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Climate Change

The Warsaw International Mechanism for
LOSS AND DAMAGE
Executive Committee



**Technical guide on accessing financial
resources aiming to avert, minimize and
address the impacts of displacement
associated with the adverse effects of
climate change**

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Preface by the Co-chairs of the Executive Committee of the Warsaw International Mechanism for Loss and Damage

This technical guide represents a critical step in supporting countries to address displacement linked to climate change, building on years of work under the Warsaw International Mechanism for Loss and Damage.

Established in 2013, its Executive Committee (WIM ExCom) guides the implementation of the Mechanism's functions: enhancing knowledge, coordination, action and support to address loss and damage associated with climate change impacts – including slow onset processes and extreme weather events – in developing countries that are particularly vulnerable.

Since its inception, the WIM ExCom has catalyzed the development of approaches, scalable solutions, and good practices to manage climate impacts that result in loss and damage to people, societies, and the ecosystems they depend on. It has also promoted innovative tools and shared lessons to deepen understanding of the interlinkages, temporal dimensions, and compound nature of climate risks and policy options.

Human mobility – particularly displacement – linked to climate impacts is an area where technical guidance is increasingly needed. In this context, COP 21 established the Task Force on Displacement and entrusted the WIM ExCom with its operationalization.

To help close implementation gaps, the Task Force on Displacement prepared this technical guide to assist countries in accessing financial resources for averting, minimizing, and addressing displacement linked to climate impacts. It complements the first human mobility-focused technical guide published by the WIM ExCom, which outlines steps to integrate human mobility considerations into national climate planning and National Adaptation Plans.

As the landscape of loss and damage action and support continues to evolve, the WIM ExCom remains committed to providing policy guidance, identifying technical needs, and amplifying good practices – turning fragmented information into actionable insights. On behalf of the WIM ExCom, we hope this guide empowers countries and relevant actors to deliver solutions for those on the frontlines of climate change.



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Abbreviations, acronyms and other shortened forms

CERF	United Nations Central Emergency Response Fund
COP	Conference of the Parties
CROC	Climate Relocation of Communities
DFI	Development Finance Institution
DG ECHO	Directorate-General for European Civil Protection and Humanitarian Aid Operations
DRM	Disaster Risk Management
DRR	Disaster Risk Reduction
FAO	Food and Agriculture Organization of the United Nations
FRLD	Fund for responding to Loss and Damage
GCF	Green Climate Fund
GCM	Global Compact for Safe, Orderly, and Regular Migration
IDMC	Internal Displacement Monitoring Centre
IDP	Internally Displaced People
IDSF	Internal Displacement Solutions Fund
IFRC	International Federation of Red Cross and Red Crescent Societies
ILO	International Labour Organization
IOM	International Organization for Migration
IPCC	Intergovernmental Panel on Climate Change
MDB	Multilateral Development Bank
MPTF	Migration Multi-Partner Trust Fund

NAPs	National Adaptation Plans
NDCs	Nationally Determined Contributions
NDR	Report on the determination of the needs of developing country Parties related to implementing the Convention and the Paris Agreement
NGO	Non-Governmental Organization
PDD	Platform on Disaster Displacement
SIDS	Small Island Developing States
UNFCCC	United Nations Framework Convention on Climate Change
UNHCR	United Nations High Commissioner for Refugees
WIM	Warsaw International Mechanism for Loss and Damage associated with Climate Change Impacts
WIM ExCom	Executive Committee of the Warsaw International Mechanism for Loss and Damage associated with Climate Change Impacts



1 Introduction

Objectives and intended audience

This technical guide on accessing financial resources aiming to avert, minimize and address displacement associated with the adverse effects of climate change and its impacts (the Guide) is intended to provide practical guidance on:

1. identifying needs and risks related to displacement and other forms of human mobility in the context of the adverse effects of climate change;
2. identifying priorities for operational responses to help avert, minimize and address the negative impacts displacement, migration and planned relocation can have on affected persons, communities and societies;
3. analyzing options available for financing relevant responses by looking at different funding sources, donors and instruments;
4. planning to mobilize financial resources to support the identified responses;
5. The technical guide is intended for Parties to the Convention and the Paris Agreement, as well as for other international, national and local actors working on human mobility and climate action, including loss and damage. It is intended to provide practical, actionable information and tools for accessing financial resources required to better promote integrated approaches to averting, minimizing and addressing displacement by identifying and prioritizing relevant operational responses and available funding arrangements.



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The technical guide focuses primarily on displacement, that is the form of human mobility most clearly and univocally associated with loss and damage. However, measures related to migration and planned relocation are important components of the integrated approaches needed to avert, minimize and address displacement and related loss and damage. Moreover, in many cases there is a continuity between the occurrence of different population movements, as well as between the efforts needed to anticipate or address them.

For this reason, this technical guide covers a broad variety of elements and dimensions that matter to the intersection of climate change and human mobility (see the terminology in annex 1), and more specifically the following:¹

- displacement (e.g. disaster displacement and planned or spontaneous evacuation);
- migrants in vulnerable situations (e.g. migrants in reception centres and migrants moving through irregular pathways);
- diaspora;
- planned relocation;
- remittances;
- trapped populations.

This broad approach is also consistent with the holistic consideration of 'human mobility' under the UNFCCC, which refers to migration, displacement and planned relocation, as well as with existing guidance on integrating human mobility into relevant national climate change planning.²



- 1 A full list of human mobility categories relevant to climate action is included in the Technical guide on integrating human mobility and climate change linkages into relevant national climate change planning processes, available at: <https://unfccc.int/technical-guide-on-integrating-human>. Given that the focus of the Guide is on loss and damage, however, categories such as migrants and just transition and transhumance are not analysed in depth in the following sections. Moreover, displacement due to climate change mitigation and adaptation projects was not included as it is not directly related to the impact of climate change itself, but rather to failure to adhere to environmental and social safeguards.
- 2 WIM ExCom. 2024. Technical guide on integrating human mobility and climate change linkages into relevant national climate change planning processes, available at: <https://unfccc.int/technical-guide-on-integrating-human>.

The Guide was developed by the secretariat of the PDD and the IOM, in coordination with all the actors involved in the implementation of the Task Force on Displacement Plan of Action. It was developed by compiling guidance provided by the members of the WIM ExCom and its expert groups and insights shared by professionals working on human mobility and climate change outside of the UNFCCC, gathered through a combination of:

1. analysis of technical guidance documents issued by relevant donors and funding arrangements (e.g. relating to the scope of their disbursements, the kind of financing options available and the requirements for accessing relevant funds);
2. analysis of outcome documents and decisions from UNFCCC negotiations related to climate finance, in particular related to loss and damage;
3. interviews with experts on loss and damage finance and staff from relevant institutions and mechanisms;
4. a survey of relevant projects and activities focusing on the different facets of human mobility in the context of the adverse effects of climate change;
5. a review of relevant literature, news and other information sources that have covered topics related to loss and damage finance, with specific mention to measures and activities related to human mobility.



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The present introduction lays out some basic information about the scope and audience of the Guide, as well as the process leading to its development.

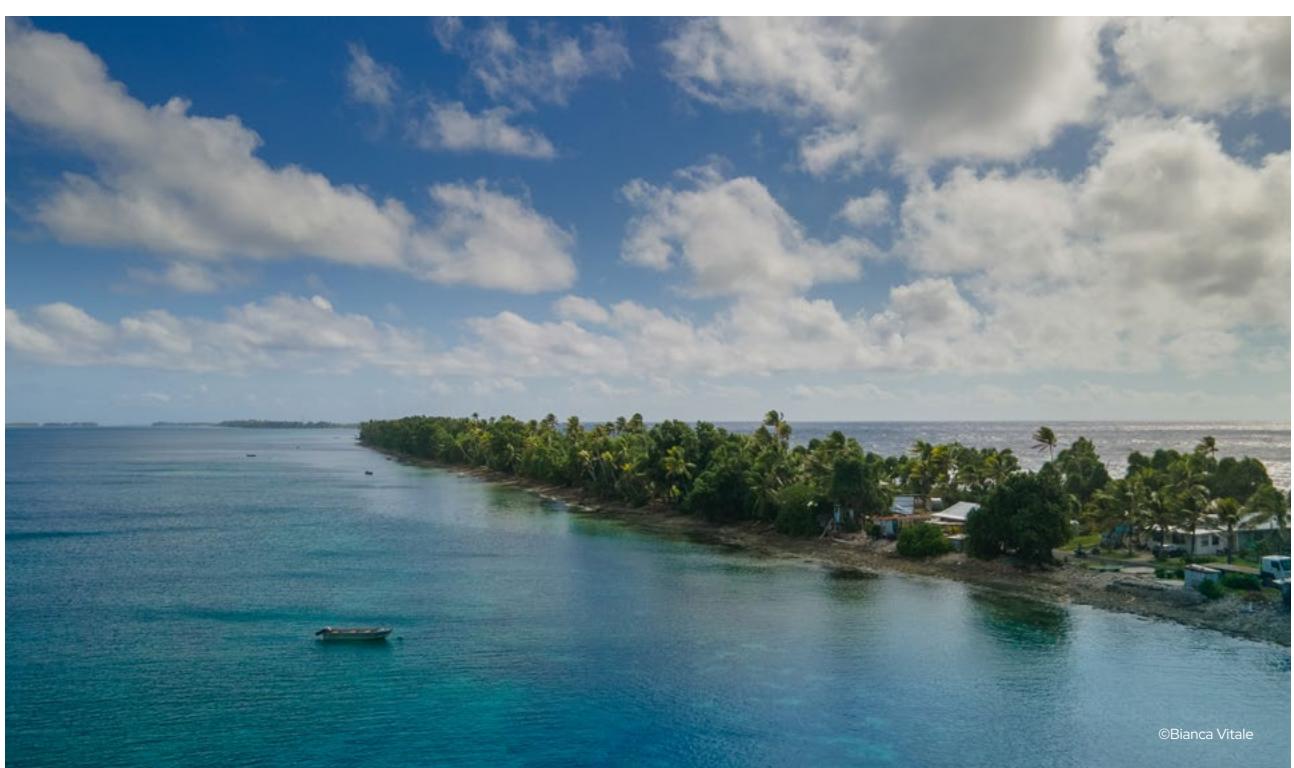
Section 2 provides a short background on human mobility and climate change, and its relevance for action and support on loss and damage.

Section 3 presents a mapping of operational approaches that can help achieve the objectives of averting, minimizing and addressing displacement in the context of the adverse effects of climate change.

Section 4 provides an overview of the current finance landscape, identifying key instruments and actors that can support efforts across all the areas of work relevant to averting, minimizing and addressing displacement in the context of the adverse effects of climate change.

Section 5 presents a framework and provides practical guidance for the development of a programmatic approach at the national level to enable access to climate finance specifically for averting, minimizing and addressing displacement in the context of the adverse effects of climate change. It includes indications on the three technical pillars that underpin this work, namely: 1) the assessment of needs and risks associated with human mobility and related responses; 2) the prioritization of relevant work, the development of a program of action and the matching of its components to available funding options; and 3) the development of governance and coordination mechanisms to support efforts relevant to work indicated in 1 and 2 above.

The Guide is complemented by a set of annexes that provide additional details on available funding sources and operational approaches.



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2 Background

Human mobility as a loss and damage issue

According to the Sixth Assessment Report of the IPCC,³ global warming has already caused global surface temperature to increase by 1.1 °C above pre-industrial levels between 2011 and 2020. The consequences of a warming climate include the increased severity of extreme weather events, such as tropical storms, dangerous heatwaves, wildfires and flooding, and the occurrence or acceleration of slow-onset events and processes, such as sea-level rise, ocean acidification, glacial retreat, land and forest degradation, loss of biodiversity and desertification.⁴

In the context of increasing climate-related risks, the human mobility implications of disasters and the adverse effects of climate change are one of the impacts that will have the most profound and far-reaching ramifications. According to the IPCC Working Group II report on impacts, adaptation and vulnerability, climate hazards, including heavy precipitation, flooding, tropical cyclones, drought and sea-level rise, will all increasingly drive population displacement, both by directly triggering life-saving movements and creating the conditions for the occurrence of more complex humanitarian crises. Moreover, climate change impacts will interact with other drivers of risk, including impoverishment and marginalization of communities, demographic growth in areas at risk, unplanned urbanization, local processes of environmental degradation and weak governance, to progressively reduce people's options for safe, informed and well-planned migration.

These outcomes are already being felt most acutely in countries featuring high levels of exposure to climate hazards and low adaptive capacities, such as low-lying SIDS, those in developing mountain regions and least developed countries, including those affected by conflict and fragility, but are widely identified as part of a global trend.

The importance of the nexus between climate change and human mobility has long been recognized: already in 1990, the very first IPCC report warned policymakers that "the gravest effects of climate change may be those on human migration as millions are displaced by shoreline erosion, coastal flooding and severe drought".⁵ However, recent efforts to quantify the phenomenon and its potential implications underpin increased global awareness of the phenomenon. According to the IDMC, it is estimated that in 2024 alone, 45.8 million displacements occurred in the context of disasters, over 99% of which were triggered by weather or climate-related hazards.⁶

On average, between 2014 and 2024, climate-related disasters triggered no less than 25 million displacements every year, with evidence suggesting that almost all will have occurred within countries, rather than involving cross-border movements.⁷ This number is likely much higher when accounting for people compelled to move from their place of origin in the context of slow-onset events and processes and it does not account for the effect of climate-related hazards on other drivers of

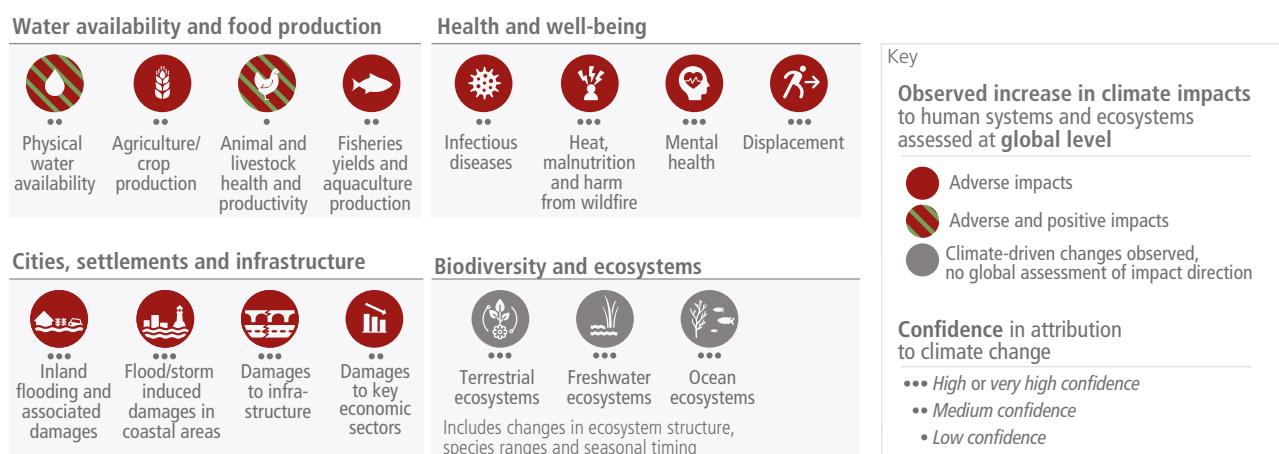
- 3 IPCC, 2023: *Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change* [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, pp. 35–115, doi: [10.59327/IPCC/AR6-9789291691647](https://doi.org/10.59327/IPCC/AR6-9789291691647). The full report is available at: <https://www.ipcc.ch/assessment-report/ar6/>.
- 4 The impacts of climate change are detailed in IPCC, 2022: *Climate Change 2022: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change* [H.-O. Pörtner, D.C. Roberts, M. Tignor, E.S. Poloczanska, K. Mintenbeck, A. Alegría, M. Craig, S. Langsdorf, S. Löschke, V.
- 5 IPCC, 1992: *Climate Change: The 1990 and 1992 IPCC Assessments. Contribution of Working Groups I, II and III to the First and Second Assessment Reports of the Intergovernmental Panel on Climate Change*. IPCC, Geneva, Switzerland, pp. 1–168. The full report is available at: <https://www.ipcc.ch/report/climate-change-the-ipcc-1990-and-1992-assessments/>.
- 6 IDMC. 2025. *Global Report on Internal Displacement 2025*, available at: <https://www.internal-displacement.org/global-report/grid2025/>.
- 7 IDMC. 2025. *Global Report on Internal Displacement 2025*, available at: <https://www.internal-displacement.org/global-report/grid2025/>.

displacement, particularly for populations affected by complex crises and multiple, recurrent and protracted displacement within and away from conflict-affected and fragile contexts.⁸ Moreover, the growing risk conditions resulting from the multiplication of natural hazards and their impacts also hinder efforts and progress towards resolving displacement, resulting in displacement becoming more protracted and more impactful. This has significant consequences on the life, well-being and prospects of vulnerable people around the world, particularly affecting individuals and groups that face specific risks and challenges, including Indigenous Peoples, and women, boys and girls and people with disabilities.

Looking forward, the World Bank projects that in six regions (East Asia and the Pacific, North Africa, Eastern Europe and Central Asia, Sub-Saharan Africa, South Asia and Latin America) rising sea levels, water scarcity and declining crop productivity could compel between 44 million and 216 million people to move within their own countries by 2050, with the actual numbers to be largely determined by the scope and effectiveness of measures to combat climate change, reduce its impacts and support at-risk and affected populations.⁹

Compounding these issues, displaced persons and migrants (especially those living and moving in the most destitute conditions) tend to be among the most vulnerable to the impacts of climate change, as they face differentiated circumstances that put them at greater risk of climate impacts.

Figure 1: Observed widespread and substantial impacts and related losses and damages attributed to climate change



Source: IPCC, 2023, Figure SPM.1(a): Summary for Policymakers. In: Climate Change 2023: Synthesis Report. Contribution of Working Groups I, II and III to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, H. Lee and J. Romero (eds.)]. IPCC, Geneva, Switzerland, p. 7, doi: 10.59327/IPCC/AR6-9789291691647.001.

⁸ UNHCR. 2024. No Escape: On the frontlines of climate change, conflict and forced displacement, available at: <https://www.unhcr.org/publications/no-escape-frontlines-climate-change-conflict-and-forced-displacement>.

⁹ World Bank. 2021. Groundswell Part 2: Acting on Internal Climate Migration, available at: <https://openknowledge.worldbank.org/entities/publication/2c9150df-52c3-58ed-9075-d78ea56c3267>.

In light of all the above, integrating a comprehensive human mobility perspective is essential for effective climate action. Displacement, migration and planned relocation occur when people face losses and damages – they are a symptom of the impacts climate change has caused (or may cause) on areas and communities that are made vulnerable – most often through discrimination, exclusion, poverty and injustice. As clearly recognized within UNFCCC discussions,¹⁰ displacement is also a form of (non-economic) loss and damage, linked with the loss of self-determination, sense of place and identity, among others (see figure 1).¹¹ Lastly, displacement, migration and planned relocations can also be drivers of further cascading negative economic and non-economic outcomes for the people moving and otherwise affected individuals, communities and societies. This also includes creating conditions for the generation, perpetuation and increase of vulnerability which increase climate impacts.¹²

These complex intersections highlight the need to fully integrate human mobility in the policy and practice on loss and damage at global, regional, national and subnational levels. Such an integrated approach can be pursued through a variety of interventions that contribute to the following objectives:

1. Create conditions to avert displacement in the context of climate change

Strong and effective mitigation efforts are needed to curb greenhouse gas emissions and related temperature increases to limit their influence on extreme weather events. Effective local climate change adaptation and DRR need to target areas where people will be facing the acute impacts of climate change to prevent negative impacts on vulnerable populations. These preventive efforts can reduce the climate shocks and stresses that force people to move.

2. Strengthen capacities to manage and address displacement, migration and planned relocation in the context of the adverse effects of climate change

Evidence from all regions shows that the limits of local resilience and adaptive capacity are being stretched, resulting in forced mobility and immobility. In such cases, having in place well-structured, effective disaster preparedness, response and recovery systems is essential to mitigating and managing direct and cascading impacts on individuals and societies, including by reducing the vulnerability of people already displaced or on the move.

3. Enable safe, dignified and voluntary migration and rights-based community-led planned relocation as a strategy to avert, minimize and address loss and damage

If relevant risks and challenges are adequately identified and anticipated, migration and planned relocation can be strategies that allow people and communities to reduce climate risk and strengthen adaptive capacities. This requires promoting participatory, well-planned and well-managed approaches, based on communities' free and prior informed consent, which fully protect human rights and preserve local knowledge and culture.

Progress towards these objectives requires integrating displacement and human mobility concerns in all policies, plans and investments in a coherent manner, across the development, climate change, DRM and humanitarian domains. Relevant operational options are explored in more detail in section 3.

¹⁰ For a full overview of the evolution of human mobility discussions under the UNFCCC, please see: <https://unfccc.int/technical-guide-on-integrating-human>.

¹¹ See <https://unfccc.int/technical-paper-on-non-economic-losses-featuring-loss-of-territory-and-habitability-ecosystem>.

¹² IPCC, 2022: Summary for Policymakers [H.-O. Pörtner, D.C. Roberts, E.S. Poloczanska, K. Mintenbeck, M. Tignor, A. Alegria, M. Craig, S. Langsdorf, S. Löschke, V. Möller, A. Okem (eds.)]. In: Climate Change 2022: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [H.-O. Pörtner, D.C. Roberts, M. Tignor, E.S. Poloczanska, K. Mintenbeck, A. Alegria, M. Craig, S. Langsdorf, S. Löschke, V. Möller, A. Okem, B. Rama (eds.)]. Cambridge University Press, Cambridge, UK and New York, NY, USA, pp. 3-33, doi:10.1017/9781009325844.001.

Human mobility and loss and damage: limitations of the current finance landscape

Despite the recognized importance of human mobility work for climate action, there are currently few resources available to support relevant efforts. Work on human mobility in the context of climate change is not usually identified as a discrete thematic area. While some programmes and interventions on human mobility have been funded by different donors and through different streams, the current financial landscape on this topic is fragmented and uncoordinated.

In fact, all available sources of finance present significant limitations:

- Adaptation funding currently covers no more than 10% of the estimated USD 215 billion to USD 387 billion needed annually to successfully minimize the impacts of climate change.¹³ Available funding falls short of the USD 300 million objective agreed upon at COP29¹⁴ and is particularly difficult to access for high-risk countries featuring limited levels of institutional capacities or instability.¹⁵
- DRR funding is even less sizeable and is not tied to any quantified financial commitment by countries.¹⁶

- Humanitarian funding has been declining in recent years, is already insufficient in the face of today's crises and is expected to cover a fraction of humanitarian needs in a future humanitarian landscape featuring more frequent and intense hazards and disasters, and more acute associated impacts (see figure 2).¹⁷ Moreover, humanitarian funding tends to sharply decline over time, leaving many protracted crisis situations (including their displacement implications) largely underfunded.
- Dedicated sources of funding on human mobility (such as the MPTF¹⁸) and durable solutions (such as IDSF¹⁹) are smaller, less established and not specifically focused on climate change issues.

The picture that emerges from the analysis of existing finance on human mobility and climate change presents significant gaps. This is a particular concern in the context of increasing risks, leading to longer-lasting impacts in developing countries that are particularly vulnerable to adverse affects of climate change, including SIDS and LDCs, which have generally lower capacity to meet the complex requirements required to access these sources of finance, find it even harder to access adequate resources.

13 UNEP. 2023. Adaptation Gap Report 2023, available at: <https://www.unep.org/resources/adaptation-gap-report-2023>.

14 See <https://unfccc.int/news/cop29-un-climate-conference-agrees-to-triple-finance-to-developing-countries-protecting-lives-and>.

15 World Bank. 2024. Closing the Gap: Trends in Adaptation Finance for Fragile and Conflict-affected Settings, available at: <https://documents.worldbank.org/en/publication/documents-reports/documentdetail/099071924093036614/p18036713fd35307f1987e1f37c1b5a9457>.

16 See <https://reliefweb.int/report/world/high-level-dialogue-international-cooperation-scaleup-financing-drr-financing-disaster>.

17 Devinit. 2023. Global Humanitarian Assistance Report 2023. <https://devinit.org/resources/global-humanitarian-assistance-report-2023/>.

18 United Nations Network on Migration. 2025, available at: <https://migrationnetwork.un.org/mptf>.

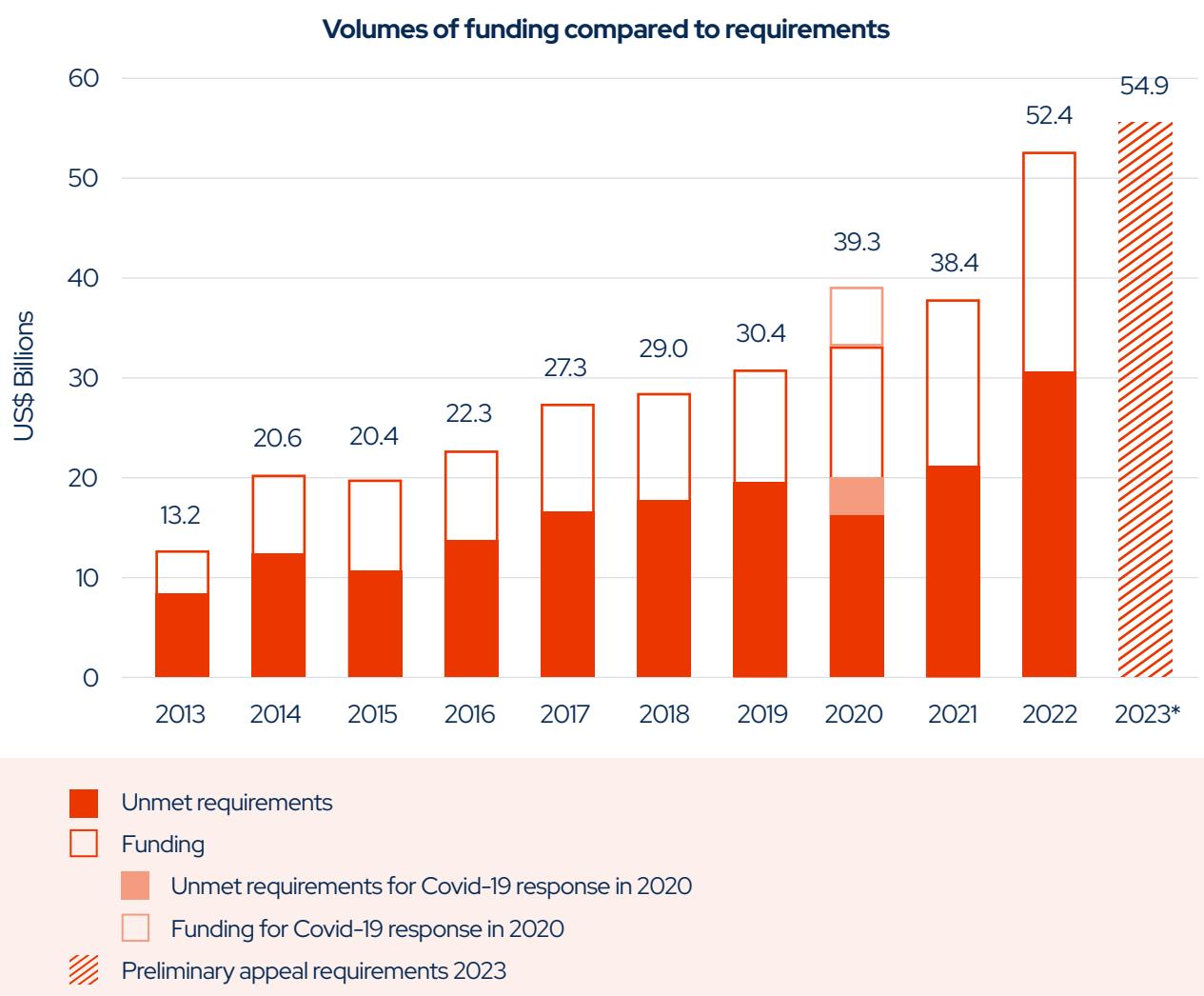
19 IDSF. 2025, available at: <https://mptf.undp.org/fund/ids00>.

Notably, countries which host a disproportionately large number of displaced persons, have historically received much lower shares of available climate finance, due to donors' risk aversion.²⁰

There are also significant limitations to the usefulness of this funding for supporting work on displacement, migration and planned relocation: laborious processing means that it can take years for funding to become available, and it might not meet the most urgent needs of communities. Lastly, challenges in accreditation processes, project development and reporting make it overly difficult for local and community actors to directly access these resources

– an issue that is particularly felt by displaced persons and migrants, who routinely face additional barriers to representation, awareness and ability to deal with administrative requirements. Addressing this funding gap will therefore require both increasing the overall scale of existing finance and by making additional resources available and diversifying the sources of finance to match the growing needs of people, communities and societies affected and displaced in the context of the adverse effects of climate change and lowering the barriers to accessing relevant financial resources for developing countries, and in particular those that have more limited capacities.

Figure 2: Volume of humanitarian funding compared with requirements



Source: Devinit, 2023.²¹

20 International Committee of the Red Cross. 2022. Embracing Discomfort: A Call to Enable Finance for Climate-Change Adaptation in Conflict Settings, available at: <https://www.icrc.org/en/publication/4672-embracing-discomfort-call-enable-finance-climate-change-adaptation-conflict>.

21 Devinit. 2023. Global humanitarian assistance report 2023, figure 1.4, available at: <https://devinit.github.io/resources/global-humanitarian-assistance-report-2023/key-trends-humanitarian-need-funding-2022/>.

Ongoing evolutions in the loss and damage action and support architecture

In this context, the operationalization of specific arrangements to provide vulnerable countries with technical and financial assistance is an important development. In 2019, the Parties established the Santiago Network for averting, minimizing and addressing loss and damage associated with the adverse effects of climate change as part of the WIM.²² Its role is to catalyse the technical assistance of organizations, bodies, networks and experts for the implementation of relevant approaches at the local, national and regional level in developing countries that are particularly vulnerable to the adverse effects of climate change. Following its setup and resourcing, the SN began delivering services in 2025, awarding a first grant for technical assistance to Vanuatu. Based on the agreed rules and procedures, the SN is accepting requests for technical assistance from developing countries, which are the foundation to issue Calls for Proposals that SN members can apply to. As relevant technical assistance start being requested by and delivered to governments and communities to support the development of initiatives to avert, minimise and address loss and damage, human mobility can be integrated in all relevant capacity building, evidence generation, preparedness, and policy development efforts to promote more coherent and comprehensive technical assistance on loss and damage.

Moreover, in 2022, decisions 2/CP.27 and 2/CMA.4 established a FRLD and new funding arrangements for assisting developing countries that are particularly vulnerable to the adverse effects of climate change in responding to loss and damage.²³ The FRLD aims to strengthen responses to economic and non-economic loss and damage associated with both extreme weather events and slow-onset events. Importantly, decision 2/CMA.4 explicitly includes work on human mobility in the scope of the Fund, also recognizing that displacement in the context of climate change is an underfunded area which might require the development of additional funding arrangements (paragraphs 6, 17), and calls for the inclusion of climate migrants in procedures to consult and engage stakeholders in the operationalization of the Fund (paragraph 28). Work on the initial two-year start-up phase of the FRLD has started with the “Barbados Implementation Modalities”, adopted at the fifth meeting of the FRLD Board in April 2025. Between 2025 and 2026, this mechanism will allocate US\$ 250 million to support developing countries that are particularly vulnerable to the adverse effects of climate change in order to test different access modalities, building on bottom-up and country-led approaches to addressing economic and non-economic loss and damage (including those related to human mobility).²⁴

22 UNFCCC. 2019. Decision 2/CMA.2, available at: <https://unfccc.int/documents/209506>.

23 UNFCCC. 2023. Operationalization of the new funding arrangements, including a fund, for responding to loss and damage referred to in paragraphs 2–3 of decisions 2/CP.27 and 2/CMA.4, available at: <https://unfccc.int/documents/636618>.

24 UNFCCC. 2025. Proposal for the start-up phase of the FRLD, available at: <https://unfccc.int/documents/646249>.



3 Relevant Operational Approaches

Working at the intersection of human mobility and climate change

Work focusing at the intersection between climate change and human mobility is very diverse, encompassing interventions that are implemented at different stages of different climate change related events and processes (and of different population movements that might take place in these contexts). A comprehensive approach is essential to fully assess the needs related to human mobility and climate change, and to design and implement the most appropriate operational responses.

The landscape of approaches that the Guide considers is therefore quite broad, spanning interventions which avert loss and damage (e.g. resilience and promotion of sustainable livelihoods, food security and peace in areas of origin of

large population movements or at high risk of displacement), minimize loss and damage (e.g. emergency preparedness and response following weather and climate hazards), and address loss and damage (e.g. post-disaster interventions for humanitarian assistance, reconstruction, access to services, livelihood recovery, decent work and durable solutions). A full breakdown of these domains of work is provided in figure 3 and is explored further in this section. This conceptualization, as well the categorization of relevant interventions presented here, is based on the analysis of relevant literature (see also annex 4 for additional readings on this topic) and project information, both publicly available and specifically shared by operational actors and donors in support of the development of the Guide.²⁵

Figure 3: Domains relevant to the work on human mobility and climate change

Climate hazards & impacts	Slow-onset events and processes			
	Climate-related event			
Activities to avert, minimize and address loss and damage & human mobility	Addressing drivers of displacement Sustainable livelihoods Hazard mitigation Protect and reclaim land Climate-proof houses and infrastructure Migration as adaptation Facilitating dignified migration Diaspora engagement for resilience Principled planned relocations Capacity building Data and assessments, research	Preparing for displacement Preparedness of people & communities Resourcing institutions that respond to displacement Setting up evacuation shelters Early warnings Coordination systems Including people on the move in preparedness Awareness on climate mobility Policy development	Responding to displacement Provision of emergency shelters Provision of Food & NFIs Protection Cash distributions WASH Services Healthcare Greening humanitarian responses Migration & emergencies Preparedness for displacement	Promoting durable solutions Building Back Better houses and infrastructure Promote access to land Restore access to services Restore and enhance livelihoods Support host communities Promote community cohesion L&D associated with displacement Social cohesion

In practice, few concrete responses will explicitly be articulated as ‘action and support on loss and damage and human mobility’, and many may not even primarily target climate change impacts, but rather focus on disaster response, resilience, development and environmental change. This has implications on the way programmes, projects and activities need to be framed in order to be relevant to different donors and funding streams. For the purpose of the Guide, all these responses are considered part of a diverse, evolving field of activities, projects and programmes that increasingly identifies adverse climate change impacts on human mobility as a key concern. For additional information on each programming domain refer to annex 1, which lists examples of the different operational approaches included under each programming domain.

3.1.1 Averting and minimizing the impacts of climate change that drive displacement

Supporting adaptation capacities and resilience in areas that have experienced significant past population movements, or that are experiencing climate risks or impacts that are expected to lead to significant population movements, is important to protect people’s agency and mobility in the face of climate change. Many of these activities typically focus on:

- increasing local awareness of climate risks;
- preventing or mitigating the impacts of climate hazards;
- protecting and diversifying capacities, livelihoods and incomes, and promoting food and water security.

Many of the relevant responses overlap with activities that are often framed as ‘sustainable development’, ‘rural/urban development’ or ‘livelihood security’. They are, however, particularly relevant to the scope of the Guide whenever they are focused on areas with populations that have traditionally moved to cope with the physical, social, economic and security implications of the impacts of environmental changes and disasters – through, for instance, seasonal or circular migration or transhumance of pastoralist communities.

These activities also remain relevant for communities that have already been displaced, have migrated or have been relocated in the context of climate change impacts, as they are key to ensuring that whatever solution is put in place to address their needs is both more secure and more economically viable and sustainable.



In West Africa, the **African Development Bank** is supporting a large program focusing on areas of origin of people’s migration in the Niger Basin to 1) build the resilience of ecosystems and natural resources; 2) build the resilience of local households through more sustainable livelihoods; and 3) ensure program coordination and management.

25 Over 120 projects have been elaborated to support this effort, including about 80 that were contributed by Task Force on Displacement members and other partners upon request by the WIM ExCom through a dedicated survey. For an overview of the information provided through the survey, see: <https://unfccc.int/WIM-ExCom/supplementary-info-technical-guide-displacement-financial-resources>. Additional information has been compiled by the PDD and partners on planned relocation interventions as part of the ‘Leaving Place, Restoring Home’ research project, available at: <https://disasterdisplacement.org/news-events/leaving-place-restoring-home-enhancing-the-evidence-base-on-planned-relocation-cases-in-the-context-of-hazards-disasters-and-climate-change-2/>. A further systematization of the work in this field is available through IDMC’s repository of good practices, available at: <https://www.internal-displacement.org/good-practices>.



With support from the **GCF**, the Government of the United Republic of Tanzania, UNHCR and the UN Environment Programme are collaborating on a five-year project 'Building climate resilience in the landscapes of the Kigoma region, Tanzania', to address challenges linked with flood and erosion control in the Kigoma region – an area of destination for displaced persons. The initiative adopts a holistic approach, using nature-based solutions and ecosystem restoration to adapt to climate change in areas hosting displaced populations. The project aims to conserve and improve 216,000 hectares of forest and agro-ecological systems in support of local livelihoods.

All these interventions can be supported by efforts to gather and collect relevant data. Evidence needed to inform, design, target and evaluate programmes at the intersection of human mobility and resilience typically include:

- drivers of population movements, including decision-making pathways and tipping points of different people facing climate risks;
- impacts of climate change on drivers of risk;
- patterns of population movements and how they are affected by pre-existing resources, characteristics and vulnerability of the population;
- perspectives and lived experiences of communities to ensure people-centered responses, with a specific attention to groups particularly affected by displacement, such as Indigenous Peoples, women, girls and boys and people with disabilities;
- potential population movements that could take place in a given area due to climate change impacts.



A grant disbursed by **Canada's department for Immigration, Refugees and Citizenship** via its International Migration Capacity

Building Program is supporting an assessment of the environmental drivers of migration in rural areas in Mexico, carried out by IOM and Rainforest Alliance. The assessment specifically aims to support capacity building and empowerment efforts targeting local women, encouraging their participation in farmers' cooperatives and providing information on safe migration options.

Moreover, and given their emerging nature, these kinds of programmatic and operational approaches often need to be supported by awareness raising, capacity building and policy development interventions targeting key decision-makers. This is needed to enhance understanding of the issue and potential responses, and to create a more conducive and integrated policy and institutional framework for the implementation of all concrete efforts. Capacity building on this topic is particularly important to enable regional, national and local actors to be able to develop context-specific, locally-owned approaches to addressing human mobility in the context of climate change and to be able to access relevant sources of technical and financial assistance.



The **NDC Partnership Action Fund**, a pooled fund with contributions from seven European countries, is supporting

FAO with a grant to assess loss and damage associated with human mobility in the context of climate change in Chile. The Fund aims to support country members of the NDC Partnership in addressing gaps in the implementation of their NDCs. The success of FAO in funding this program highlights the strategic relevance of ensuring that human mobility is captured in climate action planning at the national level for relevant work to be funded through dedicated finance streams.

3.1.2 Enabling safe, voluntary and dignified migration to leverage its resilience and adaptation potential

In certain contexts, climate change adaptation activities can leverage the resources, skills and knowledge migrants can acquire through their migration for the benefit of their households and communities. Such activities may even facilitate migration (in conditions of safety and dignity) for some individuals to ensure that additional diverse resources are made available to support adaptation to climate change or coping against its impacts. Such efforts could include, for instance:

- livelihood diversification, as migration allows workers to gain an income in another sector or location, less at risk or affected by climate change;
- upskilling, as migrants receive specific training that supports further adaptation upon return to their places of origin.

The conditions in which migration takes place, the degree to which the rights of migrants are respected throughout their journey, and the way responses are targeted to the specific needs of different individuals (including members of Indigenous communities, women, girls and boys and people with disabilities) are critical factors in determining the short- and long-term benefits of these programmes. To this end, planning for future migration flows (especially into high-immigration areas such as urban centres) is a key measure to reduce future risks and create more inclusive communities.



In Bangladesh, the **Climate Justice Resilience Fund** is supporting households to make the best of migration opportunities to support adaptation outcomes. The Fund supports (prospective) migrants, as well as their households, through skill development opportunities for more economically successful migration, awareness on climate-smart use of remittances, as well as reconstruction/recovery support following disasters.

A subset of these activities may include efforts to enable and protect the ability to move of people who traditionally rely on mobility for their livelihoods and culture (e.g. pastoralist communities).

3.1.3 Implementing principled, rights-based planned relocations as an option of last resort

When no in-situ realistic risk reduction or adaptation options exist to allow people to remain in areas facing intolerable levels of risk or irreversible degradation of environmental conditions, the planned relocation of communities can be an option of last resort to minimize future impacts of climate change. Through planned relocations, communities or individuals are moved from a location at risk to a safer location, usually with the assistance of public institutions that may support land-use planning, land and housing tenure, housing and infrastructure construction, and livelihood restoration and decent work.

Planned relocations, however, are often complex, costly and politically fraught processes, which (if poorly planned or executed) can have negative impacts on communities' resilience and well-being. Moreover, they can be lengthy operations and need to be accompanied by significant effort to protect communities throughout their planning and implementation phases.

The risk reduction benefits of planned relocations are maximized whenever they are carried out:

- based on solid, rights-based policy frameworks that specifically cover planned relocations, or sectoral policies that regulate all its main components in a comprehensive manner;
- in a participatory and consultative manner, in accordance with the principle of communities' free and prior informed consent;
- through comprehensive and long-lasting interventions that address needs across all dimensions of the well-being of people being relocated, including the immaterial and non-economic ones, such as the preservation of their cultural heritage and psychosocial well-being;
- considering the needs of, and impacts suffered by, other affected communities.

Financing these responses therefore requires integrating guard-rails to prevent the violation of human rights principles.



In Fiji, the CROC Trust Fund has been established to create a pool of resources coming from donors and other sources that can be disbursed in support of planned relocation operations – including for research and assessments, risk reduction activities, identification of locations where people may settle and support for relocated communities. The CROC Trust Fund is an excellent example of how the financial landscape for human mobility and loss and damage is evolving. Among the different sources of funding that are being pooled in support of planned relocation operations, Fiji received in June 2024 a commitment of 3.6 million New Zealand dollars from **New Zealand's International Development Cooperation programme**, specifically targeting planned relocation operations as part of a broader intervention supporting human mobility in the context of climate change.

- setting up coordination systems to manage and address displacement through protection-sensitive approaches that include all vulnerable groups (including Indigenous People, women, boys and girls, people with disabilities, people who are already living in displacement and migrants);
- setting up hazard monitoring, early warning and emergency communications systems;
- strengthening evacuation infrastructure and systems, including by building the capacities of disaster responders in areas at risk;
- creating community-based systems, structures and capacities for preparedness, including by building the capacities of communities at risk;
- identifying, planning and equipping locations that will receive inflows of displaced persons in the event of a disaster.



In the Federated States of Micronesia, the **US Office of Foreign Disaster Assistance**

has been supporting a variety of interventions to build local preparedness for disasters related to climate change. The activities, led by IOM, aim to build understanding and awareness of risks and responses among local communities, as well as ensure that responders are well coordinated and trained in the event of a disaster, and able to respond to ensuing displacement more effectively.

3.1.4 Preparing for displacement and other population movements in the context of the adverse effects of climate change

Preparedness activities targeting disasters for which frequency and severity might be affected by the impacts of climate change are part and parcel of interventions to minimize and address loss and damage. A key part of this work involves creating DRM systems that address the specific needs stemming from displacement that can take place in the context of such disasters. Relevant activities can include:

Specific data efforts can support interventions for preparing for displacement. They include, for instance, analyzes of past patterns of displacement and mobility in disasters, as well as forecasts of potential population flows towards evacuation sites or the identification of individuals who might face specific mobility constraints in disasters. Furthermore, preparedness efforts should build on capacity assessments that quantify material, human, financial and organizational resources available locally to manage displacement, and help identify relevant gaps and priority interventions.

A specific subset of these preparedness activities encompasses planning, coordination and training to create disaster preparedness, response and recovery systems that are more inclusive of displaced persons and migrants who face specific conditions of vulnerability in the face of climate change and related displacement.



Groups living in highly exposed, underserved displacement sites) constitute a group that is specifically vulnerable to the impacts of climate change. **DG ECHO** has supported international and civil society actors to improve access to early warning information and anticipatory action for Rohingya populations in Cox's Bazar, building the capacity of nationally-owned preparedness and response systems to reach out to marginalized populations in camp.

An additional element of preparedness with specific implications for finance is the ability to rapidly leverage funds to allocate resources to communities and households at immediate risk of disasters and related displacement through, for instance, forecast-based finance schemes that facilitate minimizing and better addressing incurred loss and damages.



In the Philippines, the national Red Cross Society, with the support of the **German and Finnish Red Cross Societies**, as well as **IFRC**,

is implementing forecast-based financing to respond to typhoons. The financial mechanism supports community responses by allowing households to: 1) evacuate their livestock, 2) obtain cash for work to clear drainages and harvest early, and 3) improve housing and local shelters through kits and materials. These activities help avoid displacement or reduce the risks and losses linked with displacement (e.g. loss of assets, impoverishment).

3.1.5 Responding to displacement and other forms of human mobility in the context of the adverse effects of climate change

Humanitarian response is key to minimizing and addressing the losses and damages communities suffer when displaced in the context of both sudden and slow-onset hazards and related disasters.

These activities might include:

- distribution of essential goods, including food and non-food items;
- provision of essential services, including water and sanitation, healthcare and education;
- protection responses;
- provision of safe shelters, including by setting up and servicing displacement sites;
- distribution of cash, both to meet immediate needs and specifically to address loss and damage related to displacement.



Many humanitarian activities for responding to displacement are funded by **CERF**. It is supported by 50 UN Member States and observers, international organizations, regional and local authorities, and private sector and civil society actors. Many of its State contributors have paid over USD 1 billion into the fund since its establishment in 2005. CERF is allocating an increasing share of its resources to responses to climate hazards. Moreover, at COP28 CERF launched a 'Climate Action Account' that allows donors to specifically support work to reduce climate impacts, by scaling up anticipatory action and responses to climate shocks.

Data collection and analysis are a key component of humanitarian interventions, informing planning and delivery of assistance over time. In displacement situations, key data-collection activities informing the crisis responses of governments and international actors focus on:

- number and demographic characteristics of displaced persons;
- their location/distribution and patterns of movement;
- evolution of the risks and the protection and assistance needs they face.

This information is typically collected in an iterative manner to provide up-to-date evidence for operations that take place over time in dynamic displacement situations. Fully integrating such into loss and damage assessments is key to providing a comprehensive picture of direct and cascading impacts due to climate change events.



Through the **African Risk Capacity Replica** parametric insurance programme, the

Government of Malawi and UNHCR received insurance payouts following the devastating 2023–2024 El Niño-driven drought. The payout of over USD 11.6 million supported humanitarian efforts to address food insecurity and reach the most vulnerable communities impacted by the widespread crop failures, including people displaced in the Dzaleka camp.



In Malawi, GiveDirectly (a nonprofit that lets individual and institutional donors pool resources that are used to support direct, unconditional cash transfers to vulnerable households) has used resources provided by the **Scottish Government's Climate Justice Fund** to address the losses and damages linked with displacement. The project was set up following Cyclone Freddy, which dropped six months' worth of rainfall in just six days, triggering floods and mudslides that displaced 659,000 people. Resources were allocated to 2,700 households affected and displaced by the disaster, based on an assessment of household needs and cost of living. The project's specificities lie both in its model of implementation (unconditional cash transfers supported by an NGO, rather than an international organization) and in the specific loss and damage/climate justice focus of the donor's financial contribution.

In some cases, environmental sustainability objectives have been integrated into humanitarian operations aiming to assist displaced persons. In addition to reducing the environmental footprint of humanitarian operations, these measures can help reduce risks for displaced persons, potentially averting and minimizing conditions that may lead to secondary or more protracted displacement.

3.1.6 Promoting durable solutions to displacement

Durable solutions are reached when displaced persons have no outstanding need stemming from their displacement. Until that is the case, they continue to be at risk of suffering loss and damage as a consequence of their displacement. Progressing towards durable solutions is therefore a key consideration for interventions to avert, minimize and address current and potential losses and damages.

Supporting durable solutions requires long-term, comprehensive strategies and costly interventions that comprise actions to improve all facets of the displaced persons' lives and access to basic rights, including the reconstruction of houses and infrastructure, decent work, strengthening community cohesion and reducing the risks people might face owing to climate change. These interventions also require addressing underlying factors of vulnerability that disempower or marginalize specific groups, such as Indigenous Peoples, women, boys and girls and people with disabilities. They are often based on the set-up of multi-sectoral strategies and coordination systems, and require leveraging large-scale investments from multiple sources to cover related infrastructural, livelihoods, service provision and community cohesion needs.



The **World Bank** has supported Senegal since 2018 through a USD 30 million Saint-Louis Emergency Recovery and Resilience Project.

The project is financed through International Development Association grants, specifically drawing on the IDA's Climate Change Action Plan and its Crisis Response Window to enhance community resilience to sea-level rise and related displacement risks and enhance urban planning for people displaced and at risk of needing support to relocate elsewhere.

Gathering information throughout the displacement phase is key to developing effective durable solutions interventions. Relevant data work typically focuses on:

- evolution of displaced persons' numbers, locations and degree of achievement of different well-being and recovery indicators;
- evolution of their needs over time and the obstacles they face against achieving solutions;
- their intentions to return or move elsewhere.

Gathering and analyzing this information provides an important assessment of the losses and damages communities may suffer as a consequence of displacement, painting a more comprehensive picture of economic and non-economic impacts of climate change events.



Responding to human mobility as a component of averting, minimizing and addressing the adverse impacts of climate change

The interventions described in the previous sections typically belong to different sectors or areas of work (ranging from development to DRR, from humanitarian action to recovery and reconstruction). However, they all have relevance for climate action, and more specifically for averting, minimizing and addressing loss and damage. In order to support their full inclusion into planning of climate action and relevant programmatic approaches, it is important to make this relevance as explicit as possible. This is also key to ensuring that relevant work can be funded as part of interventions to avert, minimize and address the negative impacts of climate change.

Many efforts to avert and minimize impacts of climate change through adaptation change the parameters for people's decisions to move or to stay in place. Effective risk reduction efforts and investments in sustainable livelihoods allow people to make these choices in a less constrained, more empowered manner. This includes, for instance, efforts aiming to protect land, assets, homes and health of people in areas at risk, and who might be forced to leave in the face of potential hazards or suffered impacts. Integrating specific attention to people's current or potential mobility can improve the adaptation outcomes of such efforts:

- Monitoring human mobility patterns can help demonstrate what impacts communities are suffering from as a consequence of climate change. Changes in migration patterns from pastoral or rural societies towards urban areas, for instance, can be a response to resource or livelihood stresses. This can help target early assistance and responses so that more acute loss and damage (and related displacement) can be avoided;
- Safe and dignified migration out of areas affected by climate change, or at risk of relevant impacts, can be promoted as a way of supporting local resilience, including through rights-based labour migration schemes;
- Planned relocations that are supported by rights-based approaches and sufficient resources can allow communities to leave high-risk areas and resettle into safer locations where they can have better and more sustainable access to livelihoods, services and opportunities, especially if such planned relocations are community led and/or based on communities' free and prior informed consent;

- Climate change adaptation and risk reduction work that meaningfully includes displaced persons and migrants in their design and implementation can help improve the conditions of some of the most climate-vulnerable groups of our societies, as well as their host communities. This requires, in particular, adequately targeting relevant efforts so that they can address the needs of those hosted in displacement sites.

Human mobility considerations are integral to all efforts to respond to climate impacts and address related loss and damage, including disaster preparedness and response, rehabilitation and recovery, and setting up of appropriate social and financial protection mechanisms. Notably:

- All preparedness efforts need to integrate a specific attention to displacement triggered by hazards and disasters associated with climate change. Planning, capacity building, awareness and coordination efforts need to build on the potential displacement that affected persons might experience, including its occurrence and long-term assistance and solutions implications;
- Humanitarian action in response to climate-related disasters needs to address the needs of displaced persons through the provision of life-saving assistance, protection (including forms

of international protection) and access to basic services. In the absence of these interventions, the amount of loss and damage communities suffer is multiplied;

- The provision of long-term assistance and durable solutions for displaced persons, through support for the reconstruction of houses and infrastructure, livelihoods, land and housing and restoration of culture and immaterial assets is essential to preventing displacement from resulting in a variety of short- and long-term, direct and indirect negative impacts on the lives of displaced persons, as well as other people affected by their displacement.

Table 1 summarizes these considerations, aligning activities identified as typical for the work on human mobility and climate change with the objectives to avert, minimize and address loss and damage. The relevance of mitigation of climate change as a specific objective of interventions on human mobility is limited to work that reduces the carbon and/or environmental footprints of interventions to manage and address population movements. Such programmes are not analyzed in detail by the Guide in light of its specific focus.



Table 1: Typical programming domains relevant to human mobility and how they fit into loss and damage objectives

Avert		Minimize		Address	
Domain	Example of activity	Preparedness for potential displacement	Anticipatory action for displacement	Responding to human mobility	Durable solutions
Addressing drivers of displacement and forced migration	Supporting migration as adaptation	Preparedness for potential displacement	Anticipatory action for displacement	Addressing losses through financing instruments	Minimizing the environmental impacts of displacement
Livelihood resilience in places of origin	Resettlement	Dignified labour migration from areas at risk	Capacity building of institutions, systems and communities	Supplementing livelihoods	Evacuation support
Hazard mitigation in places of origin	Housing reconstruction	Urban planning in areas of destination	Assessment of potential displacement	Provision of food and non-food items	Cash transfers to offset costs of displacement
				Risk awareness and early warning	Shelter and protection
					Restoring communities

Source: Authors' elaboration based on a survey of relevant activities.

Different types of interventions needed to work on human mobility and loss and damage

The Guide focuses on funding work focusing on human mobility that supports the objectives of averting, minimizing and addressing loss and damage. For ease of analysis, the nine groups of activities identified in the previous section are clustered in six areas of work, namely:

- addressing the drivers of displacement;
- preparing for displacement (including anticipatory action);
- responding to displacement;
- promoting durable solutions to displacement (including minimizing and addressing associated losses and environmental impacts);
- enabling safe, voluntary and dignified migration;
- implementing principled planned relocations.

From the programming perspective, these domains address a wide variety of needs of affected populations – ranging from the construction of infrastructure and buildings to the training of personnel and at-risk communities, and the set-up of coordination mechanisms to strengthen responses to displacement and pursue durable solutions – which has implications on donors' interest in funding different responses, and relevance of different financial instruments for each.

The analysis of projects and activities performed for the Guide has facilitated further categorization of these needs and related responses into six main types of intervention, namely:

- infrastructure, structures and technology;
- developing policies;
- gathering and analyzing data;
- building capacities and training;
- providing equipment needed for operations;
- enhancing the availability of financial resources.

Table 2 provides an overview of how different programming domains can be operationalized through different types of interventions to respond more effectively and comprehensively to the needs of target populations. It is important to note how responses in each domain may be supported by very different types of interventions, leveraging different expertise and resources.

Recognizing these categories of needs and interventions is useful for designing more targeted responses, understanding the cost and resource implications of each activity, and aligning proposed approaches with relevant donors' framing and priorities, funding mechanisms, and financial instruments. More detailed guidance on this alignment will be further explored in section 5.

Table 2: Matrix of types of interventions needed to support different kinds of work on human mobility and loss and damage

Type of intervention	Addressing the drivers of forced movements	Preparing for displacement	Responding to displacement	Promoting durable solutions to displacement	Promoting safe, voluntary and dignified migration	Implementing principled planned relocations
Infrastructure and technology	<ul style="list-style-type: none"> Protect land and assets Climate-proof houses and critical infrastructure Reclaim and regenerate land Monitoring and early warning systems for long-term climate trends and slow-onset hazards 	<ul style="list-style-type: none"> Identify/protect safe locations for evacuation Build or retrofit and service climate-proofed evacuation shelters Identify and equip/ improve evacuation routes Hazard monitoring and early warning systems 	<ul style="list-style-type: none"> Set up and service displacement sites Protect ecosystems around displacement sites 	<ul style="list-style-type: none"> Provide transitional shelters and (re) build housing Improve protective and service infrastructure in places of return/ relocation 	<ul style="list-style-type: none"> Improve transportation infrastructure and systems Build and equip service centres for migrants along routes Build or improve infrastructure and housing in (potential) places of destination 	<ul style="list-style-type: none"> Provide housing that responds to the material and immaterial needs of each relocated family Develop infrastructure to enable access to all basic services Build or protect spaces or structures of collective/ritual significance
Policy and enabling environment	<ul style="list-style-type: none"> Risk-informed land-use planning Social protection and just transition planning Building codes NAPs Land ownership systems 	<ul style="list-style-type: none"> Define roles and responsibilities for providing assistance and protection, including through referral systems Establish evacuation plans and protocols 	<ul style="list-style-type: none"> Rights of IDP, including land rights, assistance and protection, and compensation Access to social protection systems Employment-based disaster response, livelihoods and decent jobs 	<ul style="list-style-type: none"> Durable solutions collaboration frameworks, roles and responsibilities Land-use planning Building codes Land ownership system 	<ul style="list-style-type: none"> Urban and land-use planning in places of destination Free movement protocols, bilateral migration schemes Migrants' rights, including options to settle, work, access services and assistance, and reunite with family members 	<ul style="list-style-type: none"> Risk-informed land-use planning Principled planned relocation policies Land ownership system Building codes Procedures to promote participation of all affected communities

Table 2 (continued): Matrix of types of interventions needed to support different kinds of work on human mobility and loss and damage

Type of intervention	Addressing the drivers of forced movements	Preparing for displacement	Responding to displacement	Promoting durable solutions to displacement	Promoting safe, voluntary and dignified migration	Implementing principled planned relocations
Data	<ul style="list-style-type: none"> Identify areas at risk Identify potential displacement and past patterns of movement 	<ul style="list-style-type: none"> Track evacuation flows 	<ul style="list-style-type: none"> Track displacement patterns Track displaced persons' needs and risks 	<ul style="list-style-type: none"> Progress towards solutions and movement intentions Risk identification in places of return/integration/resettlement Economic and non-economic impacts of displacement 	<ul style="list-style-type: none"> Model potential migration flows Monitor migration intentions Migration intentions 	<ul style="list-style-type: none"> Identify potential risks in areas of relocation Identify potential losses and damages associated with the relocation
Capacity building			<ul style="list-style-type: none"> Training on displacement management for disaster responders Preparedness training for members of at-risk communities 	<ul style="list-style-type: none"> Developing/ resourcing systems for redocumentation, family tracing and protection 	<ul style="list-style-type: none"> Increase capacity of service providers to address additional demand for services Upskill displaced persons and support opportunities for decent work 	<ul style="list-style-type: none"> Training on principled relocations for decision-makers Upskill relocated individuals

Table 2 (continued): Matrix of types of interventions needed to support different kinds of work on human mobility and loss and damage

Type of intervention	Addressing the drivers of forced movements	Preparing for displacement	Responding to displacement	Promoting durable solutions to displacement	Promoting safe, voluntary and dignified migration	Implementing principled planned relocations
Equipment		<ul style="list-style-type: none"> Vehicles for evacuation support Stockpiles in emergency shelters 	<ul style="list-style-type: none"> Replenish food and non-food stockpiles Materials for emergency shelters 	<ul style="list-style-type: none"> Materials for transitional shelters 	<ul style="list-style-type: none"> Stockpile service provision/assistance hubs 	<ul style="list-style-type: none"> Leverage remittances for resettlement Leverage specific relocation funds
Access to finance	<ul style="list-style-type: none"> Development of insurance mechanisms Leveraging remittances for adaptation and resilience 	<ul style="list-style-type: none"> Set up an infrastructure for cash transfers for emergency assistance 	<ul style="list-style-type: none"> Leverage remittances for disaster response Activate the infrastructure for cash transfers for emergency assistance 	<ul style="list-style-type: none"> Leverage remittances for disaster recovery and reconstruction Set up an infrastructure for cash transfers for post-disaster assistance 	<ul style="list-style-type: none"> Leverage remittances for cash transfers for post-disaster assistance 	<ul style="list-style-type: none"> Leverage remittances for resettlement Leverage specific relocation funds



4 Overview of the Relevant Finance Landscape

This section offers a synthesis of the various donors and financial instruments for interventions that address the impacts of climate change on human mobility. The current landscape of efforts to avert, minimize and address the impacts of climate change on human mobility is funded through a mosaic of several, different instruments and actors.

A large, stylized 'C' shape in light blue and white, with the number '4.1' in a bold, dark blue font positioned inside the upper curve of the 'C'.

4.1

Key financial instruments

The analysis of projects presented in section 3 and relevant literature shows that funding for human mobility in the context of climate change can be channelled through a diverse set of financial instruments.²⁶ However, grants remain by far the primary instrument for these interventions, and in most notably for work to address the humanitarian needs of displaced persons and migrants. Instruments such as equities, guarantees and risk-sharing schemes, in fact, are only suited to fund investments on infrastructure, technology and insurance (more information on the potential relevance of different funding instruments for different types of programming is provided in Section 5.4). Other instruments, such as loans, including concessional loans, increase debt and reduce fiscal space for recipient countries and entities. Grants, instead, are accessible to countries with vastly different capacity levels, and are the only instruments that allow countries and communities to receive additional financial support for all kinds of action, and without specific obligations or need for deferred repayment. As such, they typically are the preferred funding instrument for developing countries, particularly in the loss and damage space. In the current financial landscape, it is expected that grants will continue to represent the instrument more commonly used to support this kind of programming.

That being said, the list of instruments emerging from the analysis presented in Section 3 includes the following:

- **Grants:** non-repayable financial contributions that can cover the full, partial or incremental costs of specific interventions. They are frequently used to fund non-revenue-generating activities and play an important role in supporting innovation, capacity building, the creation of an enabling environment, project preparation and de-risking interventions that enhance the financial viability of projects. They play a particularly significant role in humanitarian responses, especially in conflict-affected areas.
- **Concessional loans:** loans that are provided on more favourable terms than those available on the financial market, e.g. these may include low or zero interest rates and extended repayment schedules. The level of concessionality is typically tied to considerations of vulnerability, access to other financial sources and debt constraints. In the context of human mobility, concessional loans can support infrastructure and service delivery projects that have the potential to generate long-term returns, but may still require more affordable financing to move forward.

²⁶ The typology is adapted from the World Resources Institute and contextualized for human mobility, available at: <https://www.wri.org/glossary-financing-instruments>.

- **Equity:** direct capital contribution to a project, without the guarantee of repayment, in exchange for a share of ownership and participation in future profits or losses. The return on equity depends on project performance over the investment period. Equity investments often complement loans and are used by MDBs, DFIs and private sector actors to finance capital expenditures, such as infrastructure or technologies. In the context of human mobility and climate-related interventions, equity could be particularly important for financing climate mobility innovation and capital-intensive components such as climate-resilient infrastructure and infrastructure that benefit displaced communities. Especially in the context of developing countries, equity investments from DFIs and MDBs can be catalytic and help overcome market hesitancy.
- **Guarantees:** protections for funders and investors against the risk of non-delivery of a project's outcomes, which play a critical role in project finance by enhancing the financial viability of investments. A guarantee may cover a portion or the full value of an investment over its duration, helping to reduce funder or investor risk and improve access to finance. In the context of human mobility interventions, guarantees can facilitate financing by protecting investors from potential losses linked to factors such as political instability or regulatory uncertainty. As such, they can play an important role in enabling projects in high-risk settings where displacement and climate vulnerability are significant concerns.
- **Risk-sharing instruments:** designed to distribute financial risk across multiple actors in order to improve the bankability of projects, particularly in challenging or high-risk environments. Insurance is a specific type of risk transfer instrument that can support both anticipatory action and post-event response. When linked to predictive triggers, such as weather forecasts or early warning systems, insurance can enable early disbursements for preparedness, while also providing financial protection and recovery support after an event. For example, insurance can prevent displacement by funding early action that protects livelihoods, provides preparatory support for relocation and reduces loss and damage and humanitarian costs by responding earlier to predictable climate change events.

Moreover, these categories of instruments can serve as the building blocks for blended finance approaches that can help structure funding for complementary activities that are commercially viable and support long-term resilience-building, rehabilitation and recovery in line with building back better principle.

The funding sources that are most prominent for supporting human mobility interventions can be classified in different categories, depending on their primary objectives or typical area of support, each with specific framing for designing and supporting interventions. Identifying categories of funding sources and donors can help inform efforts to match needed activities with available sources of finance and support the development of appropriate framing of projects in line with the requirements of specific funding sources of donors.

It is worth noting that it is not always possible to univocally match a funding arrangement, source or donor to a specific area. For example, DRR and development finance can cover very similar interventions. Likewise, dedicated finance to address loss and damage often overlaps with ongoing humanitarian response efforts. Some bilateral donors and MDBs have started reflecting these overlaps through budget tagging or earmarking mechanisms, whereby climate action and resilience are recognized as objectives or areas of investment for broader humanitarian or development investments.

Also, it is worth noting that while a pool of finance actors and funds that have dedicated specific attention to human mobility needs and interventions can be identified,²⁷ this funding is not explicitly recognized as a stand-alone category of finance. Some limited examples of funds and mechanisms dedicated specifically to migration, planned relocations, displacement, and durable solutions exist. However, in most cases human mobility-related funding typically spans across the categories outlined below.

The analysis of projects and literature carried out for the purposes of the Guide has allowed the

identification of the following main categories of funding arrangements:

- Development finance refers to public and private financial resources deployed to support long-term economic growth, poverty reduction and the broad implementation of sustainable development goals in developing countries.
- Adaptation finance refers to the portion of climate finance directed to activities that aim to reduce the vulnerability of human or natural systems to the impacts of climate change and climate-related risks.
- DRR finance refers to funding that aims to increase the resilience of governments, businesses and households to disasters associated with natural hazards.
- Humanitarian finance refers to funding designed to save lives, alleviate suffering and maintain human dignity during and in the aftermath of emergencies and meet the needs of people affected by humanitarian crises.

Funding to avert, minimize and address loss and damage associated with the adverse effects of climate change, including extreme weather events and slow-onset events, can be channelled from all the areas listed above. Loss and damage is, however, identified as a distinct funding area in relevant UNFCCC decision texts,²⁸ and funding specifically dedicated to loss and damage will indeed be channelled through the FRLD once it starts operating. The area will, however, remain broader and include all the funding arrangements that are relevant to these interventions. Further clarity will be provided as the Standing Committee on Finance continue its technical work on operational definitions of climate finance and its overviews on climate finance flows.

²⁷ These funders typically support efforts to create conditions for safe, dignified displacement, migration and planned relocation.

²⁸ UNFCCC. 2024. Presidency text on new collective quantified goal on climate finance, available at: <https://unfccc.int/documents/644441>.

4.3

Key funding actors

This section provides an overview of the major institutional actors and funding entities relevant to programming on human mobility in the context of climate change. These include MDBs, DFIs, bilateral donors, vertical climate funds, humanitarian funding mechanisms, insurers, private sector actors and philanthropies. A list of institutions under each group is provided in the supplementary material accompanying this Technical Guide.²⁹ For the purposes of the Guide, and based on the analysis of their portfolios, as well as of actual projects with relevance for human mobility interventions presented above in section 3, the following groups of actors have been identified as the most relevant for the provision of funding on human mobility and climate change:

- **MDBs:** International financial institutions set up by groups of countries that typically provide access to development, adaptation and DRR funding and finance through various forms (including grants, loans, equity and guarantees).
- **DFIs:** Publicly-backed institutions that provide finance to the private sector for development-related investments. DFIs often take on higher risk to attract private capital and are active in sectors relevant to increasing resilience and reducing displacement risk.
- **Bilateral donors:** Government agencies or public institutions that provide all key types of finance (including development, humanitarian, DRR, adaptation or loss and damage finance) to other countries.
- **Vertical climate funds:** Multilateral climate finance mechanisms (e.g. the Global Environment Facility, the GCF, the Adaptation Fund and the Climate Investment Funds) with a global mandate to provide climate finance, often via grants, concessional loans and occasionally equity and guarantees. These funds focus primarily on mitigation and adaptation to climate change, but some have started supporting interventions relevant to minimizing and averting the impact of climate change on human mobility. The FRLD, currently in its initial start-up phase through the Barbados Implementation Modalities, is expected to provide targeted support for actions that avert, minimize and address the impacts of climate change on human mobility, including displacement, planned relocation and migration.
- **Humanitarian funds:** Financial mechanisms and pooled donor funds that provide rapid, flexible financing for crisis response. These funds are used to meet immediate needs during and after climate-related disasters and often support displaced populations.
- **Private banks:** Commercial financial institutions that may provide loans, equity or guarantees for projects with viable financial returns. Their engagement in human mobility-related finance is typically indirect and conditional on de-risking or blended finance structures.

²⁹ This supplementary material is at: <https://unfccc.int/WIM-ExCom/supplementary-info-technical-guide-displacement-financial-resources>. Please note that this database is not comprehensive and will be updated based on future developments of the landscape.

- **Philanthropies:** Private, non-profit entities that provide grants to support innovation, local initiatives or underserved areas. Philanthropies often fund research, early-stage project design and community-based interventions, especially where other finance is hard to access.
- **Public sector insurers:** Government-backed insurance providers or regional risk pooling mechanisms (e.g. the African Risk Capacity and the Caribbean Catastrophic Risk Insurance Facility) that offer sovereign and sub-sovereign risk transfer products. These actors play a key role in anticipatory action and financing responses to climate-induced loss and damage.
- **Private sector insurers:** Commercial insurance companies offer risk transfer products to businesses, governments or households and, in some cases, guarantees such as credit or political risk insurance. These guarantees can help de-risk investments in human mobility and these actors are increasingly involved in providing funding to both post-event coverage and anticipatory support.

Each of these actors may use several of the financial instruments outlined in section 4.1. For instance, MDBs and DFIs can provide grants, loans, equity and guarantees, while also indirectly supporting insurance schemes or blended finance platforms. Similarly, bilateral donors and philanthropies often provide flexible grant-based support across a broad range of human mobility-related interventions. Moreover, while some actors are specialized in certain areas of finance presented in section 4.2 (e.g. adaptation, humanitarian or insurance-based risk finance), many institutions operate across multiple domains and instruments.

More details on how these actors use available instruments to support interventions in different areas of work are also available in the supplementary material.³⁰ Section 5.4 below provides further guidance on how to match human mobility interventions with the funding instruments and funding actors.



30 Ibid.



5 Programmatic Framework for Accessing Finance

Section 4 has shown the diverse and fragmented nature of the current climate finance landscape. In this context, facilitating access to finance for averting, minimizing and addressing climate change impacts through both adaptation and loss and damage efforts requires programmatic approaches.³¹

For the purpose of the Guide, a programmatic approach is defined as a set of outcomes to be achieved through a variety of interconnected programmes, projects and activities with the overarching objective to avert, minimize and address the impacts of climate change on human mobility, implemented in a coordinated, synergistic manner. Developing such an approach is key to supporting strategic planning and coordination of responses to address different needs through different types of interventions (as presented in table 2), allowing the identification of optimal implementation and funding arrangements to deliver tangible, positive outcomes for people at risk or affected by climate change. Adopting such an approach is even more essential to identify, prioritize, fund and ultimately implement work on human mobility in the context of climate change, which is a highly diverse and contextual phenomenon, with different drivers, patterns and implications, and requires widely different responses.

Programmatic approaches make it possible to account and plan for the full spectrum of needs related to human mobility in the context of climate change, including:

- needs that should be addressed by building the resilience of communities to slow- and sudden-onset climate change hazards (e.g. to address conditions that might result in displacement or affect traditional forms of human mobility);
- needs that occur in the aftermath of climate change events and related human mobility that can help avert, minimize and address direct and indirect impacts thereof.³²

By adopting a programmatic approach, practitioners can systematically assess needs, anticipate likely impacts and identify potential responses. This helps to more effectively align potential activities with the objectives of specific funding streams and better identify options for accessing finance in a more comprehensive and systematic manner. This process simultaneously builds upon and complements other planning processes on the topic, providing guidance for operationalizing recognized policy priorities.

In order to support these efforts, this chapter presents a programmatic framework tailored specifically for mobilizing finance for human mobility, articulated around four key elements:

1. Guidance for human mobility needs assessments in both anticipatory and post-climate change event programming settings;
2. Recommendations for the establishment and/or enhancement of governance and coordination mechanisms to support better investment and implementation decisions on human mobility with consideration of diverse needs and funding options;
3. Recommendations for the development of prioritization criteria and appraisal mechanisms to support the development of concise programmes of action on human mobility, and subsequent matching of priority actions to funding options;
4. Guidance for matching programming needs and potential activities with available donors and funding mechanisms to support fundraising efforts.

31 See: <https://unfccc.int/process-and-meetings/bodies/constituted-bodies/transitional-committee/submissions-to-the-transitional-committee>.

32 Most ex-ante interventions help avert and minimize losses and damages linked with human mobility. Ex-post interventions more directly aim to address losses and damages incurred during the aftermath of climate change events. However, if carried out in a timely and effective manner, they also help prevent potential future impacts – they are post-event interventions that help avert and minimize potential future losses and damages.

Needs assessments are a common practice in both development and humanitarian settings and play an important role in increasing access to finance by providing an evidence base for action and requests. They are widely used to guide resource mobilization in response to extreme events and crises, including for addressing climate change impacts on human mobility.³³ Needs assessments are also frequently undertaken in the context of climate change impacts not related to human mobility. In order to specifically quantify climate finance needs, COP24 requested the Standing Committee on Finance to prepare an NDR every four years. So far, two NDRs have been prepared. The latest NDR,³⁴ published in 2024, includes quantitative and qualitative information retrieved from NAPs, NDCs, national communications, biennial transparency report submissions and technology needs assessments and action plans, and covers costed and non-costed needs for adaptation and mitigation, as well as needs to avert, minimize and address loss and damage. Loss and damage needs were included only in two national communications and five NDCs.

Comprehensively identifying needs related to human mobility in the context of climate change requires drawing on assessments that can be carried out in advance of or in response to displacement, migration or planned relocations:

- Ex-ante human mobility needs assessments, which inform efforts to avert and minimize the impacts of climate change on human mobility and related negative outcomes on communities, such as adaptation planning and resilience building to slow- and sudden-onset climate hazards that may drive human mobility, which reduce the risk

of potential future displacement, or improved disaster preparedness and anticipatory action, which minimize the risks and impacts associated with displacement.

- Ex-post human mobility needs assessments, which help identify needs related to forms of mobility that have been triggered by climate impacts and mobilize relevant emergency, recovery and reconstruction support, and are typically conducted in the aftermath of climate events (most frequently sudden-onset ones) to inform immediate, medium and short-term responses related to displacement and other population movements.

Table 3 provides a comparative overview of ex-ante and ex-post human mobility needs assessments.

Pre- and post-event needs identified through such assessments can be met through different types of funding (section 4.1), respectively aimed to support planned interventions to achieve long-term objectives or responsive interventions to address the impacts of specific events. Figure 4 shows how different human mobility interventions fit within different windows and modalities of funding, which have been specifically elaborated in discussions on funding for loss and damage (e.g. under the Transitional Committee and the work to operationalize the FRLD).³⁵ This has relevance for defining the kinds of financing options available for different types of interventions – and therefore all fundraising efforts that the Guide supports. Ex-ante needs are primarily addressed through programme-based access, while ex-post ones through a mix of event-based access (for short-term interventions) and programme-based access (for longer-term interventions).

33 See: <https://crisisresponse.iom.int/index.php/response/burundi-crisis-response-plan-2024-2026>.

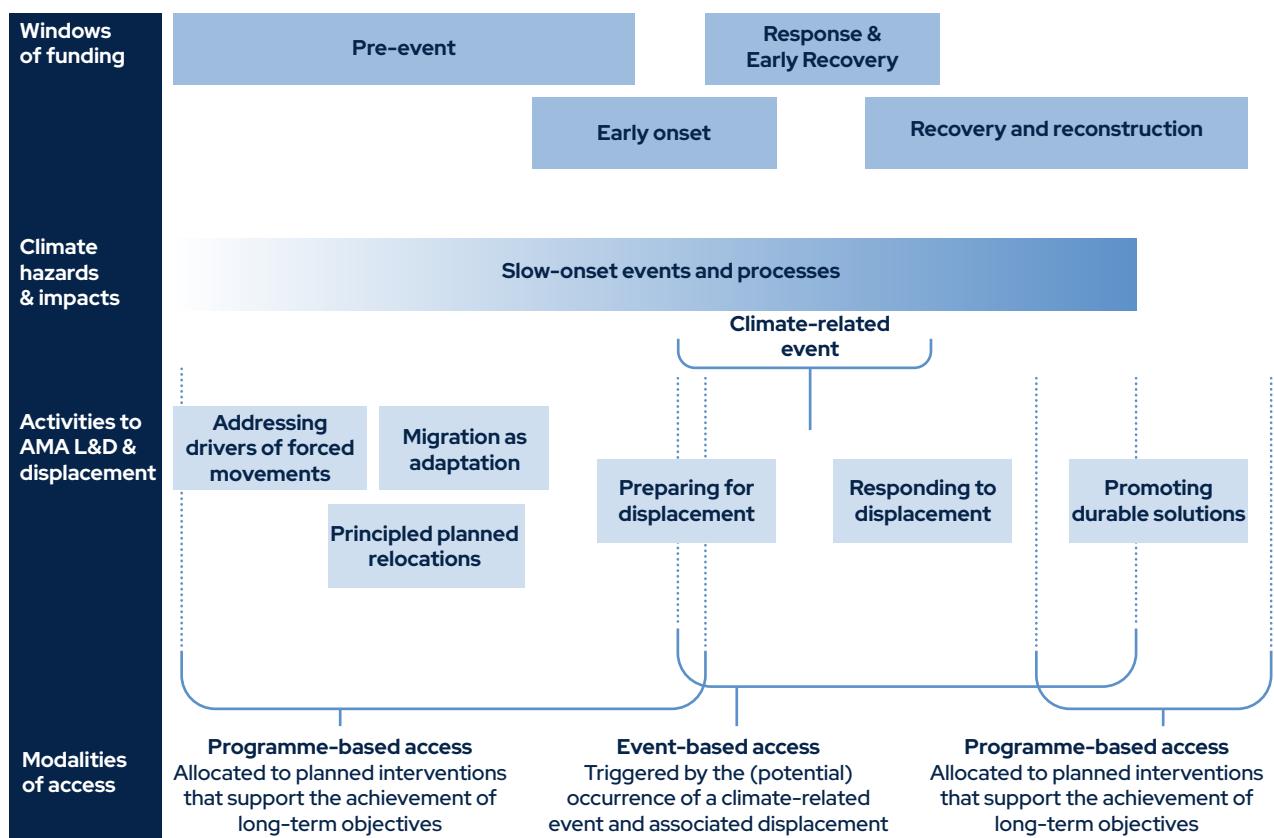
34 UNFCCC. Report of the Standing Committee on Finance. 2024, available at: <https://unfccc.int/documents/641151>.

35 See: <https://unfccc.int/process-and-meetings/bodies/constituted-bodies/transitional-committee/submissions-to-the-transitional-committee>.

Table 3: Main features of ex-ante and ex-post human mobility needs assessments

Feature	Ex-ante human mobility assessment	Ex-post human mobility assessment
Objective	Support measures for averting and minimizing loss and damage through adaptation planning and anticipatory action based on historical exposure and projected risk to slow- and sudden-onset events	Support measures to address immediate, short- and medium-term needs, risks and losses and damages related to displacement and other forms of mobility following a climate event
Time frame	Pre-climate change event, medium- to long-term planning	Post-climate change event, short- to medium-term response
Focus	Resilience and preparedness needs of the population at risk of displacement and resilience needs of especially vulnerable people, i.e. i.e. Indigenous Peoples, women, girls and boys, people with disabilities and migrants and displaced persons.	Urgent needs, recovery and reconstruction of housing and infrastructure needs of population displaced or on the move as a consequence of recent climate impacts
Approach	Needs-based assessment aligned with historical exposure to climate change impacts and climate change scenario planning	Needs-based assessment aligned with real-time information on occurred climate change events

Figure 4: Human mobility interventions and modalities of access to finance



Source: Authors' elaboration based on evidence from projects and inputs to the work of the Transitional Committee.

5.1.1 Ex-ante human mobility needs assessment

While ex-ante needs-based tools are widely used in the climate policy and finance landscape, their application has fallen short of integrating human mobility considerations. The integration of human mobility in key reporting and planning instruments under the Convention and the Paris Agreement is becoming more common. However, further efforts can be undertaken at national and subnational levels to explicitly identify and communicate human mobility needs through climate change planning processes.³⁶ The WIM ExCom has published a technical guide to support these efforts.³⁷

Assessing ex-ante human mobility needs is a forward-looking exercise (see figure 5) that supports the identification of potential impacts of climate change on human mobility, notably the increased risk of displacement and forced migration occurring, and their eventual negative outcomes on affected

communities. In the context of ex-ante human mobility needs assessments, three key groups of beneficiaries are particularly relevant to work on human mobility: 1) people at risk of becoming displaced or trapped; 2) migrants and displaced persons, and pastoralist groups; and 3) communities who may be hosting people moving in the context of the adverse effects of climate change.

Ex-ante needs assessments help identify the needs of these different at-risk communities in a rights-based, intersectional manner and inform the identification of measures to increase their resilience. To this end, ex-ante needs assessments should facilitate:

- localizing and quantifying populations at risk of displacement based on both historical exposure and projected climate risks (related to both slow-onset processes and sudden-onset events);
- identifying the drivers of displacement and other forms of human mobility and their linkages to climate change;

Figure 5: Ex-ante human mobility needs assessments process



36 See: <https://slycantrust.org/knowledge-resources/briefing-note-human-mobility-in-national-adaptation-plans-updated-version>.

37 See: <https://unfccc.int/technical-guide-on-integrating-human>.

- mapping the needs of people at risk of displacement (including people who might remain trapped in at-risk areas), identifying interventions needed to reduce the likelihood that they may be displaced in the future (including by moving voluntarily and in a dignified manner out of at-risk areas, if needed);
- mapping the needs of people at risk of displacement, or that could be affected by future human mobility (including host communities), identifying interventions to reduce associated impacts when population movements actually take place;
- mapping the specific adaptation and resilience needs of people already on the move, and who may need specific support to avert, minimize and address future loss and damage.

Table 4 presents more details on how to carry out each step of an ex-ante human mobility needs assessment.

Table 4: Illustrative approach to ex-ante human mobility needs assessments

Step	Key question(s)	Output	Additional guidance
Step 1: Understand climate change hazards and displacement risk contexts	What are the drivers of displacement? How are they/will they be exacerbated by climate change?	Climate and displacement risk profile (current and future human mobility hotspots and trends)	Gather and structure existing climate, economic and social data through a human mobility lens. In many cases, climate, economic and social data are well captured through various national planning and reporting processes. However, these data require further systematization and sensitization from the perspective of human mobility impacts. The approach to data systematization is described in section 4.2 of the Technical guide on integrating human mobility and climate change linkages into relevant national climate change planning processes. ³⁸
Step 2: Identify vulnerable populations including populations already on the move, at risk of displacement or that could be affected by population movements	Who is at risk of displacement and what makes them likely to be displaced? What other communities could be negatively affected (and how) if displacement takes place? How could people already on the move be affected by climate change impacts?	A population vulnerability profile that defines key groups (e.g. communities or socioeconomic profiles at specific risk of being displaced, potential host communities, people already displaced) and the drivers of their vulnerability	Identify who could be forced to move, affected by climate change related population movements, or affected by climate impacts while on the move in current and future scenarios developed in step 1, and analyze their key conditions of vulnerability.
Step 3: Analyze current and future human mobility needs	How can risks and potential impacts related to human mobility be reduced?	Human mobility needs matrix compiled by population group and category (see figure 5)	Match identified conditions of vulnerability and potential impacts with a menu of concrete interventions that can inform program design and resource mobilization. Analyze and categorize the specific human mobility needs of populations affected by climate change.

³⁸ WIM EXCOM. Technical guide on integrating human mobility and climate change linkages into relevant national climate change processes. 2024, available at: <https://unfccc.int/technical-guide-on-integrating-human-mobility-and-climate-change-linkages>.



Supporting information and tools

Tools and methodologies that can assist with conducting ex-ante human mobility needs assessments include:

- IDMC's Global Displacement Risk Model uses information about recorded and forecast hazards to model the risk of future displacement, calculating how many people will be forced to flee damaged or destroyed homes in a given location each year, decade or century. This global modeling approach has been scaled down at regional and national levels in locations all around the world.³⁹
- IOM's Risk Index for Climate Displacement supports the identification of current and future displacement hotspots, trends and patterns. For the identification of future risk of displacement, the Risk Index for Climate Displacement integrates data from Shared Socioeconomic Pathways and Representative Concentration Pathways to simulate different climate and development trajectories.⁴⁰
- World Bank's Groundswell global and regional/national reports provide projections and analysis of internal climate migration for Sub-Saharan Africa, South Asia, Latin America, East Asia and the Pacific, North Africa, and Eastern Europe and Central Asia. They also provide qualitative analyses of climate-related mobility in countries of the Mashriq and in SIDS.⁴¹
- IOM's Displacement Tracking Matrix tracks and monitors displacement and mobility trends in real time, and can be useful to understand patterns of displacement by providing multi-layered data on who is moving, why and where they are moving to and from and the conditions and needs of displaced and mobile populations.

The Matrix enables decision-makers to assess the present-day drivers of displacement and capture information that supports immediate and medium-term response planning, especially for those who are displaced.⁴²

- The toolkit for anticipatory action in fragile, conflict- and violence-affected settings developed by the Red Cross Red Crescent Climate Centre, the Anticipation Hub and the International Water Management Institute helps assess and implement conflict-sensitive, effective and sustainable anticipatory action in contexts featuring fragility, conflict and violence.⁴³
- The Planned Relocation Toolbox, developed by Georgetown University, UNHCR and IOM in close cooperation with the World Bank and the United Nations University, provides guidance to plan for the relocation of communities in the context of climate change and disasters.⁴⁴
- The Global Protection Cluster Toolkit on Preparedness for Protection in the Context of Climate Change and Disasters provides resources to integrate protection issues in preparedness scenarios and measures and implement appropriate responses in climate change and disasters scenarios.⁴⁵

Examples of ex-ante assessments based on historical projections and climate scenarios:

- The Climate Prediction and Applications Centre's Regional Flood Displacement Risk Profile,⁴⁶
- Flood displacement risk assessment for Fiji and Vanuatu,⁴⁷

39 See <https://www.internal-displacement.org/displacement-risk/>.

40 See <https://environmentalmigration.iom.int/CMIL-AP/RICD>.

41 See <https://openknowledge.worldbank.org/entities/publication/2c9150df-52c3-58ed-9075-d78ea56c3267>.

42 See <https://dtm.iom.int/>.

43 See <https://www.anticipation-hub.org/download/file-4850>.

44 See <https://www.unhcr.org/media/planned-relocation-toolbox>.

45 See <https://globalprotectioncluster.org/publications/610/policy-and-guidance/tool-toolkit/gpc-toolkit-preparedness-protection-context>.

46 See <https://www.ipcac.net/publications/regional-flood-displacement-risk-profile/>.

47 See <https://www.internal-displacement.org/publications/flood-displacement-risk-assessment-for-fiji-and-vanuatu-in-current-and-future-climate/>.

- Example of a human mobility assessment based on historical exposure: Afghanistan Climate Vulnerability and Human Mobility Assessment (IOM, 2025);⁴⁸
- Example of human mobility assessment based on climate change scenarios: Risk Index for Climate Displacement in the Philippines (IOM, 2025);⁴⁹
- IDMC's and the Federal Institute of Technology Zurich (ETH)'s global modeling of displacement risk in climate change scenarios;⁵⁰
- Cooperazione Internazionale needs assessment of vulnerable populations living in flood-prone areas in Khartoum State (2022).⁵¹

Once potential impacts and at-risk people/communities have been identified, programmatic needs can be identified to plan for effective responses. The human mobility needs matrix (table 5) has been developed specifically for the purposes of the Guide to offer guiding questions for identifying responses to the needs of different affected groups

within various climate-related human mobility scenarios. It builds on the analysis of programming domains presented in table 2 (section 3) and is designed to support users in conducting a more comprehensive assessment of needs and potential interventions. An example of its application is provided in annex 3.

Table 5: Matrix to match ex-ante needs with mobility responses

Type of intervention	Beneficiaries of the intervention		
	People at risk of becoming displaced or trapped	Migrants and displaced persons at risk of climate impacts	Potential host communities
Infrastructure and technology	What measures are needed to protect land, houses and assets and mitigate environmental pressures that could result in forced population movements? Should evacuation routes and shelters be enhanced in advance of potential displacement? Should hazard monitoring, early warning systems and emergency communication systems be set up or enhanced?	Can structural safety be enhanced in sites/areas where people on the move transit or travel to? Do hazard monitoring, early warning systems and emergency communication systems cover areas of transit or destination of people on the move?	Should housing and infrastructure be strengthened in potential areas of destination of population flows?
Policy and enabling environment	Do land tenure systems, land-use and planning frameworks, building codes and social protection mechanisms (etc.) enable reforms and interventions that support relevant resilience and adaptation interventions? Are there frameworks in place to enable migration or planned relocations from areas at risk? Do DRM/emergency preparedness frameworks account for displacement?	Are the rights of people on the move sufficiently recognized by DRR/DRM and emergency management frameworks? Are the rights (to settle, work, access services) of potential incoming residents sufficiently recognized by local frameworks?	Do potential areas of destination have adequate planning instruments? Are the rights (to settle, work, access services) of potential incoming residents sufficiently recognized by local frameworks?

48 See <https://dtm.iom.int/online-interactive-resources/afghanistan-climate-vulnerability-assessment-analysis-dashboard>.

49 See <https://environmentalmigration.iom.int/CMIL-AP/RICD>.

50 <https://www.science.org/doi/10.1126/science.abb4283>.

51 <https://reliefweb.int/report/sudan/needs-assessment-vulnerable-populations-living-flood-prone-areas-khartoum-state-march>.

Table 5 (continued): Matrix to match ex-ante needs with mobility responses

Type of intervention	Beneficiaries of the intervention		
	People at risk of becoming displaced or trapped	Migrants and displaced persons at risk of climate impacts	Potential host communities
Data	Have drivers and potential patterns of displacement been identified to support adaptation/resilience and preparedness?	Is there sufficient information on the number, composition and movements of people on the move?	Are inflows of people monitored and potential immigration scenarios available?
Capacity building	<p>Do policymakers have a clear understanding of human mobility and climate change issues, and do they have sufficient capacities to develop and implement relevant interventions?</p> <p>How can the capacity of people at risk for anticipating and responding to climate change impacts be strengthened?</p> <p>Should the ability of response personnel to manage displacement be strengthened?</p>	Are local DRR/DRM institutions and personnel able to work with people on the move?	Should the capacity of service providers be enhanced to address additional demands for services in case of population inflows?
Equipment	<p>What kind of items/equipment is needed as part of interventions that support livelihoods/income-generating activities?</p> <p>What resources are needed to constitute specific emergency stockpiles?</p>	Are specific items/equipment needed for DRR/preparedness work with people on the move?	
Access to finance	<p>Can specific insurance mechanisms be supported?</p> <p>Are there community-based financial resources (e.g. remittances) that can be used for adaptation/resilience or preparedness?</p>		

5.1.2 Ex-post human mobility needs assessment

A variety of ex-post assessments are widely used in humanitarian response and recovery to identify needs and responses related to human mobility. However, their effectiveness in adequately accounting for losses and damages in the context of climate change is often limited, especially in relation to non-economic losses and damages and the development of climate-resilient recovery and reconstruction options.

Ex-post human mobility needs assessments are designed to capture the immediate and medium-term needs of populations displaced by climate hazards such as floods, cyclones, droughts or wildfires, as well as of other communities affected by their movement. Figure 6 provides a schematic indication of how such assessments progress, and how their outcomes

provide a foundation for all interventions to address losses and damages associated with displacement, allowing for better design, coordination and delivery of humanitarian responses and support and recovery and reconstruction planning. If effectively implemented, these interventions also help avert and minimize further negative outcomes of displacement.

Ex-post needs assessments aim to:

- assess the impact of disasters associated with climate change on human mobility;
- identify who has been displaced or otherwise affected and the specific protection and assistance needs and risks they face;
- the impacts of displacement on people on the move and host communities;
- inform recovery and rehabilitation needs using a human mobility lens.

Figure 6: Process of ex-post human mobility assessments



Table 6 presents more details on a step-by-step approach for conducting ex-post human mobility needs assessments.

Table 6: Illustrative approach to ex-post human mobility needs assessment

Step	Key question(s)	Output	Additional guidance
Step 1: Assess the impact of a climate change event and its human mobility outcomes	How has the climate event affected human mobility patterns (displacement, immobility, migration)?	Situation snapshot (real-time data on human mobility and its impacts and the needs of affected persons)	Conduct assessments to map the scale of impact vis-à-vis baseline situation.
Step 2: Assess losses, damages and vulnerabilities of affected populations	What losses and damages have been experienced by displaced and other affected populations, and what conditions of vulnerability shaped these impacts?	Assessment of direct and indirect economic and non-economic loss and damage suffered. Identification of factors of exposure and vulnerability	Identify affected population groups and assess associated loss and damage in line with the data generated in step 1.
Step 3: Assess response, recovery and reconstruction needs	What do affected populations need to cope with impacts and rebuild/recover (including to reduce future risk)?	Human mobility needs matrix disaggregated by key groups of beneficiaries	Apply the human mobility needs matrix (see figure 2) to translate identified vulnerabilities, losses and damages into actionable climate-resilient recovery and rehabilitation needs.



Supporting information and tools

The following tools can be useful for supporting ex-post human mobility needs assessments in the context of climate change:

- IOM's Displacement Tracking Matrix provides real-time data on population movements, conditions and vulnerabilities. It is crucial for creating an early snapshot of displacement and for tracking needs over time;⁵²

- Post-Disaster Needs Assessment is a structured methodology used to assess disaster impacts and identify recovery and reconstruction needs. It combines economic loss and damage analysis with a human recovery lens and includes planning for durable solutions. The Post-Disaster Needs Assessment is government led, coordinated with international partners (European Union, United Nations, World Bank), and emphasizes the participation of affected populations and local actors;⁵³

52 See <https://dtm.iom.int/>.

53 See <https://www.undp.org/publications/post-disaster-needs-assessment>.

- IDMC provides methodologies to assess the socioeconomic impacts of displacement, including by using proxy indicators that can help develop rapid country-specific estimates;⁵⁴
- IOM and La Ruta Del Clima have developed tools to assess the economic and non-economic impacts of displacement and planned relocation in the context of climate change;⁵⁵
- The forthcoming WIM ExCom Technical guide on averting, minimizing and addressing non-economic losses in the context of human mobility provides an overview of potential impacts, aiming to support successful responses to non-economic losses associated with displacement, migration, immobility and planned relocation;⁵⁶
- IMPACT/REACH's Multi-Sectoral Needs Assessments and Area-Based Assessments provide data on displacement patterns, conditions of displaced persons and their needs in countries across all regions;⁵⁷
- UNHCR's Operational Data Portal provides an information and data-sharing platform to facilitate coordination of crisis response.⁵⁸

Examples of ex-post assessments:

- IOM's Caribbean Environmental Resilience and Disaster Displacement Response Plan 2025;⁵⁹
- IDMC's Unveiling the Cost of Internal Displacement (2020);⁶⁰
- UNHCR's Protection Needs Assessment and Related Vulnerability Scoring for UNHCR's Drought Response in Zambia (2024);⁶¹
- United States Agency for International Development, Mercy Corps and ACDI//VOCA: Assessing Communities' Coping Strategies During the Current Drought in Somalia (2023);⁶²
- IMPACT and PDD: How multi-sectoral needs assessments can strengthen the evidence base of international policymaking on non-economic losses in conflict-affected situations;⁶³
- IOM Costing Tool for Human Mobility and Loss and Damage Assessment (in Spanish) focuses on planned relocation and disaster displacement and has been piloted in Chile and Costa Rica in 2025.⁶⁴

Once human mobility impacts and affected persons and communities have been identified, programmatic needs can be identified to plan effective responses. The human mobility needs matrix in table 7 includes key guiding questions that can help steer the identification of responses to the needs of different groups of people following the impacts of climate change events.

A comprehensive overview of potential activities is provided in table 2 above (section 3). The matrix should support users with a more comprehensive analysis of needs and responses. A template matrix has also been compiled based on the extensive analysis of projects presented in section 3 to provide an example of the potential outcomes of this exercise. It is available in annex 3.

54 See <https://www.internal-displacement.org/focus-areas/socioeconomic-impacts-of-internal-displacement/#:~:text=The%20global%20cost%20of%20one,for%20their%20loss%20of%20income.>

55 See <https://lac.iom.int/es/herramienta-de-costeo-para-fondos-hfc>.

56 See https://unfcclcc.int/sites/default/files/resource/WIM_TEASER_4.pdf.

57 See <https://www.impact-initiatives.org/where-we-work/>.

58 See <https://data.unhcr.org/>.

59 See <https://crisisresponse.iom.int/response/caribbean-environmental-resilience-and-disaster-displacement-response-plan-2025>.

60 See <https://www.internal-displacement.org/publications/unveiling-the-cost-of-internal-displacement-0/>.

61 See <https://data.unhcr.org/ar/documents/download/113272>.

62 See <https://reliefweb.int/report/somalia/assessing-communities-coping-strategies-during-current-drought-somalia-research-brief-somalia-resilience-population-measurement-rpm-activity-may-2023>.

63 See <https://pamad.disasterdisplacement.org/2023/12/03/msna-Ind-cop28/>.

64 See <https://lac.iom.int/es/herramienta-de-costeo-para-fondos-hfc>.

Table 7: Human mobility needs matrix to support ex-post assessment of needs

Type of intervention	Beneficiaries of the intervention	
	Displaced persons	Host communities
Infrastructure and technology	Should shelter/housing or service infrastructure be (re)built or strengthened in displacement sites?	Should housing and service infrastructure be strengthened in places of destination of displaced persons?
Policy and enabling environment	Are there clear collaboration frameworks, roles and responsibilities to support response and durable solutions? Do displaced persons have sufficient access to land, housing, employment, services and social protection?	Are the rights of host communities clearly spelled out? Is land-use, housing and service planning adequate in areas of destination of displaced persons?
Data	Are data on patterns of displacement, needs of displaced persons and impacts of displacement systematically gathered? Are they integrated in loss and damage assessments?	Are the impacts of displacement on host communities accounted for?
Capacity building	Are systems for redocumentation, family tracing and protection sufficiently resourced? Are response systems sufficiently resourced to manage displacement?	Do providers of basic services need additional resources to deal with the inflow of displaced persons? Are/is there sufficient resources/capacity to support community cohesion programmes?
Equipment	Do stockpiles of food and non-food items need to be replenished to address the needs of displaced persons? Are there sufficient materials for rebuilding?	Are there sufficient material and immaterial resources to support relevant interventions?
Access to finance	Can cash transfer mechanisms be activated to assist displaced persons?	Can cash transfer mechanisms be activated to assist host communities affected by displacement?

Governance and coordination mechanisms

Robust decision-making systems are essential to support the mobilization of finance to match human mobility needs in the context of climate change. The establishment of governance and coordination systems is necessary to ensure that programming and identified interventions are developed in a participatory manner that accounts for the perspectives of all relevant stakeholders and align with key national and subnational priorities. As such, they are a precondition to effective needs assessments and mapping and prioritization of interventions and a foundation to fundraise for the implementation of all measures for addressing, minimizing and averting the impacts of climate change on human mobility.

Areas of coordination and functional responsibilities of coordination structures

A robust governance system should identify the roles and responsibility of relevant coordination mechanisms, including the areas and processes for which coordination is needed, and the procedures needed. It is important to note that the set-up, mandates and functional responsibilities of coordination structures vary according to the country's institutional context and specific decision-making needs. However, at least three areas of coordination could be considered based on the analysis of the existing good practices:

- Provision of support to national planning processes. A coordination system or mechanism on human mobility should contribute to the development and implementation of all relevant plans (on climate change, as well as on development, humanitarian interventions, resilience etc);

- The WIM ExCom Technical guide on integrating human mobility and climate change linkages (section 4.1.1) describes how to mainstream human mobility into the coordination mechanisms for national adaptation planning;
- IOM's Migration Crisis Operational Framework provides an approach for coordinating the planning of humanitarian and post-disaster situations in a variety of human mobility situations and across a diversity of areas of work (including climate change and DRR/resilience);⁶⁵
- Resource mobilization, including matchmaking with appropriate sources of funding;
- The NDC Partnership's guide on best practices in coordination mechanisms recognizes the role of coordination mechanisms in supporting the mobilization of funding for climate action across governments and partners;⁶⁶
- Humanitarian coordination mechanisms enable rapid response where State capacity is limited, leveraging local relationships, pre-positioned supplies and coordination mechanisms to scale action quickly during crises. Humanitarian coordination extends to finance, providing funding mechanisms, models and channels that can support and inform financing for averting, minimizing and addressing loss and damage;
- Project prioritization to support the identification of the most impactful areas of action for addressing, minimizing and averting the impact of climate change on human mobility (refer to section 6.2 for additional information on operationalizing project prioritization).

65 See <https://www.iom.int/mcof>.

66 See <https://ndcpartnership.org/knowledge-portal/climate-toolbox/best-practice-brief-country-coordination-mechanisms>.

Composition of coordination structures

Human mobility is a cross-sectoral issue and, therefore, actors and stakeholders engaged in these coordination mechanisms need to represent different sectors, authorities and institutions. These need to include those that are explicitly mandated with migration, displacement and planned relocation topics, but also all other relevant domains, including land-use planning, decent work and livelihoods, housing and infrastructure, service provision, social cohesion, gender and inclusion, data and statistics and so on. Such structures can also be built upon existing coordination mechanisms, such as:

- Dedicated round tables/clusters on human mobility and climate change, as have been set up by Chile and Guatemala, or on disaster displacement, as has been set up by Bangladesh;
- National coordination mechanisms on human mobility: national systems aiming to improve the coherence of government efforts related to migration and human mobility, by bringing together government entities across sectors to ensure a 'whole-of-government' approach to implementing the GCM;
- National coordination mechanisms for the implementation of the Global Compact on Refugees, which typically include a focal point and inter-ministerial and multi-stakeholder coordination to develop response plans;
- National and subnational platforms on DRR;⁶⁷
- National loss and damage coordination mechanisms (whenever available) or ad hoc consultation mechanisms informing the work of national loss and damage contact points and FRLD focal points;⁶⁸
- National climate change coordination structures, including specifically on finance, such as national designated authorities for the GCF.⁶⁹

Different countries address these coordination needs in different manners: some set up coordination structures specifically dedicated to displacement, migration or planned relocation. Others mainstream attention to specific topics into some of the above-mentioned structures (e.g. displacement issues addressed as part of broader DRM or emergency management/humanitarian concerns by dedicated bodies). Each country needs to strike a balance between specificity of approaches and fragmentation of its institutional set-ups. Whatever the set-up, these needs assessments and prioritization exercises need to be carried out in the context of broader climate change discussions, assessments and responses and build on, as much as possible, existing synergies with other discussions, structures and institutions. This is particularly important in light of the fragmentation of the donor landscape: humanitarian finance systems rely on specific coordination structures that frequently exist in isolation from climate finance and development finance coordination. MDBs and insurance industry actors are also coordinating through dedicated mechanisms and networks.⁷⁰ Comprehensive coordination mechanisms that involve stakeholders from multiple sectors are essential to bridging these multiple gaps.

It is important to note that different sets of actors may be involved in different coordination mechanisms for the development of ex-post and ex-ante programming responses in the context of climate change in different locations.⁷¹ Table 8 provides a list of those that are more commonly involved in coordination mechanisms to support both pre-emptive and responsive assessment and action.

All these mechanisms should work according to nationally-mandated decision-making processes. It is, however, important that they involve consultation with civil society representatives and other spokespersons of at-risk and affected populations, whenever possible.

67 See <https://www.preventionweb.net/sendai-framework/national-platforms>.

68 See <https://unfccc.int/loss-and-damage-contact-points>.

69 See [https://www.greenclimate.fund/about/partners/nda#:~:text=National%20Designated%20Authorities%20\(NDAs\)%20are,emission%20and%20climate%20resilient%20development](https://www.greenclimate.fund/about/partners/nda#:~:text=National%20Designated%20Authorities%20(NDAs)%20are,emission%20and%20climate%20resilient%20development).

70 See UNFCCC. TSU Working Paper from Working Group 5 (d) - Coordination and complementarity. 2023. https://unfccc.int/documents?f%5B0%5D=category%3ANon-Official%20Documents&f%5B1%5D=document_type%3A4210&search2=&search3=&page=%2C%25&items_per_page=10&order=title&sort=desc.

71 For a specific list of actors that should be involved in national adaptation planning, please refer to the Technical guide on integrating human mobility and climate change linkages into relevant national climate change planning processes, p. 36, available at: <https://unfccc.int/technical-guide-on-integrating-human>.

Table 8: List of actors typically involved in relevant coordination mechanisms

Governmental actors by sector	Other actors
Disasters and climate change	Civil society
<ul style="list-style-type: none"> • DRR and DRM • Emergency management/civil protection • Meteorological agency • Climate change 	<ul style="list-style-type: none"> • NGOs working on climate change adaptation/DRR/disaster response • Red Cross/Red Crescent Societies • Organizations of farmers • Unions • Organizations of specific demographics and minorities • Organizations of Indigenous Peoples • Representatives of at-risk communities • Representatives of displaced communities
Provision of basic services	
<ul style="list-style-type: none"> • Education • Health • Transportation and service networks 	
Habitat	Private sector actors
<ul style="list-style-type: none"> • Local authorities • Land-use and urban planning • Housing • Land registry 	<ul style="list-style-type: none"> • Service companies in key sectors • Employers and recruiters in key areas • Real estate and housing developers
Employment	Academia
<ul style="list-style-type: none"> • Labour and employment • Rural development, agriculture, fisheries and forestry • Training 	<ul style="list-style-type: none"> • Universities • Private researchers/think tanks
Human mobility	International organizations
<ul style="list-style-type: none"> • Foreign affairs • Migration • Border management 	<ul style="list-style-type: none"> • Human mobility • Development and urban settlements (United Nations country team) • Humanitarian action (humanitarian country team)
Social services and inclusion	Foreign governments
<ul style="list-style-type: none"> • Gender • Social protection • Youth and the elderly 	<ul style="list-style-type: none"> • Embassies/consulates
Data	
<ul style="list-style-type: none"> • Statistics office 	



Supporting information

- NDC Partnership (July 2024): Country Coordination Mechanisms: Best Practice Brief;⁷²
- United Nations Development Programme (2017): Institutional and Coordination Mechanisms: Guidance Note on Facilitating Integration and Coherence for SDG Implementation;⁷³
- UNFCCC (2023): TSU Working Paper from Working Group 5 (D): Coordination and Complementarity Mechanisms for Loss and Damage Funding Arrangements;⁷⁴
- NDC Partnership (September 2023): NDC Investment Planning Guide;⁷⁵
- National Coordination Mechanism on Migration in Kenya.⁷⁶



72 See <https://ndcpartnership.org/knowledge-portal/climate-toolbox/best-practice-brief-country-coordination-mechanisms>.

73 See <https://sustainabledevelopment.un.org/index.php?page=view&type=400&nr=2478&menu=1515>.

74 UNFCCC. TSU Working Paper from Working Group 5 (d) - Coordination and complementarity. 2023, available at: https://unfccc.int/documents?%5B0%5D=category%3ANon-Official%20Documents&%5B1%5D=document_type%3A4210&search2=&search3=&page=%2C%2C5&items_per_page=10&order=title&sort=desc.

75 See <https://ndcpartnership.org/knowledge-portal/climate-toolbox/ndc-investment-planning-guide-and-checklist>.

76 See <https://usajili.go.ke/national-coordination-mechanism-migration-ncm>.

Project appraisal mechanisms to support the identification of priority responses and the development of a concise program of action

The assessment of needs and responses carried out as part of step 1 is likely to produce a variety of options in different sectors and for different populations.

These potential interventions need to be appraised and prioritized in order to develop a coherent program of action that can enable matching strategic priorities to suitable funding opportunities. This requires the development and application of decision-making tools. There is no 'one size fits all' standard for such tools, and countries should consider the development of their own based on existing standards, procedures and institutions. However, this section provides examples of relevant decision-making criteria that can support the prioritization process by helping stakeholders and relevant coordination structures evaluate potential interventions.

Impact potential

Interventions mapped through the ex-post and ex-ante needs assessment can be prioritized based on the extent of their potential to avert, minimize or address the impacts of climate change on human mobility. For example, the following criteria could be used for assessing pre-emptive actions that can help minimize and avert climate change impacts on human mobility:

- Number of people at risk of displacement whose risk of displacement is reduced by a specific intervention;
- number of people with increased adaptive capacities through planned relocation from high-risk areas in cases where in-situ adaptation is not feasible;
- number of people who have increased options to move out of areas at risk;

- Number of people at risk of displacement who are likely to benefit from an anticipatory intervention;
- Estimated loss and damage related to displacement avoided through a given intervention that reduces displacement risk;
- Number of migrants or displaced persons whose resilience is enhanced through a specific intervention;
- Number of people who might remain trapped in an area at risk whose adaptive capacity is enhanced by a specific intervention;
- Number of people who might be affected by a population movement whose resilience is enhanced by a specific intervention.

The following criteria could be used to assess post-event actions that facilitate addressing climate change impacts on human mobility or avert and minimize further associated losses and damages:

- Number of displaced persons, other people on the move and other affected persons benefiting from a specific form of disaster response/recovery;
- Number of displaced persons achieving durable solutions;
- Estimated loss and damage related to displacement avoided through a given intervention:
 - Number of displaced (or otherwise affected) persons or households covered by mechanisms to preserve cultural identity and well-being in host or new communities;
 - Number of displaced (or otherwise affected) persons or households provided with access to sufficient education assistance to maintain minimum standards of access;

- Number of displaced (or otherwise affected) persons or households provided with access to sufficient healthcare to maintain minimum standards of access;
- Number of individuals benefitting from community cohesion interventions following displacement.

Country-specific needs

Project prioritization logic needs to reflect the specific circumstances, risks and capacities of each context and affected communities. The scoped interventions should be further screened for alignment with the key national strategies and development plans. For instance: interventions promoting human mobility for resilience should be aligned with objectives and interventions spelled out in NAPs; investments to prepare receiving areas for the inflow of migrants and displaced persons need to align with existing land-use and employment plans and displacement or migration policies/strategies; preparedness interventions for displacement need to fit within DRM interventions; and work supporting durable solutions needs to be embedded in post-disaster recovery strategies and relocation or reintegration frameworks. If these frameworks include reporting or monitoring and evaluation frameworks, their indicators and targets can also be used to help guide the prioritization exercise.

Co-benefits

In both ex-ante and ex-post programmatic settings, interventions that address climate-related human mobility should be prioritized not only for their direct impact on mobility outcomes but also for the wider co-benefits they offer. Projects that generate

multiple benefits have a stronger case for investment and funding. Potential co-benefits must therefore be adequately identified and made visible.

Interventions that primarily address human mobility could have economic, social, environmental and inclusion/empowerment co-benefits:

- Economic co-benefits can include job creation through climate-resilient livelihoods or increased access to land, housing, markets and financial services to people displaced, or at risk of being displaced or becoming trapped;
- Social co-benefits can include improved access to housing and basic services in high-risk areas or areas of destination of human mobility flows as interventions to manage such population movements are implemented, or improved cohesion or conflict resolution mechanisms among diverse communities;
- Environmental co-benefits can include reduced (or reversed) environmental degradation following nature-based interventions to reduce risk in areas with high potential for outmigration or displacement or experiencing incoming population inflows, or reduced pollution as a consequence of green reintegration programmes for displaced persons;
- Inclusion/empowerment co-benefits can range from enhanced leadership roles for women and young community members through their involvement in mobility planning and risk reduction, financial literacy, or education and vocational training programmes, to reduced gender-based violence.



Supporting information

- Ministry of Finance, Ghana (2016): Climate Change Project Prioritization Tool;⁷⁷
- Ministry of Finance, Ghana (2020): Green Climate Fund Project Prioritization Guidelines for Ghana's GCF Country Programming.⁷⁸

77 See <https://mofep.gov.gh/sites/default/files/docs/Climate-Change-Project-Prioritization-Tool.pdf>.

78 See <https://mofep.gov.gh/sites/default/files/news/GCF-project-prioritization-Tool-FG.pdf>.

Approaches to matchmaking priority actions to funding options

As seen in the above sections, in order to address a phenomenon as complex as human mobility in the context of climate change it is both necessary and strategic to rely on a diverse pool of donors and financial instruments that can be flexibly leveraged to work in different programming scenarios and in preventive and responsive manners.

This final section of the programming framework proposes a step-by-step approach to help align the programming needs and interventions identified as priorities to respond to climate change impact on human mobility with available funding instruments and partners.



Step 1: Framing programming needs in line with the appropriate type of funding

The first step in the matchmaking process involves identifying the most appropriate framing applicable to a certain measure identified through the needs assessment process.

This is important to:

- select the type of funding that is most suitable to support a certain human mobility response;

- identify what aspects of the human mobility response should be highlighted to best fit with the framing typical of a specific type of funding.

Table 9 provides guidance on the typical framings associated with the five most relevant areas of funding discussed in section 4. By following this guidance, needs and related responses can be organized and framed in line with relevant funding sources.

Table 9: Types of funding and typical framings of interventions

Funding area	Typical framing	Relevance for ex-ante	Relevance for ex-post
Development finance	Poverty reduction, sustainable development, economic growth	Addressing the systemic drivers of displacement Anticipating the development needs of displaced and host communities	Rebuilding infrastructure, restoring livelihoods and promoting decent work
Adaptation finance	Increasing adaptive capacities of communities	Addressing the climatic/environmental drivers of displacement Supporting planned relocation, in cases where in-situ adaptation is not feasible Increasing resilience for people on the move	Climate-resilient recovery and reconstruction
DRR finance	Increased resilience and preparedness of communities	Reducing disaster risks that could result in displacement Preparedness for displacement	Post-disaster recovery and reconstruction through Building Back Better
Humanitarian finance	Provision of crisis response, protection and emergency relief to affected communities	Anticipatory action to address immediate drivers of displacement, or to prepare for potential displacement whenever pre-identified forecast thresholds are crossed	Assisting displaced persons and other people on the move during/after climate change events
Loss and damage finance	Addressing, minimizing and averting economic and non-economic loss and damage suffered by communities affected by climate change	Measures to address the climate change drivers of displacement, including slow- and sudden-onset events	Assistance to respond to economic and non-economic loss and damage
		Supporting planned relocation, in cases where in-situ allocation is not feasible	Enabling relocation of displaced communities
		Increasing resilience of IDP and host communities	Supporting recovery after climate change events

Step 2: Matching needs and responses to funding instruments

The second step in the matchmaking process involves identifying instruments that are suitable for funding a specific priority response. Depending on the type of intervention planned, its capital intensity and the risk profile of the context where intervention

takes place, different funding instruments may be more or less suitable for supporting responses to specific human mobility needs.⁷⁹ Table 10 provides examples and guidance on how each instrument described in section 4 can be used to address ex-ante and ex-post programming needs. By following this step, programming needs on human mobility can be better matched with appropriate financial instruments.

Table 10: Types of funding instruments and their use for financing human mobility

Funding instrument	Typical use	Examples of relevant ex-ante programming needs	Examples of relevant ex-post programming needs
Grants	Non-revenue-generating activities, project preparatory support	Policy and enabling environment, e.g. land-use planning and NAPs	Policy and enabling environment, i.e. emergency coordination
		Capacity building, e.g. awareness on human mobility and climate change, preparedness training	Infrastructure, e.g. emergency shelter, rebuilding service infrastructure
		Adaptive livelihoods and other mechanisms for resilience	Equipment, i.e. food/non-food stockpiles, materials for transitional shelters
		Equipment	Enabling access to finance: cash transfers for emergency assistance
		Data, e.g. research on drivers of migration	Displacement data collection
		Enabling access to finance, e.g. setting up insurance schemes	Protection responses
Concessional loans	Revenue-generating interventions or capital-intensive interventions	Infrastructure, e.g. construction of hazard protection works	Infrastructure, e.g. reconstruction or rehabilitation of service infrastructure, Building Back Better housing
		Technology	Technology
Equity	Capital-intensive or innovative private sector solutions	Private sector-oriented infrastructure, services and technology, e.g. early warning systems, irrigation schemes	Private sector oriented reconstruction or expansion of services for affected communities, e.g. private sector service hubs for affected communities
Guarantees	De-risking project finance in challenging contexts and enabling private sector investments	Infrastructure and technology	Catalysing investments in recovery and rehabilitation of relevant infrastructure and services in challenging contexts
Risk transfer instruments	Insurance	Insuring productive assets Supporting anticipatory action	Enabling rapid payouts for governments or communities to fund relief and recovery

⁷⁹ Refer to table 2 for a more detailed articulation of potential responses by type of intervention.

Step 3: Identifying funding actors to approach

The third step of the matchmaking process involves identifying the appropriate set of actors and/or arrangements relevant for funding the identified programming needs. Table 11 outlines the typical funding instruments used by various funding actors who operate with various types of funding (in line with the instruments introduced in section 4.2).

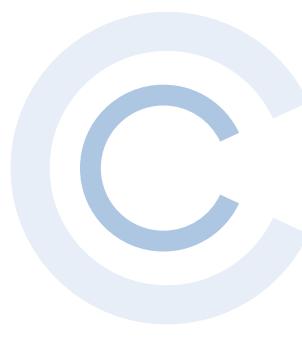
Along with the other tables in this section, it is intended to guide practical efforts to design, fundraise for and subsequently implement programmes that address human mobility in the context of climate change. Additional information related to instruments, funding windows, types of financial instruments and objectives of the key relevant actors and facilities already present in the human mobility space is available in the supplementary material.⁸⁰

Table 11: Overview of funding actors, financial instruments and types of finance relevant to addressing, averting and minimizing the impact of climate change on human mobility

Actors	Grants	Concessional loans	Equity	Guarantees	Risk-sharing instruments
DFIs	A, D, DR	A, D	A, D	A, D	
MDBs	A, D, DR	A, D, DR	A, D	A, D	
Bilateral donors	A, D, DR, H, LD	D		A, D	
Vertical climate funds	A, LD	A, LD	A	A	
Humanitarian funds	H, LD				
Private banks		A, D	A, D	A, D	
Philanthropies	A, D, DR				
Public insurers					A, LD
Private insurers				A, D	A, LD

A – Adaptation finance, D – Development finance, DR – DRR finance, LD – Loss and damage finance, H – Humanitarian finance.

80 See: <https://unfccc.int/WIM-ExCom/supplementary-info-technical-guide-displacement-financial-resources>.



Conclusion: Matching needs, programming and funding options

Following the programming logic outlined in section 5 and in particular the matchmaking steps described above, national and local governments and other relevant actors should be able to: 1) identify needs related to human mobility in the context of climate change; 2) set up appropriate coordination mechanisms to support the identification and prioritization of human mobility programming needs; and 3) match needs with appropriate funding options that can help support their implementation. The recommendations and tools provided in the Guide should help systematically analyse needs and options for accessing finance that can be leveraged

in support of specific responses. Table 12 summarizes the different elements of this programming logic, providing some guiding questions and matching examples for relevant funding actors and instruments in various areas of work. While approaches to financing human mobility in the context of climate change are evolving, the logic presented in the Guide is intended to help practitioners engage more strategically with a wide range of donors, allowing for flexible framing of human mobility priorities across different funding contexts, and enhanced access to a diversity of funding sources, through a diversity of funding instruments.

Table 12: Matching interventions, donors, areas of finance and instruments

Domain of work	Type of intervention	Needs to be addressed	Potential donors	Funding area	Potential financial instrument
Addressing drivers	Infrastructure and technology	What infrastructural or nature-based interventions are needed to protect land, livelihoods, houses and assets?	Development banks Large multilateral funds Private sector actors	Development Adaptation	(Concessional) loans Equity
		What support is needed to set up and/or strengthen hazard monitoring and early warning systems?	Bilateral donors Smaller multilateral funds	Adaptation DRR	Grants (Concessional) loans
	Policy and enabling environment	What policies need to be strengthened to support adaptation/resilience?	Bilateral donors International funds	Development Adaptation DRR	Grants
	Data	What information is needed to assess and monitor risks?	Bilateral donors Smaller multilateral funds	Adaptation DRR	Grants

Table 12 (continued): Matching interventions, donors, areas of finance and instruments

Domain of work	Type of intervention	Needs to be addressed	Potential donors	Funding area	Potential financial instrument
Addressing drivers (continued)	Capacity building	How can the awareness and capacity of decision-makers be built?	Bilateral donors	Adaptation Human Mobility	Grants
		Which local skills need to be strengthened and how?	Bilateral donors Smaller multilateral funds Development banks	Development Adaptation DRR	Grants (Concessional) loans
	Equipment	What tools/resources are needed to support adaptation/resilience interventions?	Private sector actors Investment banks	Development Adaptation DRR	Insurance
	Access to finance	Can people at risk be insured against potential climate impacts?	Private sector actors Smaller multilateral funds	Adaptation DRR	Insurance
Preparing for displacement	Infrastructure and technology	What infrastructural interventions are needed to improve local evacuation and displacement management systems?	Bilateral donors Development banks Smaller multilateral funds	DRR Humanitarian	Grants (Concessional) loans
		What support is needed to set up hazard monitoring and early warning systems?	Bilateral donors Smaller multilateral funds	Adaptation DRR	Grants (Concessional) loans
	Policy development	Can preparedness coordination protocols and plans be strengthened?	Bilateral donors Smaller multilateral funds	DRR	Grants
	Data	What information is needed to assess and monitor evacuations and displacement?	Bilateral donors	DRR Humanitarian	Grants
	Capacity building	Can awareness and response capacities of institutions and communities be strengthened?	Bilateral donors	DRReduction Humanitarian	Grants

Table 12 (continued): Matching interventions, donors, areas of finance and instruments

Domain of work	Type of intervention	Needs to be addressed	Potential donors	Funding area	Potential financial instrument
Preparing for displacement (continued)	Equipment	Are emergency shelters adequately stockpiled to support displaced persons?	Bilateral donors International funds	DRR Humanitarian	Grants
	Access to finance	Are there funds in place that can be disbursed as part of anticipatory responses?	Bilateral donors International funds Private sector actors	DRR Humanitarian	Grants Insurance
Responding to displacement	Infrastructure and technology	What infrastructural or nature-based interventions are needed to set up safe, adequate displacement sites?	Bilateral donors International funds Philanthropies	Humanitarian	Grants
	Policy and enabling environment	What coordination frameworks and policies need to be strengthened to better protect and assist displaced persons?	Bilateral donors International funds	Humanitarian	Grants
	Data	What information is needed to track and monitor displacement?	Bilateral donors International funds	Humanitarian Loss and damage	Grants
	Capacity building	How can local response systems be strengthened to better assist and protect displaced persons?	Bilateral donors	Adaptation Human mobility	Grants
	Equipment	What materials are needed to support responses to displacement?	Bilateral donors International funds Private sector actors Philanthropies	Humanitarian Loss and damage	Grants
	Access to finance	Are there systems and resources in place to support cash-based interventions?	Bilateral donors International funds Banks	Humanitarian Loss and damage	Grants

Table 12 (continued): Matching interventions, donors, areas of finance and instruments

Domain of work	Type of intervention	Needs to be addressed	Potential donors	Funding area	Potential financial instrument
Durable solutions	Infrastructure and technology	What infrastructural interventions are needed to rebuild, recover and promote solutions?	Bilateral donors Development banks Smaller multilateral funds Private sector actors Philanthropies	Development Adaptation DRR	Grants (Concessional) loans Equities
	Policy development	Can recovery coordination protocols and plans be strengthened?	Bilateral donors Smaller multilateral funds	Development DRR Humanitarian	Grants
	Data	What information is needed to track progress of and obstacles to solutions and impacts of displacement?	Bilateral donors	Development DRR Humanitarian	Grants
	Capacity building	Can the capacities of service providers and individuals be strengthened?	Bilateral donors Development banks Smaller multilateral funds Private sector actors	Development Adaptation DRR	Grants (Concessional) loans Equities
	Equipment	Are sufficient resources in place to support recovery and reconstruction	Bilateral donors Private sector actors	Development Adaptation DRR	Grants Equities
	Access to finance	Are there systems that can help mobilize resources for recovery?	Bilateral donors International funds Private sector actors	Development Adaptation DRR	Grants Insurance

Table 12 (continued): Matching interventions, donors, areas of finance and instruments

Domain of work	Type of intervention	Needs to be addressed	Potential donors	Funding area	Potential financial instrument
Enabling safe and voluntary migration as adaptation	Infrastructure and technology	What infrastructural interventions can be implemented to facilitate movements or ensure adjustment in destinations?	Bilateral donors Development banks Large multilateral funds Private sector actors	Development Adaptation	Grants (Concessional) loans Equity
	Policy and enabling environment	What policies need to be strengthened to enable movements with positive outcomes?	Bilateral donors	Development Adaptation Human mobility	Grants
	Data	What information is needed to forecast and monitor migration?	Bilateral donors Smaller multilateral funds	Development Adaptation Human mobility	Grants
	Capacity building	How can the capacity of service providers along routes/at destination be built?	Bilateral donors Development banks Multilateral funds	Development Adaptation Human mobility	Grants (Concessional) loans
		Can migrants' skills be strengthened?	Bilateral donors Smaller multilateral funds Private sector actors	Development Adaptation Human mobility	Grants Equities
	Equipment	What materials are available to assist people on the move?	Bilateral donors	Development DRR Humanitarian	Grants
	Access to finance	What systems can help mobilize remittances for resilience/adaptation?	Bilateral donors Private sector actors Investment banks	Development Adaptation DRR	Grants (Concessional) loans Equity

Table 12 (continued): Matching interventions, donors, areas of finance and instruments

Domain of work	Type of intervention	Needs to be addressed	Potential donors	Funding area	Potential financial instrument
Rights-based planned relocations	Infrastructure and technology	What infrastructural interventions are needed to secure dignified living conditions in relocation sites?	Bilateral donors Development banks Smaller multilateral funds Private sector actors	Development Adaptation DRR	Grants (Concessional) loans Equities
	Policy development	Can legal frameworks on planned relocations be strengthened?	Bilateral donors	Development DRR	Grants
	Data	What information is needed to assess and monitor relocations and their impacts?	Bilateral donors	Development DRR	Grants
	Capacity building	Do people being relocated need skills training?	Bilateral donors Private sector actors	Development DRR	Grants (Concessional) loans Equities
	Equipment	Are sufficient resources available to support the material needs of relocation operations?	Bilateral donors Smaller multilateral funds Private sector actors	DRR Humanitarian	Grants
	Access to finance	What systems and structure exist to catalyse and coordinate funds for planned relocations?	Bilateral donors Development banks Smaller multilateral funds Private sector actors Philanthropies	Development Adaptation DRR	Grants (Concessional) loans

Annex 1 – Information on funding of selected human mobility activities

The below information draws from the survey carried out to inform the development of the Guide. Please note that a full list of project information for the below activities is available online.⁸¹

Adaptation and resilience to address the drivers of displacement

1. In Kenya, the US Government supports IOM with a grant to enhance adaptive capacities of climate-affected migrants, displaced persons and host communities in the Garissa and Turkana counties. The grant has been released following a decision by the US Special Presidential Envoy for Climate John Kerry at the 2023 Africa Climate Summit in Nairobi in response to multi-year droughts in the country.
2. In West Africa, the African Development Bank is supporting a large program focusing on areas of origin of people's migration in the Niger Basin to: 1) build the resilience of ecosystems and natural resources; 2) build the resilience of local households through more sustainable livelihoods; and 3) ensure program coordination and management.
3. In Bangladesh, CJRF supports the COAST Foundation to support women and girls in some of the most vulnerable areas to disasters and related displacement in the country. Char dwellers are supported through a coastal advocacy network, education and awareness services, as well as livelihood support.
4. The NDC Partnership Action Fund, a pooled fund with contributions from seven European countries, is supporting FAO with a grant to assess loss and damage associated with human mobility in the context of climate change in Chile.

The fund aims to support country members of the NDC Partnership in addressing gaps in the implementation of their NDCs. The success of FAO in funding this program highlights the strategic relevance of ensuring that human mobility is captured in climate action planning at the national level for relevant work to be funded through dedicated finance streams.

5. CJRF pools funds from private foundations and philanthropists, as well as bilateral governmental initiatives (including, for instance, from the Government of Scotland) to issue grants that support women, youth and Indigenous Peoples to create and share their own solutions for climate resilience. In the Pacific, CJRF is supporting the Unitarian Universalist Service Committee to lead community-based processes to assess climate-induced losses and damages being faced in their communities. Together, partners and communities co-design the responses needed, which are then funded through specific sub-grants.
6. A grant issued through Canada's bilateral commitment to international climate finance is supporting an assessment of the environmental drivers of migration in rural areas in Mexico, to be carried out by IOM and Rainforest Alliance. The grant is specifically disbursed by Canada's department for Immigration, Refugees and Citizenship via its International Migration Capacity Building Program, with the main objective to support climate change adaptation. The assessment, in fact, will help inform capacity building support and empowerment for local women, encouraging their participation in farmers' cooperatives and providing information on safe migration options.

⁸¹ See <https://unfccc.int/WIM-ExCom/supplementary-info-technical-guide-displacement-financial-resources>.

7. The German Federal Ministry for Economic Cooperation and Development is funding a Global Program on Human Mobility in the Context of Climate Change, implemented by the German Agency for International Cooperation, which since its inception has been expanding through a series of regional sub-programmes in the Pacific and in West Africa. Now in its second phase, the program supports capacity development and policy advice for regional organizations and national governments. It also supports interventions to address knowledge gaps and improve coordination at national and regional levels on climate and migration, displacement and planned relocations.

8. The United Nations Trust Fund for Human Security has been supporting a consortium of United Nations agencies and regional non-United Nations partners in the implementation of the Pacific Climate Change Migration and Human Security programme. The program aims to build knowledge on migration flows, policies and practices in the region and enhance national capacities to address the impacts of climate change on human mobility. It also seeks to support work to improve regional knowledge sharing and cooperation. Following its first implementation phase, the project has been continued with funding from New Zealand Ministry of Foreign Affairs and Trade, and with the objective of improving policymaking at the national level, as well as multi-stakeholder coordination on climate change and human mobility at national and regional levels.

9. The MPTF is supported by a variety of donor countries that pool resources to advance the implementation of the GCM. Its resources have been allocated to several programmes that address the environmental drivers compelling people to move, including climate change (GCM objective 2). In India, for instance, FAO and IOM work to support resilient rural livelihoods, avert and minimize loss and damage and support migrants' household members in places of origin (especially women and children) to mitigate the negative impacts of climate change and migration.

10. CJRF supported the Unitarian Universalist Service Committee in the organization of a First Peoples' Convening on Climate-Forced Displacement, identifying 60 representatives of communities from all over the world that needed to bring their specific perspective on the work around climate change and human mobility. This global effort resulted in the development of a Declaration, which calls for rights-based solutions to the challenges of human mobility in the context of climate change.

Enabling safe, voluntary and dignified migration to leverage its resilience and adaptation potential

1. In the Horn of Africa, the MPTF supports a consortium of international actors through a project promoting data, preparedness and regular pathways for migration in support of adaptation and resilience. The MPTF also supports research and policy work by ILO and IOM in the Pacific to enhance the benefits of safe and dignified migration as a sustainable development and climate-resilience strategy in Fiji, Kiribati, Solomon Islands, Tuvalu and Vanuatu.
2. In Bangladesh, CJRF is supporting households to make the best of migration opportunities to support adaptation outcomes. The project supports (prospective) migrants, as well as their households, through skill development opportunities for more economically successful migration, awareness on climate-smart use of remittances and reconstruction/recovery support following disasters.
3. In partnership, the Foreign, Commonwealth and Development Office of the United Kingdom of Great Britain and Northern Ireland and Canada's International Development Research Centre have supported work to investigate successful forms of migration as adaptation. Relevant funds are provided respectively through the United Kingdom's International Climate Fund and Canada's International Climate Assistance, and coordinated as part of the Climate Adaptation and Resilience initiative. The initiative supports climate change-specific research across three themes: understanding climate risk, risk-informed early action and development in a changing climate.

4. A mobility bond was launched in France to assist vulnerable groups who live in sub-urban areas in becoming more mobile and improving their adaptive capacities through increased mobility and employment in urban areas. The program was implemented in several regions across the country. For this social impact bond, there were three commissioners who jointly initiated the programme: the Ministry of Economy and Finance; the General Directorate for Employment and Professional Training; and the Ministry for an Ecological and Inclusive Transition. The up-front financing for the program was provided by several investors: BNP Paribas, Caisses des Dépôts et Consignations and Aviva Impact Investing. In total, EUR 680 000 was invested.
5. In Jamaica, IOM has worked with the Ministry of Foreign Affairs and Foreign Trade and the Planning Institute of Jamaica to develop a mechanism under the JA Diaspora Engage platform to facilitate the involvement of the diaspora in climate action projects in the country.⁸² This platform offers a one-stop-shop for diaspora members and organizations to learn about potential engagement opportunities on climate action in the country with an identification of key mitigation and adaptation priorities.
6. In Bangladesh, IOM implemented a wide-ranging communications campaign linked to its iDiaspora platform, a global platform for knowledge sharing, idea generation, networking, and to mobilize resources and financing for projects in sustainable development, disaster risk reduction and climate action.

Financing principled, rights-based planned relocations as an option of last resort

1. In Fiji, the CROC Trust Fund has been established to create a pool of resources coming from donors and other sources that can be disbursed in support of planned relocation operations – including for: research and assessments, risk reduction activities, identification of locations where people may settle and support to relocated communities. The CROC Trust Fund is an excellent example of how the financial landscape on human mobility and loss and damage is evolving. Among the different sources of funding

that are being pooled in support of planned relocation operations, Fiji received in June 2024 a commitment of 3.6 million New Zealand dollars from New Zealand's International Development Cooperation Programme, specifically targeting planned relocation operations as part of a broader intervention supporting human mobility in the context of climate change.

Preparing for displacement and other population movements in the context of the adverse effects of climate change

1. With funding from the Norwegian Agency for Development Cooperation, the secretariat of the PDD is implementing a series of preparedness efforts in Bangladesh, Fiji, Guatemala and Kenya, which integrate attention to displacement and planned relocations in the planning instruments and decision-making tools of national and local governments in the different countries. The project is explicitly framed as an effort to avert, minimize and address loss and damage in vulnerable countries, and is funded under Norway's strategy on climate change, hunger and vulnerability.
2. DG ECHO issues grants to a variety of actors to improve preparedness in at-risk areas. In Somalia, for instance, DG ECHO supports IOM to prepare governments and communities for potential disaster displacement, through strengthening of evacuation infrastructure, community awareness and equipment to better respond to potential displacement. These activities are supported through the creation of community-based DRM teams, which are trained to lead community-based disaster response and help identify priorities for DRR and DRM.
3. DG ECHO has supported international and civil society actors to improve access to early warning information and anticipatory action for Rohingya populations in Cox's Bazar, building the capacity of nationally-owned preparedness and response systems to reach out to marginalized populations in camp.

⁸² See <https://jadiasporaengage.mfaft.gov.jm/diaspora4climate>.

4. In the Federated States of Micronesia, the United States Office of Foreign Disaster Assistance has been supporting a variety of interventions to build local preparedness for disasters related to climate change. The activities, led by IOM, aim to build understanding and awareness of risks and responses among local communities, as well as to ensure that responders are well coordinated and capacitated in the event of a disaster, and able to respond to ensuing displacement more effectively.
5. In Mongolia, the national Red Cross Society, supported by the British Red Cross has started a forecast-based financing project to anticipate and address the impacts of the dzud, a climatic phenomenon featuring a dry period followed by a cold spell. The financing scheme facilitated the protection of 2,000 herders in some of the most at-risk areas with unconditional cash and animal care kits. This prevented the herders from losing their livestock and livelihoods, which resulted in reduced pressures for migration towards urban areas by destitute herders.
6. In the Philippines, the national Red Cross Society, with the support of the German and Finnish Red Cross Societies, as well as IFRC, is implementing forecast-based financing to respond to typhoons. The financial mechanism supports community responses by allowing households to: 1) evacuate their livestock; 2) obtain cash for work to clear drainages and harvest early; and 3) improve housing and local shelters through kits and materials. These activities help avoid displacement or reduce risks and losses linked with displacement (e.g. loss of assets, impoverishment).
7. In Eastern Africa, the World Food Program is supporting anticipatory unconditional cash transfers as a way to avert and mitigate loss and damage linked with droughts and sudden-onset weather extremes. The regional scheme is supported by a variety of donors, including the Danish International Development Agency, the International Fund for Agricultural Development, DG ECHO and the United States Agency for International Development. Cash transfers are triggered by early warning systems, according to parameters co-developed by the local governments, and allow recipients (identified as the most vulnerable individuals in affected areas) to take risk management actions and avoid displacement. In Somalia and Ethiopia, interventions specifically target nomadic groups, with the objective of protecting their herds and lifestyle and preventing displacement towards urban areas. In Uganda, the scheme strengthens the government-led shock-responsive social protection system.

Responding to displacement and other forms of human mobility in the context of the adverse effects of climate change

1. Most activities in the humanitarian segment of this analysis are funded by CERF. It is supported by 50 United Nations Member States and observers, international organizations, regional and local authorities, and private sector and civil society actors. Many of its State contributors have paid over USD 1 billion into the fund in the last 20 years. While it is not exclusively targeted towards responding to the adverse effects of climate change, CERF is allocating an increasing share of its resources to responses to climate hazards (since 2015, the share of relevant contributions has increased from roughly a quarter to a third of the total). Moreover, at COP28 CERF launched a 'Climate Action Account' that allows donors to specifically support work to reduce climate impacts, by scaling up anticipatory action and responses to climate shocks.

2. One standout example identified through the research is a project to provide unconditional cash transfers to address loss and damage in Malawi. Funded by the Scottish Government's Climate Justice Fund, it is implemented by GiveDirectly, a non-profit that lets individual and institutional donors pool resources that are used to support direct, unconditional cash transfers to vulnerable households. The project was set up following Cyclone Freddy, which dropped six months' worth of rainfall in just six days on Malawi, triggering floods and mudslides that displaced 659,000 people. Resources from the climate justice fund were allocated to 2,700 households affected and displaced by the disaster, based on an assessment of household needs and cost of living. The project's specificities lie both in its model of implementation (unconditional cash transfers supported by an NGO, rather than an international organization), and in the specific loss and damage/climate justice focus of the donor's financial contribution.
3. Another specific example is the work of Bangladesh's Young Power in Social Action organization in support of displaced persons in the southeastern coast of the country. With a grant from the CJRF, the organization is holistically addressing displacement response by providing local displaced persons with improved access to water and sanitation, as well as land and livelihood support for relocations. Communities affected by displacement are also supported in setting up participatory awareness and decision-making committees that improve their ability to take decisions on adaptation, preparedness and response to disasters and solutions to displacement.
4. The United States Bureau of Humanitarian Affairs has been supporting the IDMC to improve data and evidence on disaster displacement and the impacts of climate change. Relevant activities include data collection and analysis on the rate of reconstruction following disasters, the development of an expert consortium on risk analysis and piloting the roll-out of a set of indicators for DRR on displacement.

Promoting durable solutions to displacement

1. The World Bank has supported Senegal since 2018 through the USD 30 million Saint-Louis Emergency Recovery and Resilience Project. The project is financed through International Development Association grants, specifically drawing on the IDA's Climate Change Action Plan and its Crisis Response Window to enhance community resilience to sea-level rise and related displacement risks, and enhance urban planning for people displaced and at risk of needing support to relocate elsewhere.
2. IDSF has been created to progress towards the objectives set out in the Action Agenda on Internal Displacement. The Fund promotes collaborative engagement of United Nations agencies, supporting work to address displacement that are aligned with national priorities and international humanitarian and development objectives. The fund has been supported by the governments of Switzerland, Norway and Germany and has supported work in 10 countries in Africa, Middle East, the Pacific and Latin America. The fund supports multi-sectoral interventions that can integrate climate change considerations in broader development/human security/recovery approaches. IDSF has supported activities that specifically target displacement in the context of meteorological hazards in Vanuatu and complex crises fuelled by climate change in Somalia and Ethiopia.
3. The Greta Thunberg Foundation has supported IOM with a pilot project to provide improved hazard-resistant housing to people displaced by floods in Pakistan. While small-scale compared to the need of the millions of people displaced, this intervention has facilitated testing of new operational models and construction approaches.
4. The Robert Bosch Foundation, a major foundation associated with a German private company which typically finances work on access to health, education and other global development issues (including climate change) is supporting the IDMC to realize a series of studies exploring the implications of climate change on the achievement of durable solutions for displaced persons.

Annex 2 – Key human mobility terminology⁸³

Diaspora

International migrants or descendants of migrants whose identity and sense of belonging, either real or symbolic, have been shaped by their migration experience and background. They maintain links with their homelands, and to each other, based on a shared sense of history, identity or mutual experiences in the destination country.⁸⁴

Displacement

The movement of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence, in particular as a result of or in order to avoid the effects of armed conflict, situations of generalized violence, violations of human rights or natural or human-induced disasters. This may refer to forced movements within a country or across international borders.⁸⁵

Disaster displacement

Refers to situations where people are forced or obliged to leave their homes or places of habitual residence as a result of a disaster or in order to avoid the impact of an immediate and foreseeable natural hazard. Such displacement results from the fact that affected persons are (i) exposed to (ii) a natural hazard in a situation where (iii) they are too vulnerable and lack the resilience to withstand the impacts of that hazard. It is the effects of natural hazards, including the adverse impacts of climate change, that may overwhelm the resilience or adaptive capacity of an affected community or society, thus leading to a disaster that potentially results in displacement.⁸⁶

Note: The Nansen Initiative definition refers to natural hazards, some of which are climate related. Disaster may refer to the impacts of broader categories of hazards that may be related to the effects of climate change.

Evacuation

Means “moving people and assets temporarily to safer places before, during or after the occurrence of a hazardous event in order to protect them”. Note: evacuation also constitutes a form of necessary, life-saving displacement that is intended to be temporary and requires physical infrastructure such as shelters, structures and planning as well as social infrastructure in order to be able to respond to the protection and service needs of the affected population. Effective adaptation requires that governments include these requirements in their planning process, taking into account national context and international humanitarian architecture.⁸⁷

Fair recruitment

Refers to recruitment which takes place in a way that respects, protects and fulfils internationally recognized human rights, including those expressed in international labour standards, and in particular the right to freedom of association and collective bargaining, as well as prevention and elimination of forced labour, child labour and discrimination in respect of employment and occupation. No recruitment fees or related costs should be charged to, or otherwise borne by, workers or jobseekers.⁸⁸

⁸³ This glossary was originally compiled as part of the development of the Technical guide on integrating human mobility and climate change linkages into relevant national climate change planning processes, available at: <https://unfccc.int/technical-guide-on-integrating-human>.

⁸⁴ IOM (2019): Glossary on Migration. International Migration Law, No. 34. Edited by Sironi, A. C. Bauloz and M. Emmanuel for IOM, Geneva, available at: <https://publications.iom.int/books/international-migration-law-ndeg34-glossary-migration>.

⁸⁵ Adapted from UNCHR E/CN.4/1998/53/Add.2.

⁸⁶ Nansen Initiative (2015): Agenda for the protection of cross-border displaced persons in the context of disasters and climate change. Geneva: The Nansen Initiative, available at: <https://disasterdisplacement.org/wp-content/uploads/2015/02/PROTECTION-AGENDA-VOLUME-1.pdf>.

⁸⁷ UNGA A/71/644.

⁸⁸ ILO (2019): General principles and operational guidelines for fair recruitment and Definition of recruitment fees and related costs, available at: <https://www.ilo.org/publications/general-principles-and-operational-guidelines-fair-recruitment-and-0>.

Human mobility

'Human mobility' is a descriptive term that is increasingly used under the UNFCCC processes to collectively refer to the three forms of population movement set out under paragraph 14(f) of the Cancun Agreement: 1) displacement – the primarily forced movement of persons; 2) migration – the primarily voluntary movement of persons; and 3) planned relocation – the process of settling persons or communities in a new location.⁸⁹ Note: in other contexts, the term 'human mobility' is used to refer to other movements such as tourism, to emphasize inner-urban movements, or to refer to commuting and other temporary or short-term movements of persons for employment-related purposes.

Internally displaced people

Described in the Guiding Principles on Internal Displacement as "persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence, in particular as a result of or in order to avoid the effects of armed conflict, situations of generalized violence, violations of human rights or natural or human induced disasters, and who have not crossed an internationally recognized State border".⁹⁰

Internal migrant

Any person who is moving or has moved within a State for the purpose of establishing a new temporary or permanent residence or because of an inability to return to the place of residence after displacement.⁹¹ For the purpose of this document, the term refers to population movements that are primarily voluntary in nature (see 'human mobility').

International migrant

Any person who is outside a State of which he or she is a citizen or national, or in the case of a stateless person, his or her State of birth or habitual residence. The term includes migrants who intend to move permanently or temporarily and those who move in a regular or documented manner, as well as migrants in irregular situations.⁹² For the purpose of this document, the term refers to population movements that are primarily voluntary in nature (see 'human mobility').

Labour migration

Labour migration is defined as "covering both migrants moving within the country and across international borders. This choice is also justified by the significant number of persons moving within the same country for work purposes who sometimes face the same barriers or challenges faced by international migrants, such as discrimination and difficulties in integration. Although such challenges may be greater for migrants moving across borders they are not totally absent also for internal migrants".⁹³

Migrants and just transition

"A just transition requires bespoke actions within a common framework, centred on the interest and dignity of migrant workers and based on international labour standards. Well-managed and rights-based labour mobility and adaptation strategies can provide opportunities to increase resilience and adaptation, avoid the loss of assets and livelihoods and improve the skills base in receiving countries and in home communities when migrants return."⁹⁴

89 FCCC/CP/2010/7/Add.1, decision 1/CP.16.

90 ECOSOC, 1998.

91 IOM (2019): Glossary on Migration. International Migration Law, No. 34. Edited by Sironi, A. C. Bauloz and M. Emmanuel for IOM, Geneva, available at: <https://publications.iom.int/books/international-migration-law-ndeg34-glossary-migration>.

92 OHCHR (2014): Recommended Principles and Guidelines on Human Rights at International Borders. Office of the High Commissioner for Human Rights, available at: <https://www.ohchr.org/en/documents/tools-and-resources/recommended-principles-and-guidelines-human-rights-international>.

93 IOM (2019): Glossary on Migration. International Migration Law, No. 34. Edited by Sironi, A. C. Bauloz and M. Emmanuel for IOM, Geneva. <https://publications.iom.int/books/international-migration-law-ndeg34-glossary-migration>.

94 ILO (2022a): Just Transition Policy Brief. Human mobility and labour migration related to climate change in a just transition towards environmentally sustainable economies and societies for all. <https://www.ilo.org/publications/human-mobility-and-labour-migration-related-climate-change-just-transition>.

Migration

"The movement of persons away from their place of usual residence, either across an international border or within a State".⁹⁵ For the purpose of this document, the term refers to population movements that are primarily voluntary in nature (see 'human mobility').

Migrant in a vulnerable situation

"Persons who are unable effectively to enjoy their human rights, are at increased risk of violations and abuse and who, accordingly, are entitled to call on a duty bearer's heightened duty of care."⁹⁶

Migrant worker

"A person who is to be engaged, is engaged or has been engaged in a remunerated activity in a State of which he or she is not a national."⁹⁷

Planned relocation

Planned relocation in the context of disasters or environmental degradation, including when due to the effects of climate change, is a planned process in which persons or groups of persons move or are assisted to move away from their homes or place of temporary residence, are settled in a new location and provided with the conditions for rebuilding their lives.⁹⁸

Stateless person

A person who is not considered as a national by any State under the operation of its law, either because they never had a nationality, or because they lost it without acquiring a new one (UNGA, 1954). Note: the vulnerability and potential 'disappearance' of small island States due to sea-level rise will not inevitably lead to statelessness, and the greatest risks of statelessness in the context of climate change are related rather to the significant number of people displaced in the context of climate change related disasters.⁹⁹

Trapped populations

Populations inhabiting areas of high risk and thus vulnerable to environmental shocks and impoverishment who want to flee or migrate but are unable to do so. Note: the notion of trapped populations applies in particular to poorer households who may not have the resources to move and whose livelihoods are affected, or to people whose freedom of movement is limited for other reasons.¹⁰⁰

95 IOM (2019): Glossary on Migration. International Migration Law, No. 34. Edited by Sironi, A. C. Bauloz and M. Emmanuel for IOM, Geneva. <https://publications.iom.int/books/international-migration-law-ndeg34-glossary-migration>.

96 OHCHR and Global Migrant Group (2018): Principles and guidelines on the human rights protection of migrants in vulnerable situations. <https://www.ohchr.org/en/documents/tools-and-resources/principles-and-guidelines-human-rights-protection-migrants-vulnerable>.

97 UNGA A/RES/45/158.

98 Brookings, Georgetown, and UNHCR (2015): Guidance On Protecting People From Disasters And Environmental Change Through Planned Relocation ("Guidance on Planned Relocation"). <https://environmentalmigration.iom.int/resources/guidance-protecting-people-disasters-and-environmental-change-through-planned-relocation>.

99 UNHCR, NRC, Peter McMullin Centre on Statelessness (2021): Statelessness and Climate Change Factsheet, 29 October 2021, available at: <https://www.refworld.org/reference/tools/unhcr/2021/en/123945>.

100 Foresight (2011): Foresight- Migration and Global Environmental Change. Final Project Report. The Government Office for Science, London, available at: <https://www.gov.uk/government/publications/migration-and-global-environmental-change-future-challenges-and-opportunities>.

Annex 3 – Examples of compiled human mobility needs matrixes

The below is an example of the ex-ante human mobility needs matrix (presented in section 5.1) compiled with relevant examples of activities.

Type of intervention	Beneficiaries of the intervention		
	People at risk of becoming displaced or trapped	Migrants and displaced persons at risk of climate impacts	Potential host communities
Infrastructure and technology	<p>Local adaptation and resilience (e.g. protect land and assets, climate-proof houses and critical infrastructure)</p> <p>Reclaim and regenerate land and protect natural resources</p> <p>Identify/build and prepare evacuation routes and sites</p> <p>Monitoring and early warning systems for slow and sudden-onset hazards</p>	<p>Protective infrastructure in displacement and transit sites</p> <p>Hazard-resistant structures in displacement and transit sites</p> <p>Build and equip assistance centres along migration routes</p> <p>Inclusive early warning systems</p>	<p>Improve availability of housing in potential places of destination</p> <p>Strengthen infrastructure to ensure service provision</p>
Policy and enabling environment	<p>Risk-informed land-use planning</p> <p>Social protection systems</p> <p>Implement building codes for hazard resistance</p> <p>Promote dignified outmigration (migration schemes, free movement, portability of rights and qualifications)</p> <p>Promote access to land</p>	<p>Migrant-inclusive DRR/DRM and adaptation frameworks</p> <p>Inclusive social protection systems and access to basic services</p>	<p>Zoning and land-use planning in potential places of destination</p> <p>Rights of incoming residents, including options to settle, work, access services and assistance</p>
Data	<p>Identification of areas at risk</p> <p>Identification of potential displacement and past patterns of movement</p> <p>Identification of individual/household thresholds of impact and mobility options</p> <p>Identification of potential evacuation behaviours and support needs</p>	<p>Data on mobility flows and distribution of people on the move</p> <p>Risk assessments in transit areas/routes or areas in which people on the move concentrate</p> <p>Socioeconomic and cultural features of people on the move at risk</p>	<p>Modeling of potential migration</p> <p>Monitoring of ongoing immigration flows</p> <p>Identification of areas where there are opportunities or risk for incoming populations</p>

Type of intervention	Beneficiaries of the intervention		
	People at risk of becoming displaced or trapped	Migrants and displaced persons at risk of climate impacts	Potential host communities
Capacity building	Awareness/training of decision-makers Business support programmes for people at risk Livelihood diversification/strengthening programmes for people at risk Preparedness for displacement for responders	Cultural competency of responders	Increase capacity of service providers to address additional demands for services Train migrants to equip them with marketable skills at destination
Equipment	Items to support livelihoods/income-generating activities Emergency stockpiles	Culturally-specific emergency items	
Access to finance	Development of insurance mechanisms Leveraging remittances for adaptation and resilience Setting up an infrastructure for cash transfers for post-disaster assistance		



The below is an example of the ex-ante Human Mobility Needs Matrix (presented in section 5.1) compiled with relevant examples of activities.

Type of intervention	Beneficiaries of the intervention	
	Displaced persons	Host communities
Infrastructure and technology	<p>Set up and service displacement sites</p> <p>Provide temporary, transitional and permanent shelters</p> <p>(Re)build temporary and permanent infrastructure for basic service provision</p>	Improve availability of housing and infrastructure to absorb population inflows
Policy and enabling environment	<p>Rights of IDP, including land rights, assistance and protection compensation, and livelihood support</p> <p>Access to social protection systems for displaced persons</p> <p>Durable solutions collaboration frameworks, roles and responsibilities</p> <p>Land-use planning</p> <p>Building codes</p> <p>Land ownership system</p>	Community cohesion
Data	<p>Tracking of displacement patterns</p> <p>Tracking of displaced persons' needs and risks</p> <p>Progress towards solutions and movement intentions</p> <p>Estimating impacts of displacement</p>	<p>Estimating economic and non-economic impacts of displacement</p> <p>Identifying risks in areas of destination of displaced populations</p>
Capacity building	Developing/resourcing systems for redocumentation, family tracing and protection	<p>Increase capacity of service providers to address additional demand for services</p> <p>Capacity building for social cohesion (staff, participatory processes)</p>
Equipment	<p>Replenishing food and non-food stockpiles</p> <p>Materials for reconstruction</p>	Materials for reconstruction
Access to finance	<p>Leveraging remittances for disaster response and recovery</p> <p>Activating the infrastructure for cash transfers for post-event assistance</p>	

Annex 4 – Additional readings

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