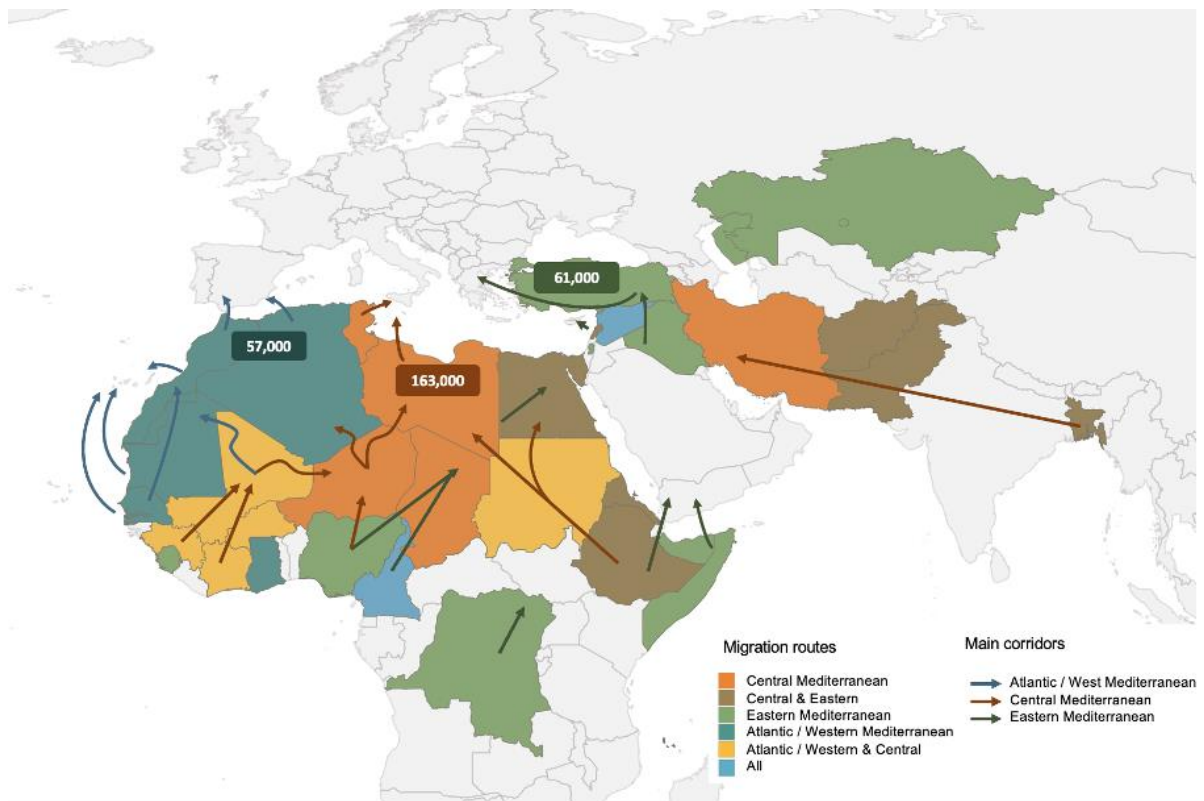
To address the issues above, a Call for Proposal will be issued through which one consortium will be selected to support the MFA. The objective and the outcomes, the process and overall budget will be described in this information note. It should be noted that the final parameters of the programme are subject to the findings of the internal appraisal of the programme which is currently ongoing and that amendments to the content of this note may occur. Any amendments will be communicated to interested applicants in the course of the selection process.

2. CONTEXT ANALYSIS

As part of the programme formulation process, the MFA commissioned an analysis of the evolving dynamics in relation to migratory routes and the range of programmatic responses which could potentially be considered or are relevant to a “whole of route” approach. This preparatory analysis will be shared in full with the consortium selected during the inception phase. However, this section provides an excerpt of this analysis, while situating it in the focus and objectives of the Whole of Route programme. In this way, it seeks to provide relevant insights and reflections which can inform applicants’ proposal development.

Migration flows converging towards the Mediterranean and Europe are complex and frequently shifting. People find themselves on the move for diverse socio-economic, political, and environmental reasons, while migration policies of transit and destination countries also strongly influence patterns of migration flows. Three main routes towards Europe are usually defined: the Atlantic and Western Mediterranean Route (A/WMR), the Central Mediterranean Route (CMR) and the Eastern Mediterranean Route (EMR).

The programme design is informed by the preparatory analysis prepared for the MFA in April 2024. The analysis provided an up-to-date mapping of trends and dynamics across the three migration routes, presenting a number of recommendations regarding this programme’s focus countries and approach, also drawing on key good practices and lessons learned in relation to operationalising “Whole of Route” approaches. The graphic below reflects the migratory routes which were the focus of this analysis, and which in turn shape the geographic focus for this programme going forward.



The **Atlantic/Western Mediterranean Route (A/WMR)** refers to arrivals in Spain from North and West Africa via sea passages; across the Strait of Gibraltar from Tangier to Tarifa and a land route through the enclaves of Ceuta and Melilla. It also encompasses departures by boat from Morocco, Mauritania, Senegal and The Gambia to the Spanish Canary Islands. Since 2020, the Atlantic sub-route has been recording more arrivals than the Western Mediterranean Route – meaning more arrivals to the Canary Islands than to the Spanish southern coastline. In 2023, the top nationalities along the A/WMR were Senegalese (18,100), Moroccans (14,400), Algerians (6,600), Malians (5,900) and Gambians (4,400).

The **Central Mediterranean Route (CMR)** refers to arrivals in Italy and Malta from North Africa, often by people first travelling from West Africa, but also from Bangladesh or Egypt. Tunisia became the most popular country of disembarkation for the CMR in 2023. Early trends from 2024 show a significant decrease in arrivals to Italy compared to January 2023, and Libya has overtaken Tunisia again as the main country of embarkation on the CMR. In 2023, the CMR was mainly used by irregular migrants coming from Guinea (18,600), Tunisia (18,100), Côte d’Ivoire (16,100), Bangladesh (14,300) and Egypt (11,700). Between January 2014 to June 2023, the route claimed more than 22,000 of a total 28,000 migrant deaths and disappearances in the entire Mediterranean. Arrivals on the CMR have sharply increased since 2020, with a 54% rise over the last year only. Explanations include an increase in departures by Tunisians, but also by Sub-Saharan Africans, departing from Tunisia. In 2023, Tunisia was the main country of departure on the CMR with over 97,200 sea arrivals coming from Tunisia against 52,300 arrivals from Libya to Italy. Departures of Tunisian citizens (along the CMR) rose from 2,600 in 2019 to over 18,000 in 2022 and 2023, which some reports attribute to the accelerating economic challenges that Tunisia has been facing since the onset of the COVID-19 pandemic. Economic difficulties associated with COVID-19 also led a growing number of sub-Saharan migrants who were already living in Tunisia to make the crossing to Europe after losing

their informal jobs. Many sub-Saharan migrants legally arrive in Tunisia by commercial air travel, given the numerous visa procedure agreements between Tunisia and sub-Saharan countries, particularly in West Africa.

The **Eastern Mediterranean Route (EMR)** consists of the sea and land route from Türkiye to Greece and the sub-routes via Bulgaria and Northern Cyprus, as well as the sea route from Lebanon to Europe (mostly to Cyprus or Italy), which has recently been on the rise. Türkiye is the main transit country for this route. In 2023, nationals from Syria, Afghanistan, Palestine, Türkiye and Somalia mostly used the Eastern Mediterranean route. According to UNHCR, 2,670 individuals departed or attempted to depart irregularly from Lebanon by boat in the first nine months of 2022, compared to 1,137 during the same period the year before. Most of those boats intended to reach Italy, a shift from recent years when Cyprus was the primary intended destination.

Arrivals on the three Mediterranean routes have been on the rise since 2020 despite a slight drop on the A/WMR between 2020 and 2022. In 2023, arrivals on the CMR represent 58% of the total arrivals along the three routes, with the EMR and the A/WMR representing 22% and 20% respectively. A major trend for 2024 is the sharp rise of arrivals on the Atlantic Route, (12,000 in the first two months of 2024 against 2,000 during the same period in 2023), with a majority of Malians using that route (representing more than half of the detected arrivals).

Political dynamics – both in relation to ongoing conflicts/ insecurity and domestic politics in countries of transit – continue to shape migrant flows and patterns. There are several recent examples of this across each of the aforementioned migratory routes.

Egyptians and Bangladeshi migrants increasingly use the CMR, using Libya as a transit country. An increasing number of Egyptians have also been using the CMR and no longer directly go from Egypt to Greece. This relates to law enforcement measures taken in Egypt in the aftermath of the capsizing of a boat off the coast of Egypt in 2016, during which 200 migrants died or went missing. More and more Bangladeshi migrants are also detected along the CMR, from 4,000 in 2020 to 14,000 in 2023. This rise may have been related to an overall increase in the number of arrivals and not necessarily to a change in migration routes. Many Egyptian and Bangladeshi migrants legally enter Libya with official visas, often using air transport, before seeking out smugglers in Libya to cross the sea to Europe. As such, over a third of Bangladeshi migrants from interviewed by IOM in 2022 reported having travelled to Libya via Türkiye. Another third had either travelled directly from, or transited via the United Arab Emirates. A minority (13%) had travelled from Bangladesh via Egypt.

In 2023, Greece registered the most arrivals on the EMR, followed by Bulgaria, while arrivals to Italy and Cyprus decreased when compared to 2022. Increased departures from Türkiye over the last years can be linked to a deteriorating relationship between migrants and host communities in Türkiye. These are in part due to the COVID-19 crisis and the early 2023 earthquake. The disaster put even more pressure on both host communities and migrant populations. The latter were particularly affected: more than two million refugees under international and temporary protection previously resided in the eleven provinces affected by the earthquakes.

The lack of access to reliable information is a key factor which exacerbates the vulnerabilities and risks facing people on the move. People on the move tend to rely on

their social networks – and other migrants they meet along the way – for information, using social media and face-to-face interactions to gather information. Smugglers are one such source of information, and misinformation and distorted information is pervasive, shaping the decisions migrants make regarding their current locations and onward journeys.

The profiles of people on the move and main risks they face on the road vary significantly depending on the routes and transit countries. The profile of people on the move (as reflected in the preparatory analysis) also has particular implications in relation to protection and human rights considerations. Between 2019 and 2022, on average 76% of detected entries on the CMR and A/WMR were men, 15% children – including 11% by Unaccompanied and Separated Children (UASC), and 9% were by women. In 2023, migrants from West Africa moving towards Europe (mostly via the A/WMR and CMR) tended to be more mostly male (49% as opposed to 24% women and 27% children), single (81%) and tended to travel in groups (67%). Interestingly, those intending to travel to Europe were on average younger (26 years old) than their counterparts travelling to North Africa (28) or the rest of West and Central Africa (32). There were also more likely to be single. According to a specialised IP interviewed as part of the preparatory analysis, over 20% of arrivals to Europe from West Africa are children, many of whom are unaccompanied. Particularly vulnerable populations along the CMR and A/WMR include mostly UASC and youth as well as women who are more at risk of SGBV and victims of trafficking who are especially hard to identify.

The main needs reported by migrants and IPs are overall quite similar across the three routes, though with some specificities based on the country/ies of transit and the mode and length of travel (migrants who were able to at least travel part of the way via plane are likely to have faced less danger and violence than those travelling by sea or bus across the desert). Across each of the routes, challenges pertaining to access to livelihoods and informal jobs are frequently cited, though this is seen as a particular challenge in CMR and EMR.

3. INDICATIVE GEOGRAPHIC FOCUS

The programme is route-based and will cover main transit points in a limited number of key countries of transit along the three Mediterranean routes. A component on awareness raising could also be included in some key countries of origin. Given the available budget, and to maximise the programme's impact, the programme will be implemented in a limited number of countries (and, within them, specific areas) for i) their strategic location along the routes and therefore high number of migrants transiting through, ii) their significant identified gaps in terms of services available for mixed migrants, iii) countries that are strategic / accessible for Danida and implementing partners. Tentatively, the locations listed below could be considered in the programme. The actual programme activity locations will be defined by the implementing partner(s).

Findings show that it will be key for the programme to include activities at disembarkation (and near crossing) points – where migrants who attempt to cross to Europe and are caught and sent back, often unlawfully, finding themselves in very vulnerable positions. Findings also show that it will be key to focus on cities and other key mixed movement locations, where services accessible to migrants often lack. The

awareness raising component could be incorporated in both countries of origin and most identified countries of transit since they are themselves often also countries of origin (e.g. Morocco, Türkiye, Tunisia, Egypt and to a certain extent Iran).

In **Morocco**, the programme could focus its activities in the southern part of the country, including Agadir, and in the North East, including Tangier, Oujda and Nador. The programme could also consider targeting Casablanca as it is a significant hub for migrants (due to the presence of the airport and because of potential employment).

In **Tunisia**, the main areas of focus would be the border with Algeria, notably near Kasserine, with Libya (near Ben Gardane) as well as key transit locations such as Sfax.

In **Senegal**, the programme could target main areas of departure and crossing points (Kayar, Mboro, Fass Boye, Lompoul, Fatick, Ziguinchor) as well as urban centres like Dakar, Thies and Saint Louis that can be first stops for Senegalese migrants before engaging in an international migration journey.

In **Guinea**, border areas with Mali and Senegal like Kouremalé and Nafadji in the Northeast, and Boundoufourdou in the North would be targeted, as they are key crossing points for people on the move. Urban centres that are departure points would also be targeted: Conakry, Kindia, Labe, Mamou, Faranah and Kankan.

In **Niger**, the operations would focus in the Agadez region, targeting Agadez itself but also (if necessary, through mobile operations) border areas with Algeria and Libya (such as Arlit, Dirkou and Assamaka).

In **Egypt**, the programme could target urban areas where people on the move mostly live in (Giza, Cairo, Alexandria, Kalyoubin, Sharkia, Damietta, Dakahlia, Menoufia, and Matrouth), as well as key transit points for new arrivals from Sudan (Arqeen and Qustol, in the South, as well as Karkar and Aswan or Wadi Halfa at the border) and for those exiting the country in the North (via Salloum towards Libya). Eventual counselling and work raising awareness on the risks of irregular migration could also target the provinces from where most Egyptians are leaving for Europe (although the Egyptian government is already implementing such campaigns with little effect).

In **Libya**, the most vulnerable can be found in detention centres. Disembarkation points could also be important areas of focus. In addition, the border area with Chad and Sudan, the so-called "triangle area" is considered one of the most dangerous, with access points in El Fasher (Sudan), Al Kufrah and Sabha (Libya). The latter two are highlighted by UNHCR as particularly in need of some sort of Humanitarian Service Point (HSP). Finally, most of the departures take place from the western coast near Tripoli with Sabratah having surged since 2022 and there is a new rise in the East from Tobruk where support could be useful.

Chad's situation is more marked by a considerable growth in the number of refugees and asylum-seekers from Sudan and an ensuing humanitarian emergency situation. However, places like Ounianga-Kebir and Faya-Largeau in northern Chad see important flows of mixed migration and are highlighted by UNHCR as needing HSPs to help deal with these flows. In addition, it could be worth deploying support to gold-bearing areas like Tibesti, near the border with Libya, as mixed migrants tend to congregate to these areas to work in the mines to support their onward journey.

Similarly, **Sudan** is dealing with massive emigration due to the ongoing conflict. Some areas that could particularly need HSP-type support include Dongola in the north of the country on the way to Egypt or Libya.

In **Türkiye**, the programme would target the western coast, from Marmara to Cannakale, including Izmir and could also consider focusing if possible on Van (a major crossing area for Afghans) and Istanbul where there is a large presence of irregular migrants.

Iran is one of the countries on the EMR that sees the most amounts of violence and deaths of migrants, particularly of Afghans. Many of the incidents take place at the borders with Afghanistan and Türkiye.

In all cases **mobile operations** should be considered in order to be able to adapt to the rapidly changing routes and therefore needs.

4. OBJECTIVES AND PRIORITY ISSUES

The overall objective of the programme is to address – with an aim to prevent – irregular migration and to contribute to more safe and orderly migration, by facilitating access to effective protection services and systems and more accurate information, creating an overall enhanced protection environment to people on the move along the Mediterranean migratory routes. The programme seeks to provide people on the move with options in their decision-making process by ensuring that they have access to reliable information and direct assistance and services, thereby allowing them to make safer decisions about their journey.

The specific objective (SO) of the whole of route programme is to contribute to address and prevent irregular migration by ensuring that people on the move are capacitated to take informed decisions about their journeys.

This SO has three main **outcomes**:

Outcome 1: People on the move – or those considering to move – have improved access to reliable information before and during their journey, enabling them to make better informed decisions, including on alternatives to irregular migration.

Outcome 2: People on the move access protection systems and services as well as livelihood opportunities in a timely and rights-based manner where they are, thereby placing them in a stronger position to take decisions about their short-, medium- and long-term futures;

Outcome 3: Social cohesion and inclusion along the migratory routes is strengthened, thereby creating a stronger protection space and foundation for the attainment of all durable solutions.

5. ELIGIBILITY CRITERIA

The partners will be identified through a restricted Call for Proposal (CfP). The lead consortium partner is expected to have significant experience in implementing “whole of route” approaches across the three migratory routes, while demonstrating a solid track record and commitment to working with local partners, and in effectively implementing and managing the use of Danish development assistance funding.

The CfP will be carried out during the second half of 2024 (as per the timetable outlined in section 10). The information note, including request for concept notes, will be publicly available on the MFA website. The process will start with interested implementing partners

submitting a Concept Note. In order to submit a concept note, implementing partners must comply with the following eligibility criteria:

A) ELIGIBILITY CRITERIA

	Eligibility Criteria	Eligibility	Scoring
1	Experience with Danida systems, guidelines and procedures	Lead partner has at least 10 years of experience managing and implementing development funds from Danida such as SPA, bilateral agreements, etc.	YES / NO
2	Lead partner has significant experience in implementing “whole of route” approaches	Lead partner has demonstrable experience in “whole of route” programming across some or all of the three migratory routes.	YES / NO
2	Average global turnover per year in the past three years (2022 – 2024)	Minimum EUR 60 million in average turnover in the last three years	YES / NO
3	Capacity assessment background	Lead partner has undergone Danida partner capacity assessment within the last five years	YES / NO
4	Consortium lead experience	Managed at least two contracts above EUR 5.0 million in the past five years as lead in a developing country	YES / NO
5	Lead partner has relevant implementation experience in the past five years with migration programmes	Implemented at least three contracts of at least EUR 1 million each relating to migration as either lead or implementing organisation.	YES / NO

Apart from the above eligibility criteria, the concept notes will be assessed and scored as below:

B) ASSESSMENT CRITERIA

Assessment criteria	Scoring
Experience with large DANIDA programming and MFA.	1 to 5
International NGO (and or sister organizations in the same federation) who is present along some or all of the three routes.	1 to 5
Lead partner must have experience working in consortium setup with local CSOs and cooperating with local authorities.	1 to 5

Lead partner to name and briefly describe previous experience as lead partner in similar consortia.	
“best return on investment” criterion, i.e. choosing areas/locations where the Danish contribution is likely to have the highest impact (for example, underserved areas/locations or areas/locations where existence of initiatives funded by other donors can be leveraged).	1 to 5
Experience in programming whole-of-route based programmes across some or all of the three migratory routes.	1 to 5
Experience working with mixed migration movements.	1 to 5
The lead partner should have a solid data information setup in order to map and follow flows/tendencies along the routes.	1 to 5
The lead partner should have track record of working with local CSOs, possessing a demonstrable network with relevant local CSOs and a track record of programmatic approaches which are in line with the Doing Development Differently agenda (including in terms of localization, etc.).	1 to 5
MEAL: lead partner, and international and local consortium partners must establish and describe a solid MEAL architecture.	1 to 5
Budget: The budget should be clear and present a reasonable balance between support costs, activity costs and expected results and outcomes.	1 to 5
Financial management: Lead partner has clear systems, rules and procedures in place for financial management of large scale programmes, including the ability to mitigate and address financial mismanagement (proven ability to alert and report suspicion of irregularities and corruption in a transparent and efficient way), demonstrated by a track record of passing audits pertaining to relevant programming. NB: this will also consider information which demonstrates that the lead applicant’s audit assessments are passed/submitted in a ‘timely’ manner, which may be assessed based on MFA own grant account management data. It may also be relevant to provide any updated follow-up matrix vis-a-vis the recommendations made in the most recent Danida capacity assessment review as well as potentially the most recent Core Humanitarian Standards (CHS) verification/review process.	1 to 5
Budget: A reasonable amount of the budget should be allocated and transferred to local partnerships via the lead partner (between 40% and 60% of budget transferred to local partners, as per cost category A2 in the Annex 4 – cost categories)	1 to 5
The project should present a clear administrative and financial management set up of the consortium and present a clear due diligence process / financial management capacity assessment approach regarding lead NGO and consortium partners.	1 to 5

The concept note describes proven impact of the proposed information sharing methodology.	1 to 5
The concept note describes clearly how the programme will contribute to all three outcomes.	1 to 5
The concept note describes clearly how a human rights-based approach will be applied.	1 to 5
The concept note describes clearly how localisation will be assured.	1 to 5

6. ELIGIBILITY OF COSTS

Only eligible costs can be covered by a grant in accordance with the grant agreement and the [MFA Financial Management Guidelines](#) and [Aid Management Guidelines](#)

7. ETHICS AND CODE OF CONDUCT

Grant applicants are expected to live up to high ethical standards as well as organisational integrity, including respect for human rights as well as environmental legislation, compliance with core labour standards and zero-tolerance for sexual exploitation, abuse and harassment (SEAH) and corruption. Applicants may be excluded at any stage of the selection process if they do not live up to requirements in this area.

8. DURATION, GRANT SIZE AND NUMBER OF PROPOSALS TO BE SELECTED

The planned duration of the proposal must not be less than 60 months and must not exceed 65 months.

The overall indicative amount made available under this Call for proposals is DKK 355 million.

A minimum of 1 and a maximum of 3 partners will be invited to submit proposals following the assessment of the concept notes.

9. APPLICATION AND SELECTION PROCESS

The partners will be selected through a restricted Call for Proposal.

The contract will be allocated to one consortium implementing core protection activities.

A consortium should have one lead partner as a knowledgeable main interlocutor for the MFA. The lead implementing partner should have experience on routes-based programming and working with mixed migration. Other partners in the consortium should include: research partners, community-based partners and migrant networks, as well as implementing partners with specialised knowledge and experience in the topics and locations, and possibly partners working with community centres / humanitarian service

points. The lead consortium member is responsible to ensure a thorough and well-documented due diligence process of any consortium member.

The process of selection will include two steps:

- First, MFA will share an “information note” on the Danida MFA website, which describes the CfP process and to which relevant lead-partners/the consortia may respond by presenting a concept note. Each lead partner and their consortium will submit a concept note describing approaches, staffing, budget and more according to the format for the concept note. At this stage, consortium members and their role should be described. MFA will assess each lead-partner/consortium for eligibility and scored on overall capacity based on pre-defined criteria, all of which has been described in the information note. MFA may decide to invite the lead-partners/consortia for interviews. Based on the concept notes and potential interviews, MFA will decide how to proceed and invite 1-3 eligible lead-partners/consortium for the next stage.
- In the second stage, the 1-3 lead-partners/consortia will be pre-approved and invited to submit a full proposal. The full proposals are then submitted, reviewed, and scored by a selection-committee within MFA. Following this, the highest scoring one lead-partner/consortium will be selected and the MFA will enter into a grant agreement with the lead-partner/consortium.

To apply to this call for proposals, applicants must provide information about the organisations/entities involved in the proposal by completing the Background information form (please see template in Annex 3).

Two Step Application Process:

There are two stages in this application process, the preselection stage and the full project development stage.

1) Preselection stage – submission of concept note

In accordance with the template in Annex 1, lead applicants are invited to submit a proposal in the form of a concept note with required annexes.

The deadline for the submission of the concept note is 20 September 2024 at 2pm and the proposal should be addressed to Clara Simonsen Tørsleff, clator@um.dk.

The proposal should be submitted as PDF-files as well as in original formats (Word, Excel, etc). All documents should be drafted in English.

Questions in relation to the Call for Proposals from potential applicants may be submitted in writing no later than 30 August 2024 to the following e-mail address: andrbo@um.dk. For the sake of transparency, all answers to questions received in writing from potential applicants will be published on the Call for Proposals MFA website no later than 6 September 2024. No individual replies will be given to questions received from potential applicants. To ensure equal treatment of applicants, the MFA cannot give a prior opinion on eligibility to potential applicants.

An MFA evaluation committee will be established to evaluate the proposals received under the call for proposals with the assistance of external consultants.

Administrative checks

During this step, members of the Evaluation Committee will ascertain that:

- The deadline has been met and formal requirements regarding the proposal format have been respected. All instructions **must** be adhered to, otherwise the application may be rejected on technical grounds.
- The proposal satisfies all the Eligibility Criteria listed above. If any of the mentioned criteria are not met or if any information is missing/incorrect, the application may be rejected on that **sole** basis and the application will not be evaluated further.

Evaluation of concept notes

For proposals that have passed the administrative checks, the concept note will be assessed by the Evaluation Committee based on the Evaluation Grid.

A maximum of three applications will be preselected based on the concept notes and will be invited to move on to the project development stage and submit a full project proposal.

The MFA will inform the lead applicants about the results of the evaluation and whether the application has been preselected by 26 September 2024.

2) The project development stage – submission of full project proposal:

The MFA is not obliged to fully support the proposals submitted. The MFA will inform the lead applicants that have been preselected and provide joint feedback on the pre-selected concept notes, including in relation to the tentative level of funding.

On this basis, lead applicants will submit a full project proposal with annexes in accordance with the MFA Templates for full project proposals (Annex 2). The full project proposal document must be based on the content of the concept note and take feedback from MFA into account. Deviations from this will not be accepted unless justified by significant, sudden and unexpected changes in the context. Care should be exercised when developing the concept note in order to ensure its relevance and realism.

The full project proposal should be submitted by 8 November 2024 at 2pm and addressed to Clara Simonsen Tørsleff, clator@um.dk.

The full project proposal will be evaluated and scored by the MFA Evaluation Committee.

The MFA will make the final selection of 1 application based on the scoring of the full project proposals. The MFA will inform the Lead Applicants about the outcome of the evaluation by 15 November 2024. Unsuccessful lead applicants will be informed about the reasons why they were unsuccessful.

The MFA reserves the right to reject applications that do not conform to the instructions at any stage of the selection process.

10. FINAL ELIGIBILITY ASSESSMENT

Before the final award of grant, the MFA must conduct a final eligibility assessment e.g. by requiring supporting documents and initiating further inquiries as part of the MFA's obligation to carry out a partner assessment/due diligence review (cf. MFA Financial

Management Guidelines for Development Cooperation).¹ The purpose of this assessment is to ascertain grant recipients' financial, operational, organisational capacity and compliance with general safeguards and MFA requirements. The level of detail of the final eligibility assessment prior to the grant award may vary according to the specific situation and the context. The MFA may also decide to check eligibility at any previous step of the evaluation of applications.

11. ADMINISTRATION AND DIALOGUE WITH THE MFA

The call for proposals and the subsequent project/grant will be managed by MIGSTAB.

The grant will be administered according to Guidelines for bilateral cooperation [\[Guidelines for Country Strategic Frameworks Programmes and Projects \(um.dk\)\]](#)

12. TENTATIVE TIMETABLE FOR THE APPLICATION AND SELECTION PROCESS

	Date	Time (CET)
1. Call for proposals published/forwarded	27 August	
2. Deadline for requesting clarifications	6 September	
3. Deadline for MFA to issue responses	12 September	
4. Online info-meeting to follow up on Q&A	13 September	13.30
5. Deadline for submission of concept notes	20 September	14:00
6. Information to applicants on preselection/ invitation project development stage	26 September	
7. Deadline for submission of full project proposals	8 November	14:00
8. Information to applications on evaluation of full project proposals/notification of award of grant	20 November	
9. Signature of grant agreement	End November	

¹ [General Guidelines for Financial management \(um.dk\)](#)

13. ANNEXES

Annex 1: Concept note format

Annex 2: Templates for full project proposals incl. annexes

Available at [Bilateral Guidelines: Guidelines for programmes, projects, country strategic frameworks & hard earmarked multilateral support \(um.dk\)](#)

Annex 3: Background Information on lead applicant

Annex 4: Cost categories