

Submission by the IOM for the “Baku to Belém Roadmap to 1.3T” at the request of CMA 6 and CMA 7 Presidencies of the Conference of the Parties serving as the meeting of the Parties to the Paris Agreement

IOM welcomes the opportunity to share its views and support the work of the CMA 6 and CMA 7 Presidencies on the development of the Baku to Belém Roadmap to 1.3T. The views reflect IOM’s commitment to support climate-resilient development and address the impact of climate change on human mobility. This submission also provides examples of good practices for accelerating access to finance for addressing the impact of climate change on human mobility, including through engagement with public and private financing. The views are structured in line with the questions raised by CMA 6 and CMA 7 Presidencies.

Q1: What are priority short-term (by the end of 2028) and medium-to-long-term (beyond 2028) actions necessary to enable the scaling up of financing for climate action to developing countries? Based on experience to date and evidence, what can those actions contribute to in terms of progress in enabling the scaling up of financing?

Human mobility is increasingly shaped by climate change, with 45.8 million new displacements (IDMC, GRID 2025) due to weather-related hazards registered in 2024; by 2050, up to 216 million people could migrate internally within their countries due to a range of slow onset processes associated with climate change in worst case temperature projections (World Bank, Groundswell). Climate mobility is emerging as a critical adaptation priority as well as a form of loss and damage in many NDCs and NAPs. As of February 2024, 53 NAPs acknowledged the need for adaptation actions that incorporate human mobility solutions (Slycan Trust, 2024). This includes measures to address migration (including permanent or temporary movement of persons away from their place of usual residence within a country or across an international border), disaster displacement (movements of persons who have been forced or obliged to flee or leave their home or place of habitual residence due to a climate change related disaster) and planned relocation of persons, infrastructure, or assets away from places exposed to climate hazards or prone to climate-related disasters. Yet, climate mobility remains systematically underserved in climate finance and presents a considerable adaptation programming gap. Without systematically addressing climate mobility needs and supporting adaptation measures to prevent and minimize displacement due to climate change and leveraging the positive impacts of well-managed migration, countries face growing challenges to protect vulnerable populations and ensure that adaptation strategies are sustainable.

The following actions can be recommended as short-term priorities until 2028:

a. Aligning resources of UNFCCC Financial Mechanisms with emerging adaptation needs, including those related to climate mobility

Considering the increased number of NDCs and NAPs that have integrated human mobility aspects, there is a need to ensure that resources of Finance Mechanisms under the UNFCCC are made available to the Parties to implement their adaptation priorities in the area of climate mobility.

b. Facilitating the assessment of investment needs for climate change adaptation, including climate mobility

- It is important to ensure that the climate mobility needs of developing countries are understood and captured to support the allocation of climate finance. Thus, estimating climate mobility needs should be part of countries’ readiness to respond to climate change impacts. From this perspective, there is a need to provide technical support to countries to ensure appropriate assessment and integration of climate mobility needs in national and sub-national adaptation strategies, and supporting operationalisation of the UNFCCC [Technical Guide on Addressing Human Mobility Related Challenges and Opportunities in the Context of Climate Change](#) - A Supplement to the NAP Technical Guidelines.

- To this end, access to data to support the demonstration of linkages between displacement and climate change, including through the [Risk Index for Climate Displacement](#), is essential for undertaking climate mobility needs assessment and subsequent climate change adaptation investment planning, specifically to minimise the risk of displacement due to climate change.
- C. Supporting countries in integrating resilience and measures to avert, minimise and address the impact of climate change in planning, budgeting and investment frameworks**
- There is a need to and ensure that Parties receive clear guidance on programming and financing for addressing human mobility in the context of climate change and increase countries' awareness on the importance of concrete measures and investment strategies for minimising, averting and addressing the impact of climate change on human mobility and support the operationalisation of the forthcoming [UNFCCC Technical Guide on accessing finance for addressing, minimising and averting displacement associated with the adverse impacts of climate change](#).
 - Furthermore, there is a need to support the development and application of tools and mechanisms for assessing and addressing economic and non-economic losses and damages associated with climate change and displacement. In 2024/2025, IOM developed a tool to assess Loss and Damage associated with human mobility in Latin America and the Caribbean. Prepared in close consultation with a group of experts, this "[Costing Tool for Funds on Human Mobility and Loss and Damage](#)" (HCF for its Spanish acronym) focuses on planned relocation and on disaster displacement. It has been piloted in Chile and Costa Rica in 2025 to capture economic and non-economic impacts of climate change and strengthen the capacities of policymakers and practitioners to better understand mobility-related loss and damage, mobilize resources and design appropriate public policies.
 - In conjunction with this, it is essential to expand technical assistance to countries, especially in the areas related to addressing, averting and minimising the impact of climate change on human mobility. For example, the Costing Tool for Funds on Human Mobility and Loss and Damage, piloted in Chile and Costa Rica, can support and guide the development of technical assistance requests and identification of pipelines for the FRLD.

The following actions can be recommended as mid- and long-term priorities (after 2028):

- Supporting countries in identifying suitable investment strategies for climate mobility at the regional/national/sub-national levels and creating investor networks/platforms to fund relevant climate mobility interventions.
- Providing technical support to countries to support the translation of climate mobility data into bankable projects and investment mobilisation strategies to support the implementation of adaptation priorities and measures for addressing, minimising and averting the impact of climate change on human mobility.
- Additionally, there is a need to identify appropriate approaches/investment strategies for the most vulnerable contexts, including in fragile and conflict-affected settings, and contexts where limits to adaptation have already been reached or will be reached in the near future. Communities within the most vulnerable contexts traditionally have limited access to climate finance and, at the same time, have the most pertinent needs in the area of human mobility.
- Supporting investments in equitable and just transition and ensuring that climate finance contributes to equitable outcomes as part of low-carbon and climate resilient development. Migrants, displaced persons, and workers in climate-sensitive sectors are among those most affected by structural shifts in economies and labour markets. Channelling finance with the consideration of climate mobility to support the implementation of Just Transition strategies—through skills development and recognition, social protection and decent work measures, fair recruitment and safeguards against exploitation, and the inclusion of migrant and displaced workers in decision-making—helps ensure adaptation and mitigation measures leave no one behind, in line with the Baku to Belém Roadmap and COP30 Presidency priorities.

Q2: What strategies can be implemented to enhance and scale up public and private financing mechanisms for climate adaptation, especially in vulnerable regions?

The following strategies can be implemented to scale up finance for climate adaptation, especially in vulnerable regions:

a. Tailored orchestration led by national governments to support resource mobilisation efforts around the key adaptation priorities, such as human mobility

In the current conditions of shrinking international assistance and aid, there is an urgent need to mobilise climate finance from diverse traditional and non-traditional sources, including public and private, and identify fit-for-purpose climate finance instruments. Analysis conducted for the development of the forthcoming Technical Guide on finance for a.m.a of climate change on human mobility points that the financing landscape is complex and comprises of numerous funding actors and sources of funding. However, these actors often operate on an ad-hoc basis, resulting in fragmented funding and duplication of efforts.

The recently emerged country platforms approach (supported by the Green Climate Fund (GCF) in Brazil and the Caribbean) appears to be prominent for enhancing and scaling up public and private financing at the national and regional level, as well as addressing multiple climate change risks while delivering impact at scale and benefiting from a variety of sources. Based on relevant national needs, it is important to integrate adaptation priorities, including measures for addressing the risk of displacement due to fast and slow onset climate change events, in the existing, new and emerging country platforms to support steering on resource mobilisation and enhance access to adaptation finance from public and private sectors.

b. Structured dialogues with relevant funding actors, investors, and national stakeholders, including Ministries of Finance, can play a critical role in enhancing access to finance.

By systematically conveying adaptation needs, including those related to human mobility, and clearly demonstrating the impact potential of targeted investments, such dialogues help build confidence among financiers and strengthen the case for mobilising both public and private resources for adaptation.

IOM is leading efforts to establish the Climate Mobility Investors Platform to mobilise funding at scale for climate mobility solutions, leveraging a range of fit-for-purpose financial instruments.

Complementing this initiative, the Forum on Finance for Climate Mobility, to be held in 2026 in partnership with the Climate Vulnerable Forum (CVF), will provide a dedicated space for dialogue, collaboration, and resource mobilization to advance climate mobility financing.

Q3: What other experiences, proposals or approaches could help inform and accelerate efforts to mobilize USD 1.3 trillion in financing, including through grants, non-debt creating instruments, new sources of finance, and strategies to create fiscal space?

a. Climate Mobility Needs Assessment

Estimating climate mobility needs should be part of countries' readiness to respond to climate change impacts and adaptation planning. The approach to Climate Mobility Needs Assessment is introduced as part of the forthcoming Technical Guide on a.m.a finance and can be applied to estimate countries' needs to minimise and avert the risk of displacement and address the needs occurring in the aftermath of displacement triggered by climate change.

The Climate Mobility Needs Assessment has been launched in the Philippines to support the implementation of the NAP priorities related to human mobility and subsequent investment planning.

The Climate Mobility Needs assessment builds on the findings of the Risk Index for Climate Displacement, which focuses on flood risk across all 1,634 cities and municipalities in the Philippines, identifying displacement hotspots and priority areas for investments in addressing the impact of climate change on human mobility.

In the East and Horn of Africa, IOM is developing training and tools for governments and other relevant partners to improve readiness to absorb and access finance for climate mobility. To support these efforts, IOM is also providing capacity building support to countries in identifying and communicating their financial needs to address climate mobility.

Finally, as financing for climate mobility expands, robust monitoring, reporting and accountability mechanisms will be essential to track how resources reach affected populations and what impacts they deliver. IOM's technical expertise in data collection, including the Risk Index for Climate Displacement (RICD) and Climate Mobility Needs Assessments, provides a strong foundation for developing transparent tracking systems for climate mobility finance. Such systems can help ensure that investments are aligned with the Global Goal on Adaptation (GGA) and national adaptation priorities, while promoting accountability to affected communities and reinforcing trust among donors and partners

b. Remittances as a transformative climate finance instrument

Remittances present an untapped opportunity that could be a transformative funding instrument to deliver on the objectives of the Baku to Belém Roadmap to 1.3T. According to the IOM data, remittances accounted for USD 857 billion only in 2023; however, this financing channel remains unused for climate action. Therefore, it is essential to make migration work for adaptation and facilitate the development of mechanisms that improve remittance services to make them work for adaptation.

In Jamaica, IOM has worked with the Ministry of Foreign Affairs and Foreign Trade and the Planning Institute of Jamaica to develop a platform under the JA Diaspora Engage system to facilitate the involvement of the diaspora in climate action projects in the country. This platform offers a one-stop shop for diaspora members and organizations to learn about potential engagement opportunities on climate action in the country: <https://j diasporaengage.mfaft.gov.jm/diaspora4climate>

Similarly, in Bangladesh, IOM implemented a wide-ranging communications campaign linked to its [iDiaspora platform](#) (a global platform for knowledge sharing, idea generation, networking) to mobilize resources and financing for low carbon and climate resilient projects. IOM Nepal is also undertaking a [review of diaspora engagement](#) in climate action with a view to identifying possible entry points and initiatives to take forward with Nepali diaspora in the United Kingdom and other parts of Europe.

c. Innovative private sector engagement strategies for financing climate mobility

Beyond diaspora and remittance flows, **engaging private sector actors** is essential to scaling up finance, specifically addressing the impact of climate change on human mobility. Innovative approaches such as **climate risk insurance schemes, microfinance for displaced populations, blended finance models, and public–private partnerships** can unlock new resources while enhancing resilience at the community level. IOM is increasingly working with private investors, development banks, and financial service providers to design **fit-for-purpose instruments** that integrate human mobility dimensions into wider adaptation and resilience financing frameworks.

IOM is also strengthening collaboration with the African Risk Capacity (ARC) Group, the African Union's specialized agency and affiliated insurer providing parametric and anticipatory climate risk coverage. Through ARC's Replica mechanism — already used by partners such as WFP, UNHCR and the Start Network — humanitarian actors can mirror sovereign insurance policies, enabling rapid, pre-

agreed payouts that support communities at risk of displacement. ARC is also piloting anticipatory drought insurance with OCHA and others, and with support from the Global Shield and partners like KfW/BMZ, is expanding premium financing for governments. Building on recent joint workshops, IOM is exploring entry points to align its Climate Mobility Investment Framework and RICD risk analytics with ARC's contingency planning and payout delivery systems, ensuring that insurance-based solutions also address mobility-related losses and support locally led adaptation.

IOM Catalytic Climate Fund (managed by CMIL) mobilises small, fast, match funded (including blended finance) grants that turn data-driven risk insights from the Risk Index for Climate Displacement (RICD) into concrete, on-the-ground, locally-led adaptation that specifically addresses the drivers of displacement in the context of climate change. CCF also mobilises private and public sector capital by requiring at least a 1:1 matching contribution from governments, the private sector, diaspora, and local communities.

Q4: What key actors and existing multilateral initiatives should be considered or involved, as appropriate, to support the delivery of the USD 1.3 trillion target?

The Climate Mobility Innovation Lab (CMIL) is a multi-stakeholder initiative led by the IOM that promotes innovative solutions to climate mobility challenges. With an emphasis on scalable scientific solutions and community engagement, CMIL empowers vulnerable communities to adapt to climate change impacts and address challenges of migration and displacement. It links evidence, finance, and innovation to deliver investment-ready adaptation solutions. CMIL supports countries with access to data to support investment planning in the area of climate mobility, i.e. Risk Index for Climate Displacement (RICD) is a co-created decision support tool that combines advanced geospatial data with community-centred insights to identify displacement hotspots and understand the triggers and thresholds that drive movement. RICS has been prepared for Indonesia, the Philippines, Fiji and Vanuatu. In addition, the Climate Catalytic Fund (CCF) supports project origination and mobilizes small, fast, match-funded grants that translate RICD insights into concrete, locally led projects.