



Advocacy Reference Document on Migration, Displacement, and Planned Relocation for the 2026 June Climate Meetings (SB 64)

JUNE 2026

**Advisory Group
on Climate Change
and Human Mobility**

The
Loss &
Damage
Collaboration

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The document brings together advocacy messages across UNFCCC workstreams at SB 64 and is intended to serve as a flexible reference tool. Signatories, negotiators and other stakeholders are invited to use and apply the messages selectively, as appropriate, to support their advocacy and policy engagement on human mobility issues at SB 64 and beyond.

For a more condensed version with key messages on human mobility for SB64, please refer to [this document](#).

Advisory Group on Climate Change and Human Mobility

The Advisory Group on Climate Change and Human Mobility brings together NGOs, academia, and UN agencies to provide technical support to UNFCCC Parties on human mobility in the context of climate change. It represents civil society in the Warsaw International Mechanism's Task Force on Displacement. Key contacts: Alice Baillat, IDMC, alice.baillat@idmc.ch and Jocelyn Perry, Refugees International, jperry@refugeesinternational.org.

Loss and Damage and the Challenges of Human Mobility and Displacement Working Group

Convened by the [Loss and Damage Collaboration](#) (L&DC) in partnership with the [Platform on Disaster Displacement](#) (PDD), the [Loss and Damage and the Challenges of Human Mobility and Displacement Working Group](#) looks at Displacement and Human Mobility in the context of Loss and Damage workstreams under the UNFCCC including the [Fund for Responding to Loss and Damage](#) (FRLD) and the [Warsaw International Mechanism for Loss and Damage](#) (WIM) including its [Executive Committee](#) (ExCom), [expert groups](#) and [Santiago Network](#). Key contact: Teo Ormond-Skeaping, teo@lossanddamagecollaboration.org

Introduction

Climate change is already driving human mobility, through displacement, migration, and planned relocation.¹ As emissions rise, human mobility will become increasingly frequent and consequential to communities affected by climate change.² Over the past decade, weather-related disasters have caused more than 263 million internal displacements globally – equivalent to over 72,000 displacements per day.³ Over 70 percent of the world’s refugees and forcibly displaced people come from, and are hosted in, countries that are highly vulnerable to climate change.⁴

Despite these challenges, recent UNFCCC negotiations have shown that there is still political sensitivity around the inclusion of human mobility in decision texts. At [COP 30](#), references to migration, displacement and planned relocation—and to refugees, migrants and internally displaced persons (IDPs)—were weakened or removed. This risks leaving people on the move and sending and receiving communities without the support they need.

Ensuring Strong, Unified Implementable Decision Language at SB 64

To ensure strong, unified implementable decision language at SB 64 it is critical that decision texts:

1. Adopt a coherent, unified and systematic language on human mobility. Texts should include reference to “**human mobility, including migration, displacement and planned relocation**”, not just “migration” or “human mobility”);
2. Link recognition of human mobility to planning, implementation, monitoring and reporting actions, and the **means of implementation** needed to take effective action to avert, minimise and address human mobility challenges. Means of implementation include: capacity building, knowledge transfer, technical assistance and finance at the scale of the needs;

Wherever possible, decision texts should refer to the different forms of human mobility in greater detail. This is key to recognising that each form of human mobility has different legal and policy implications, institutional rights and responsibilities and financial and technical needs. For example text should differentiate between:

- **Displacement:** including forced displacement, internal displacement, cross border displacement and refugee movements.

¹ Lee, H. et al. (2023). AR6 Synthesis Report: Summary for Policymakers. *Intergovernmental Panel on Climate Change*. Available [here](#).

² Ibid.

³ Internal Displacement Monitoring Centre (no date given). Global Internal Displacement Database (GIDD). *Internal Displacement Monitoring Centre*. Available [here](#).

⁴ UNHCR (2024). No escape: On the frontlines of climate change, conflict and forced displacement. *United Nations High Commissioner for Refugees*. Available [here](#).

- **Migration:** including labour migration and rural–urban migration.
- **Planned relocation:** including individual and community level, temporary and permanent relocation.
- **Immobility:** including both voluntary and involuntary immobility. For example, where individuals or communities choose to stay or are compelled to stay (e.g. due to responsibilities for ancestors/the deceased) and those wanting to leave who are unable to do so).

In addition, decision texts should refer to the solutions needed to avert, minimise and address human mobility challenges, uphold the rights of affected populations, ensure meaningful participation, and policy alignment and coherence. For example, by including:

- **Solutions:** conflict and fragility sensitivity (see box 1), durable solutions; [Locally Led Adaptation](#); finance and support to avert minimise and address displacement; direct access to finance; equitable, safe and dignified human mobility; safe, orderly and regular migration; rights-based and voluntary planned relocation; community-based disaster risk reduction; and community led loss and damage response.
- **Human Rights:** [human rights](#) (e.g. freedom of movement, non-refoulement, right to life, liberty, and security regardless of migration status, etc), the [rights of Indigenous Peoples](#), the [rights of workers](#), and [Free Prior Informed Consent](#) (FPIC). (See Box 2 for an overview of the obligations of states in regards to human mobility and climate change).
- **Meaningful Participation:** Finance, technical assistance and capacity building support to ensure that refugees, migrants and displaced persons, and all other populations affected by human mobility challenges, including hosting and receiving communities, drive decision making. Commitment to translate policy documents into at least the six [official UN Languages](#) and provide simultaneous interpretation.
- **Principles:** Equity, [common but differentiated responsibilities and respective capabilities](#) (CBDR-RC), [do no harm](#), intergenerational equity, pro poor, and [polluter pays](#).
- **Policy alignment and coherence:** recognition of human mobility frameworks including the [Global Compact for Migration](#) (GCM), [Global Compact on Refugees](#) (GCR), the [Guiding Principles on Internal Displacement](#), the [Refugee Convention](#) and the [UN Conventions on Statelessness](#).

Box 1: Conflict and fragility sensitivity

Conflict and fragility sensitivity is critical to ensuring that people on the move in conflict affected and fragile situations (e.g. migrants, refugees and IDPs) get the support they need. Despite being discussed in recent UNFCCC negotiations on Loss and Damage and

adaptation, conflict sensitivity and fragility have not been included in adopted decisions. Specific concerns raised by some developing countries indicate why:

1. The risks of expanding scope beyond the climate regime;
2. The risks of undermining the integrity of climate finance (e.g. concerns about double counting humanitarian assistance as climate finance);
3. The risk of generating competition for already limited resources; and;
4. The need to maintain coherence with other international frameworks (i.e. conflict is already addressed under other bodies of law).

To address these concerns, developed countries must meet their obligations under international law to deliver new and additional finance for both humanitarian assistance and climate action at the scale of the needs. This will enable Parties (States) to consider mainstreaming a conflict-sensitive approach across all UNFCCC workstreams that:

- Ensures a “do no harm” approach.
- Integrates peace building.
- Maintains coherence with other international frameworks.
- Ensures that climate finance and other forms of support are directly accessible to people on the move and the local and Indigenous Peoples organisations working to support them in fragile and conflict-affected contexts.
- Strengthens the capacities of local actors.
- Closes data collection and analysis gaps on human mobility resulting from climate change in fragile and conflict affected contexts.

Box 2: The Obligations of States in Regards to Human Mobility and Climate Change

The [International Court of Justice](#)’s (ICJ) Advisory Opinion (AO) on the [Obligations of States in respect of Climate Change](#) has reaffirmed the obligations of States to prevent, minimise and remedy foreseeable human rights violations including those related to human mobility challenges. In line with the obligations of States under international law⁵, all decisions taken at SB 64 must:

- Prevent, reduce and address climate-related harm caused by human mobility challenges (i.e. by limiting warming to 1.5°C and providing finance and support for adaptation and Loss and Damage at the scale of the needs).
- Protect migrants, refugees, and displaced people from forced returns, abuse, and arbitrary detention.

⁵ These elements reflect States’ obligations under international human rights, refugee and labour law, including the ICCPR (in particular Articles 6 and 9), the 1951 Refugee Convention (Article 33), the ICESCR (Articles 2(2), 11–13) and the International Convention on the Protection of the Rights of All Migrant Workers and Members of Their Families (in particular Articles 16, 25–28 and 43–45)

- Promote safe and regular pathways for human mobility, protecting migrant workers' rights, and guaranteeing non-discriminatory access to essential services such as healthcare, education, housing, and documentation.
- Uphold the rights to land, culture, self-determination, stay, move and return, and ensure [Free, Prior and Informed Consent](#) (FPIC) in all relocation processes.
- Prioritise rights-based and community-led responses to climate related human mobility that employ intersectional and gender-responsive / transformative approaches.
- Ensure that support reaches all segments of the population including marginalized individuals and groups such as women, children, Indigenous Peoples, older persons, youth and refugees, migrants and displaced persons.

This must be accompanied by the means of implementation, including finance and support from developed countries, to ensure that developing countries can uphold their obligations under international law.

Advocacy Messages

The following sections provide advocacy messages on human mobility, including migration, displacement and planned relocation, for selected agenda items and mandated events at SB 64.

Mitigation

Sharm el-Sheikh mitigation ambition and implementation work programme

The [Sharm el-Sheikh mitigation ambition and implementation work programme](#) (mitigation work programme) was established to urgently scale up mitigation ambition and implementation. At SB64, Parties will consider the progress made on the implementation of the mitigation work programme and how it may continue beyond 2026.

Advocacy Messages:

- Current [Nationally Determined Contributions](#) (NDCs) to climate action put us on track to [2.3-2.5°C](#) of warming by 2100. With every increment of warming, migration, displacement, immobility, and the need for planned relocation will increase. This represents not only an emission gap, but also a growing protection gap, exposing

more people to distress migration, forced displacement and trapped situations.

- Ambitious mitigation is one of the most important measures to avert and minimize future displacement. The mitigation work programme must scale up ambition to limit warming to the 1.5°C goal of the Paris Agreement. This must include by putting in place a clear pathway to transition away from fossil fuels in energy systems, as agreed by Parties in the first Global Stocktake of the Paris Agreement, and providing finance and support at the scale of the needs of developing countries to implement their NDCs.
- For low-lying island States and coastal communities, the risk is not only physical displacement, but also the loss of land, culture, identity, ancestral connection, livelihoods, and political belonging. These risks require urgent attention to legal protection, continuity of statehood, nationality rights, and the prevention of statelessness in climate-affected contexts.
- Mitigation actions must be designed to prevent land dispossession, livelihood disruption, labor exploitation, and involuntary resettlement. A just transition should ensure decent work, social protection, fair compensation, and alternative livelihood options for affected communities. Communities affected by renewable energy, hydropower, critical minerals, carbon markets, conservation, or infrastructure projects must share in the benefits and must not bear disproportionate social or environmental costs, including the risk of being forcibly displaced.
- All mitigation measures should be implemented with full consultation, respect for human rights, and safeguards for Indigenous Peoples and local communities as well as the [Free, Prior and Informed Consent](#) (FPIC) of Indigenous Peoples.

Just Transition

United Arab Emirates just transition work programme

At COP30, Parties [decided](#) to establish a Just Transition Mechanism (JTM)⁶, the purpose of which will be to enhance international cooperation, technical assistance, capacity-building and knowledge sharing, and enable equitable, inclusive just transitions. At SB 64 Parties will consider the process for the operationalisation of the JTM and will develop terms of reference for the review of the [United Arab Emirates Just Transition Work Programme](#) (JTWP) which will take place at COP 31.

Advocacy Messages:

⁶ The decision text acknowledges the rights of migrants, emphasizes the importance of ensuring broad and meaningful participation of migrants and internally displaced persons, and recognizes the importance of just transition pathways that respect, promote and fulfil all human rights and labour rights, including of migrants.

On the operationalisation of the JTM:

- Human mobility should be mainstreamed as a cross-cutting issue across the JTM's operational functions, rather than treated in isolation, to ensure that cooperation, capacity building, knowledge generation and finance reflect the realities of migrants, displaced persons, trapped populations and communities at risk of relocation. The JTM can play a key role in building an evidence base on how transition policies shape mobility patterns, labor markets, livelihoods, land rights and social protection systems.
- The JTM should include safeguards such as social protection portability, skills recognition, occupational safety and health, fair recruitment, wage protection, access to justice, and protection against exploitation and discrimination. Particular attention is needed for migrant workers in transition-affected sectors, including agriculture, construction, care, transport, renewable energy, mining, fisheries and informal urban economies.
- The JTM should avoid framing people on the move only as affected populations. Migrants and diaspora communities are also agents of transition through skills, remittances, entrepreneurship and translocal networks. Recognising these contributions helps shift the narrative from human mobility as a risk to human mobility as an enabler of inclusive, resilient and low-carbon transitions.
- Participation should be meaningful, accessible and safe, including through interpretation, legal information and gender- and child-responsive approaches, with safeguards allowing people in precarious migration situations to engage without fear. The JTM should support the inclusion of migrants, refugees, IDPs and stateless persons, returnees and host communities across planning, implementation, monitoring and grievance mechanisms.
- The JTM should uphold both the right to remain safely and with dignity, and the ability to move safely, regularly and with rights when movement is necessary or chosen. Investment in decent work, public services, resilient livelihoods and social protection can reduce distress migration while supporting integration and contribution in places of destination.
- Co-development should go beyond consultation, enabling affected communities - including people on the move - to shape priorities, identify risks, propose solutions, monitor implementation and access remedies. This is especially critical where transition policies involve land-use change, relocation, job losses, reskilling,

infrastructure, conservation or access to natural resources.

- The JTM should build coherence with key UNFCCC mechanisms and processes, including the Warsaw International Mechanism, the Task Force on Displacement, the Santiago Network, the Fund for Responding to Loss and Damage, NDCs, NAPs, the Global Goal on Adaptation and climate finance workstreams. Beyond the UNFCCC, it should strengthen linkages with relevant global and regional frameworks, including the GCM and GCR, the Sendai Framework, ILO just transition guidance, human rights mechanisms and regional free-movement frameworks.
- The JTM should ensure that the transition to net zero does not result in the forced displacement of Indigenous Peoples, including through critical mineral extraction or large-scale renewable energy projects. It should uphold Free, Prior and Informed Consent (FPIC) and support Indigenous-knowledge-based transition pathways and livelihoods.

Adaptation

Baku Adaptation Road Map

The aim of the [Baku Adaptation Road Map](#) (BAR) is to provide a forward-looking pathway for the [Global Goal on Adaptation](#) (GGA) beyond COP 30, including by providing guidance to Parties in advancing the implementation of GGA indicators. The [COP 30 decision](#) of the GGA decided that two workshops per year will be organized under the Baku Adaptation Road Map between 2026 and 28. The first workshop will take place at SB 64.

Advocacy Messages:

- Human mobility should be recognised as a core component of adaptation, including supporting the ability to remain safely where possible, move with dignity where necessary, and plan relocation when risks are unavoidable. The BAR should provide a forward-looking pathway for the GGA by guiding Parties on how to integrate migration, displacement and planned relocation into national and local adaptation planning and reporting as key measures to strengthen resilience and enhance adaptive capacity.

- Under the BAR, at least one future workshop should focus on adaptation and human mobility. This workshop should consider what is required to meet the goals of the GGA in relation to migration, displacement and planned relocation—including in fragile and conflict affected contexts—and lead to concrete outcomes including scaled up finance and support. The workshop should build on the work of the [Task Force on Displacement](#) (TFD) and relevant [technical guides](#) and [tool kits](#) on integrating human mobility into adaptation planning, implementation, monitoring and reporting.
- Further indicators under the GGA should integrate human mobility—including migration, displacement, and planned relocation. These indicators should also reflect challenges related to immobility and the need for adaptation to address intersecting drivers of displacement and migration (e.g. conflict, extractivism, militarisation, and historical and ongoing patterns of inequity such as colonialism and land grabs).

Global Goal on Adaptation

At SB 64, Parties will consider the [Global Goal on Adaptation](#) (GGA). At COP 30, the [Belém Adaptation Indicators](#) were adopted under the GGA. The COP 30 decision on the GGA also established the [Belém–Addis Vision](#) on adaptation, which comprises a two year policy alignment process by Parties. This two year process will focus on Parties testing the Belém Adaptation Indicators and integrating them into national planning and reporting process (e.g. [National Adaptation Plans](#) (NAPs), [Adaptation Communications](#) (AdComs), NDCs and [Biennial Transparency Reports](#) (BTRs)).

As part of the Belém–Addis Vision, Parties were requested to undertake technical work on improving metadata and methodologies for the Belém Adaptation Indicators at SB 64 to be considered at COP 31 in November 2027 (i.e. the structured information defining what an indicator measures, how it is calculated, and its context). They have also been requested to develop and agree in 2026–2027 on the terms of reference for the review of the [United Arab Emirates Framework for Global Climate Resilience](#), which will include the review of the Belém Adaptation Indicators.

Across the Belém–Addis Vision, human mobility should be treated as a core test of whether adaptation is protecting people, showing who can remain safely, who is forced to move or trapped in risk, and what support is needed for safe, dignified and rights-based outcomes.

Advocacy Messages:

- On the Belém–Addis Vision:
 - The Belém-Addis vision should recognise human mobility as part of systemic climate risk and, where safe and dignified, as an adaptation strategy, especially

for communities facing recurrent climate shocks.

- Contributions to the Belém-Addis vision should distinguish between different human mobility situations and include priorities on reducing displacement risk, supporting climate-resilient solutions for displaced persons, migrants and host communities, and enabling rights-based planned relocation where necessary-
 - Integrating human mobility into the Belém-Addis vision will help provide a coherent political narrative linking GGA implementation with people-centred resilience, while maintaining links to loss and damage where adaptation limits are reached. Success should be measured by whether people can live safely, sustain livelihoods, access services, maintain social and cultural ties, and exercise real choices about staying or moving.
- On testing the Belém Adaptation Indicators and integrating them into national planning and reporting processes:
 - Parties should be supported to integrate human mobility components into all relevant indicators, not just those the two indicators that mention migration and planned relocation. Existing guidance can support these efforts, in particular:
 - The [technical guide](#) on integrating human mobility and climate change linkages into relevant national climate change processes.
 - The [guiding framework](#) and [tool kit](#) on integrating human mobility through a rural livelihood lens into national adaptation and mitigation planning.
 - Finance, capacity building, readiness, and technical assistance support is needed to ensure that developing countries can undertake this work. Support should span the full indicator cycle — from baselines and data systems to monitoring and learning — through coordinated assistance from relevant providers, including the [Least Developed Countries Expert Group](#) (LEG), [Green Climate Fund](#) (GCF), Adaptation Fund and Santiago Network, ensuring developing countries are not burdened with new reporting without the means to implement it.

- Participation in decision-making related to the Belém Adaptation Indicators should be continuous, safe and accessible, ensuring inclusive processes for people affected by human mobility-related challenges and vulnerabilities. Affected populations should help define resilience, select indicators, validate data, monitor implementation and assess whether adaptation is improving their lives.
- When integrating the Belém Adaptation Indicators into NAPs, Parties should incorporate all forms of human mobility into relevant indicator clusters. This includes health, human settlement and housing, livelihoods, social protection and access to basic public and ecosystem services. When doing so, Parties must prioritise Locally Led Adaptation, and averting, minimizing and addressing protracted displacement through the provision of durable solutions.
- On technical work on improving metadata and methodologies for the Belém Adaptation Indicators:
 - Human mobility can serve as a signal of adaptation limits, and resilience challenges but also of the effectiveness of adaptation outcomes. The metadata and related methodologies must ensure that disaggregated human mobility data—including on migration, displacement and planned relocation— is a key component of what the Belém Adaptation Indicators will measure, and therefore how effective implementation is assessed.
 - Data should be disaggregated based upon [human rights principles for disaggregation](#), including by: gender, age, disability, income/social economic status, minority, Indigenous Peoples identifiers, geographic status (e.g. is registered in an informal settlement), and migration status (e.g. IDP, refugee, asylum Seeker). Indigenous data sovereignty should guide not only data ownership, but also what is collected, how it is interpreted, who accesses it, and how findings are used (e.g. [Māori Data Sovereignty Network](#)).
 - Significant human mobility data collection and analysis gaps exist. Support is needed to strengthen national data systems, including disaster loss, displacement tracking, local government data and community-based evidence on lived experience.
 - The metadata and methodologies should ensure that Parties can easily measure gaps and needs identified during the testing of the Belém Adaptation Indicators. For example, gaps in data collection and analysis, finance, and technical assistance and capacity building.

- If human mobility is poorly measured under the Belém Adaptation Indicators, adaptation needs in displacement-affected and high-risk areas will remain invisible, leading to under-investment and a lack of support for countries and communities already hosting large numbers of IDPs, migrants and refugees.
- On the terms of reference for the review of the United Arab Emirates Framework for Global Climate Resilience:
 - The terms of reference must include provisions to review how the United Arab Emirates Framework for Global Climate Resilience is enabling effective planning, implementation, monitoring, and reporting on adaptation efforts relevant to human mobility and the adequacy of means of implementation.

Guidance relating to adaptation communications

[Adaptation communications](#) (AdComs) can include adaptation priorities, implementation and support needs, as well as plans and actions related to human mobility, including migration, displacement and planned relocation. At SB 64 Parties will consider progress on the development of voluntary guidance to improve reporting on adaptation action and progress.

Advocacy Messages:

- To support Parties in integrating human mobility—including migration, displacement and planned relocation— into AdComs guidance should be provided on:
 - Integrating human mobility-related finance, capacity building, readiness, and technical assistance needs.
 - Integrating Indigenous Knowledge, traditional ecological knowledge, and ecosystem and community based approaches to human mobility challenges.
 - Identifying and integrating reporting on barriers to accessing human mobility-related support, data collection and analysis gaps and institutional capacity gaps, including for fragile and conflict-affected settings.
 - Identifying and integrating reporting on barriers to human mobility, including those related to immobility such as land tenure insecurity, legal status, marginalisation, lack of safe, orderly and regular mobility pathways, and lack of safe and non-exposed, alternative sites being made accessible to the adversely affected persons.
- The guidance should build on existing and forthcoming guidance, including:

- The [technical guide](#) on integrating human mobility and climate change linkages into relevant national climate change processes.
- The [guiding framework](#) and [tool kit](#) on integrating human mobility through a rural livelihood lens into national adaptation and mitigation planning.
- The forthcoming [voluntary guidelines](#) for enhancing collection and management of data and information relevant to loss and damage to inform the preparation of BTRs.

Loss and Damage

Regular Report of Loss and Damage

At COP 30, as part of the outcome of the third review of the [Warsaw International Mechanism for Loss and Damage](#) (WIM), a regular report on Loss and Damage was mandated. The terms of reference (TORs) for this report are to be developed by the [Advisory Board](#) of the [Santiago Network](#) (SNAB) in coordination with the [Executive Committee](#) (ExCom) of the WIM. At the [sixth meeting](#) of the SNAB a roadmap was agreed for the development of the TORs (see page 8 [here](#)). According to the roadmap, there will be hybrid consultations during SB64 between WIM ExCom and SNAB members on the first draft of the TORs. This consultation will not be open to Observers, but may include the engagement of the expert groups of the ExCom, which includes the [Task Force on Displacement](#) (TFD).

Advocacy Messages:

- The TORs should ensure that the regular report on loss and damage will include information on climate-induced human mobility, including migration, displacement and planned relocation.
- The TOR should ensure that a wide variety of sources of information on human mobility will be taken into consideration when developing the report, including qualitative and quantitative data, local knowledge and Indigenous Knowledge, and the lived experiences of populations affected by migration, displacement and planned relocation, including by:
 - Ensuring that the organisations, bodies, networks and experts (OBNEs) selected by the Santiago Network to produce the report engage with:
 - The members of the [Task Force on Displacement](#) (TFD) and other relevant WIM ExCom Expert Groups, including the [Non Economic Losses](#) (NELs) group.

- Other OBNE's within the Santiago Networks' membership working on human mobility at the international, regional and local level.
 - Civil society, Indigenous Peoples, women's, youth, children's, disability and other organisations, networks and experts working on human mobility such as the Advisory Group on Climate Change and Human Mobility and the [Loss and Damage and the Challenges Of Human Mobility and Displacement Working Group](#).
- Facilitating open calls for input on information on human mobility, ensuring that all types of information, including, but not limited to grey literature, film, audio recordings (e.g. oral histories), stories, and community-led research can be submitted and will be reviewed.
- Ensuring regional balance in sources of information on human mobility.
- Facilitating open consultations with knowledge holders on human mobility, supported by translation and interpretation, methodologies (e.g. talanoa, co-creation), and scheduling that enables participation by respondents in all time zones.
- The TORs should ensure the report has a dedicated chapter on human mobility and loss and damage that includes:
 - An assessment of loss and damage associated with climate-induced human mobility, including migration, displacement and planned relocation, that has recently occurred (e.g. in the last 5 years) or may be anticipated to occur. This should include:
 - Disaggregated data on the number of displacements (internal and cross border), planned relocations completed and underway, migration (internal, cross border, cyclical, seasonal), and people living in situations of immobility and protracted displacement.
 - A quantification of the economic costs of loss and damage associated with human mobility.
 - Quantification and qualification of non economic loss and damage associated with human mobility (e.g. loss and damage to physical and mental health, education, culture, sense of place and identity).
 - An assessment of the gaps in:
 - Finance and support for displaced persons, migrants, refugees, relocated communities, hosting and receiving communities, and developing country governments.
 - Systematic observation, data collection and analysis, related to human mobility including anticipated displacement, including for slow-onset and extreme events, non-economic and economic loss and damage.

- An assessment of institutional and governance challenges for planned relocation, migration and displacement, including those related to the establishment of safe, orderly, and regular, migration pathways that enable climate mobility.
- An overview of:
 - Efforts taken at the local, national (e.g. [Fiji's planned relocation programme](#)) and international level (e.g. [Fund for Responding to Loss and Damage](#) (FRLD), [Santiago Network](#)) to avert, minimise, and address loss and damage associated with human mobility, including a quantification of related costs and needs.
 - Efforts underway to pursue remedy for loss and damage associated with human mobility outside the UNFCCC including via national, regional and international courts.
- Best practices including durable solutions for human mobility challenges, strategies, governance and institutional arrangements for migration pathways, displacement and planned relocation, and assessment and quantification methodologies for loss and damage associated with human mobility, including anticipated loss and damage where adaptation is no longer possible.
- Case studies illuminating all of the above and a mapping of the existing support available to respond to loss and damage associated with human mobility with information on how to access it and how to develop successful resiliency projects using the funds effectively.

Event (s) on Loss and Damage with the Fund for Responding to Loss and Damage, Santiago Network and/or the Executive Committee of the Warsaw International Mechanism

Past precedents suggest the [Fund for Responding to Loss and Damage](#) (FRLD), [Santiago Network](#) and/or the [Executive Committee](#) (ExCom) of the [Warsaw International Mechanism for Loss and Damage](#) (WIM) may hold joint and/or individual events at SB64.

Advocacy Messages:

Fund for Responding to Loss and Damage:

- The FRLD is currently implementing its start up phase —the [Barbados Implementation Modalities](#) (BIM) and operationalising a country support system (CSS) under the BIM. The scope of the FRLD includes providing support that promotes “equitable, safe and dignified human mobility in the form of displacement,

relocation and migration in cases of temporary and permanent loss and damage.”⁷

- Developing countries should use the BIM start-up phase to show that loss and damage linked to human mobility is already happening and needs urgent, practical, scalable responses. Funding requests should therefore include concrete actions addressing displacement, migration and planned relocation.
- Simplified small-grant procedures should cut administrative burdens and intermediary costs, enabling direct access to communities and rapid support for locally led action before displacement becomes protracted or irreversible.
- Call upon the Board of the FRLD to:
 - Agree to long-term policies that ensure the Fund can promote equitable, safe and dignified human mobility and prevent forced displacement, including by enabling direct access to small grants to people on the move and organisations and other sub national actors that support them, including Indigenous Peoples and those in fragile and conflict affected states.
 - Agree to an Observer policy that ensures engagement of migrants, displaced persons and refugees. Consultative forums should have clear, formal pathways to shape Board decisions, country priorities, and funding modalities, not serve as symbolic spaces (see [this brief](#) for further messages).
 - Put in place an FRLD grievance mechanism, environmental and social safeguards and dedicated policies on Indigenous Peoples and women, that take into consideration migration, displacement and planned relocation and ensure [Free Prior Informed Consent](#) (FPIC).
 - Agree to long-term FRLD policies that ensure eligibility is based on vulnerability and needs, not income status alone, as many middle-income countries face severe climate impacts while hosting large displaced and migrant populations with significant loss and damage needs.
 - Agree to a results management framework, for the BIM and long term, that enables, where relevant, the measurement of impact related to projects and programs that respond to human mobility, including migration, displacement and planned relocation.
 - Agree to a resource mobilisation strategy that is designed to deliver at least 400 billion USD a year by 2035 in predictable and additional grant based finance to avoid increasing debt burdens for developing countries already facing climate shocks.

⁷ See paragraph 9 (on page 7) of the Governing Instrument of the [Fund for Responding to Loss and Damage](#) (FRLD). Available [here](#).

- Call on developed countries to make new pledges to the FRLD and remind those that have already pledged to sign and act upon the contribution agreements.

Santiago Network:

The [Santiago Network](#) is working to catalyse technical assistance requests with a budget to cover 20 requests in 2026 and a pipeline of requests already exceeding that number. Any event hosted by the Santiago Network will be an important opportunity to:

- Remind developing country Parties that the Santiago network can provide technical assistance on climate-related human mobility, such as:
 - The integration of human mobility into national loss and damage response plans, [Nationally Determined Contributions](#) (NDCs), [National Adaptation Plans](#) (NAPs) and [Biennial Transparency Reports](#) (BTRs), disaster risk reduction strategies, social protection systems, urban planning, among others.
 - The development of governance frameworks, institutional arrangements, policies and strategies for migration, displacement and planned relocation that support a whole-of-government approach.
 - The establishment of human mobility-sensitive early warning systems and displacement monitoring systems that connect risk information with anticipatory action, evacuation support, social protection or support to host communities.
 - Assessments that include economic and non-economic loss and damage associated with climate-induced human mobility.
 - The preparation of FRLD funding requests that include climate-induced human mobility.
- Call upon the Advisory Board of the Santiago Network to agree to:
 - A minimum percentage of technical assistance funded by the Santiago network directed to communities that will enable a significant number of communities (hundreds) facing human mobility challenges to access technical assistance each year.
 - Modalities for responding to urgent technical assistance requests that can deliver technical assistance to countries and communities quickly enough to help prevent displacement and address other human mobility challenges in a timely manner.
- Call upon the Secretariat of the Santiago Network to:
 - Increase efforts to diversify its membership to ensure that local, national and regional OBNEs can provide context specific technical assistance on human mobility.

- Increase awareness of the support available from the Santiago Network to communities and States affected by human mobility challenges.
- Encourage OBNEs working on human mobility to join the network as members.

Executive Committee of the Warsaw International Mechanism for Loss and Damage:

The [Task Force on Displacement](#) (TFD) is one of the [Expert Groups](#) of the [Executive Committee](#) of the [Warsaw International Mechanism for Loss and Damage](#) (WIM). Any event hosted by the WIM ExCom will be an important opportunity to:

- Highlight the need to strengthen the [Task Force on Displacement](#) (TFD) by:
 - Accelerating the implementation of the [4th Plan of Action](#) and finalisation of related knowledge products including the [technical guide on averting, minimizing and addressing non-economic losses in the context of human mobility](#).
 - Increasing uptake and dissemination of already published knowledge products including the [technical guide on accessing financial resources aiming to advert, minimize and address the impacts of displacement associated with the adverse effects of climate change](#).
 - Reinforcing its role in guiding countries to implement practical solutions for promoting safe, orderly, and dignified human mobility, and preventing and responding to forced displacement, including by increasing capacity building, convening and knowledge sharing activities.
 - Committing to developing a knowledge product(s) dedicated to durable solutions and the need to address loss and damage in the context of protracted displacement under the TFDs 5th plan of action.
- Recall that the outcome of the [third review of the WIM](#) tasked the WIM ExCom to:
 - Finalise the [voluntary guidelines on including loss and damage in Biennial Transparency Reports](#) (BTRs) no later than at its 25th meeting, and that these guidelines must provide guidance on integrating loss and damage associated with human mobility.
 - Produce knowledge products on the integration of loss and damage into national response plans that must include guidance on human mobility.
 - Strengthen support for fostering the collection and management of data, including gender- and age-disaggregated data, for assessing the risk of loss and damage, and that this must include human mobility data related to migration, displacement and planned relocation.
 - Undertake joint outreach to UNFCCC national focal points, loss and damage contact points, national liaisons to the Santiago network, and national

authority or national focal points for the FRLD to promote synergies in their work, including on human mobility.

Climate Finance

Two-year Work Programme on Climate Finance, including on Article 9, Paragraph 1, of the Paris Agreement in the Context of Article 9 of the Paris Agreement as a Whole

At COP 29 a [New Collective Quantified Goal](#) (NCQG) on climate finance was established with the aim of mobilising at least 300 billion USD and 1.3 trillion USD by 2035. The decision also launched the [Baku to Belém Roadmap to 1.3T](#) which aims to help achieve that goal. This high-level ministerial round table will reflect on the implementation of the NCQG and the Baku to Belém Roadmap to 1.3T.

In light of the failure of developed countries to provide and mobilise climate finance at the scale of the needs of developing countries, the G77 and China proposed an agenda item to consider the implementation of Article 9.1 of the Paris Agreement. Following consultations at COP 30, a [two year work programme](#) on climate finance, including on Article 9, Paragraph 1, of the [Paris Agreement](#), was launched at COP 30 under the [Global Mutirão](#). The [Global Mutirão](#) decision also urged developed country Parties to increase the trajectory of their collective provision of climate finance for adaptation to developing country Parties.

A [call for submission](#) has subsequently been launched to inform the organisation of the workplan. Therefore, consultations and/or other workplan activities may take place at SB 64.

Advocacy Messages:

- Climate finance for human mobility should cover prevention of displacement, safe and regular migration pathways, planned relocation, durable solutions and support for host communities.
- The implementation of Article 9.1 of the Paris Agreement and the fulfilment of at least 300 billion USD and 1.3 trillion USD goals of the NCQG by developed countries is critical to ensuring that developing countries can avert, minimise and address climate-related human mobility challenges as the climate crisis escalates.
- To date, developed countries have failed to meet their obligations to provide adequate climate finance. This finance gap has increased protection risks, prolonged displacement, weakened local services and shifted the burden onto climate-vulnerable communities.

- [Legal advice](#) from [Legal Response International](#) makes it crystal clear that the NCQG must deliver finance for Loss and Damage, including through the 300 billion USD goal (decision 1/CMA.6, para.8). This requires a significant increase in public finance through climate funds, including the FRLD (para.16), and support for the implementation of Loss and Damage contributions in NDCs (para.5). Adequate delivery of this finance is essential for enabling developing countries to address loss and damage associated with climate-related human mobility.
- The operationalisation of paragraph 16 of the NCQG is a litmus test for the success of the wider goal and for securing climate finance for human mobility challenges. It should be tracked through clear annual targets, public finance reporting and dedicated allocation for the [Fund for Responding to Loss and Damage](#) (FRLD), the [Green Climate Fund](#) and the [Adaptation Fund](#).
- The two-year work programme must ensure accountability, benchmarks, timelines and transparent reporting on how developed countries are progressing on the implementation of Article 9.1, including by meeting the 300 billion USD and 1.3 trillion USD goals of the NCQG by 2035.
- Climate finance must be new, additional, and grant-based. Access to climate finance must be simplified to reach adversely affected communities effectively including those in fragile and conflict-affected contexts.

Global Stocktake

Global Stocktake Dialogue

The annual [Global Stocktake Dialogue](#) aims to facilitate the sharing of knowledge and good practices on how the outcomes of the first [Global Stocktake](#) of the [Paris Agreement](#) inform the preparation of Parties' next [Nationally Determined Contributions](#) (NDCs). The deadline for Parties to submit their third NDCs ([NDC 3.0](#)) was the end of 2025. To date only 138 Parties have submitted their third NDC and current NDCs collectively put the world on a trajectory of [2.3-2.5°C](#) of warming by 2100. Although some Parties are increasingly addressing climate-related human mobility considerations within their NDCs (e.g. see [Vanuatu's NDC 3.0](#)), approaches remain uneven, often lack clarity on implementation and are rarely linked to finance and support, particularly under Loss and Damage mechanisms.

Advocacy Messages:

- Parties that have not yet submitted their NDC 3.0 should, where relevant, consider how to integrate human mobility, including via quantified needs, targets and actions related to migration, displacement, and planned relocation commitments. Where migration, displacement and/or planned relocation is included in commitments they

should be recognised as a measure of last resort. Commitments should ensure that all actions are human-rights aligned, voluntary, and ensure FPIC and that affected communities are centered in decision-making, including by integrating relevant finance and capacity building needs.

- Support to integrate human mobility into NDCs is available from the [Santiago Network](#), The [United Nations Development Programme](#) (UNDP)'s [NDC Support Programme Overview](#).
- Developing country Parties designing and implementing NDC 3.0 can use the Global Stocktake Dialogue as a platform to report on gaps in finance and support, share good practices to integrate human mobility into NDCs and highlight implementation challenges and risks. The Dialogue can be leveraged to advocate for the delivery, accessibility and scaling-up of climate finance and enabling support to address human mobility related issues.

United Arab Emirates dialogue on implementing the Global Stocktake outcomes

The United Arab Emirates dialogue on implementing the [Global Stocktake](#) outcomes (UAE dialogue) aims to facilitate the sharing of experience and of information on opportunities, challenges, barriers and needs in implementing the outcomes of the [first Global Stocktake](#) (GST).

Barriers to implementation of Global Stocktake (GST) outcomes —particularly in fragile and conflict-affected contexts— remain significant and require targeted support, partnerships and financing. These barriers often disproportionately affect displaced populations and host communities, yet climate-related human mobility was insufficiently reflected in the outcome of the first GST, limiting the effectiveness and responsiveness of implementation efforts.

Advocacy Messages:

- The implementation of Global Stocktake outcomes must address climate-related human mobility through strengthened coherence across climate, humanitarian and development policies; scaled-up finance and technical support for displacement and planned relocation; and integration of human mobility into national planning instruments.
- Parties and observers should use the UAE Dialogue to articulate clear, actionable expectations for how human mobility should be addressed in future GST cycles, including in the second Global Stocktake in 2028.

- In this regard, the outcome of the second GST should:
 - Explicitly address climate-related human mobility into the loss and damage component.
 - Establish an inclusive and participatory process for collecting information on human mobility, drawing from Parties, non-Party stakeholders, affected communities and Indigenous Peoples in order to better reflect lived realities, ongoing efforts, priorities and needs.
 - Strengthen evidence, transparency and accountability by mandating improved data, monitoring, and reporting on human mobility including a framework for more standardised, comparable reporting across GST cycles, baseline methodologies and confidentiality standards.

Dialogues on Mountains and Oceans

Ocean and Climate Change Dialogue

The 2025 [Ocean and Climate Change Dialogue](#) focused on integrating ocean-based measures into [National Determined Contributions](#) (NDCs), the [Global Goal on Adaptation](#) (GGA), and ocean-climate-biodiversity synergies. The focus of the 2026 Dialogue is expected to: 1). Elevate ocean-based climate ambition; 2). Strengthen coherence of the ocean-climate agenda; 3). Ensure continuity of the Dialogue's topics; and; 4). Enhance synergies across the relevant ocean, biodiversity and climate change regimes.

Sea level rise and coastal erosion are already driving migration and displacement in low-lying island States and coastal regions. However, the implications of ocean-related climate impacts for human mobility remain insufficiently reflected in UNFCCC discussions and responses, despite growing legal, political and community-level developments outside the UNFCCC.

Advocacy Messages:

- The dialogue offers a critical opportunity to bridge this gap by situating climate-related human mobility within emerging international legal guidance, political processes and lived realities, and by strengthening coherence between ocean, climate and human mobility frameworks.
- In particular, the dialogue should highlight:

- The link between UNFCCC human mobility related work and the [UN General Assembly](#)'s (UNGA) [declaration on sea-level rise](#) expected in September 2026, and the need to strengthen international cooperation and collective action to address sea level rise and related human mobility challenges as well as risk of statelessness.
- The implications of recent international advisory opinions (AO) for climate governance, including:
 - the [International Court of Justice](#)'s (ICJ) AO on the [Obligations of States in respect of Climate Change](#) particularly regarding continuity of Statehood despite loss of territory due to sea level rise.
 - the [International Tribunal for the Law of the Sea](#)'s (ITLOS) AO on [Climate Change and International Law](#), which underscores State's duties to prevent environmental degradation that renders marine and coastal areas uninhabitable and creates conditions for forced displacement.
- The gap between acknowledged legal and delivered support, notably the [obligations](#) of developed countries reaffirmed by the ICJ and ITLOS AOs to provide finance and other forms of support to address human mobility impacts linked to sea level rise, ocean acidification and related ocean-climate impacts.
- Local and national responses already addressing these challenges, including the efforts, lessons learned and best practices of affected communities, Indigenous peoples and States. Examples include Tuvalu's pursuit of international recognition of its permanent statehood, the [Digital Nation Initiative](#), and the [Falepili Union treaty](#).
- The lack of systematic coherence between ocean, biodiversity, climate and human mobility regimes, and the need to strengthen synergies between UNFCCC and existing instruments such as the [Global Compact for Migration](#) (GCM), the [Guiding Principles on Internal Displacement](#) and the [UN Conventions on Statelessness](#).

Expert Dialogue on Mountains and Climate Change

The [2025 Expert Dialogue on Mountains and Climate Change](#), provided space for scientists, policymakers and frontline communities to come together and share knowledge, experience and insights on strengthening the resilience of mountain ecosystems. The aim of the 2026 Dialogue is to 1). Enhance understanding of climate change impacts on mountains and downstream communities; 2). Showcase solutions contributing to the resilience of mountain ecosystems; and; 3). Discuss ways to accelerate climate action at scale and at all levels.

Loss and damage such as glacial lake outburst floods, the melting of glaciers and permafrost, is driving migration and displacement in mountain regions, but is often insufficiently recognised in mountain-related discussions.

Advocacy Messages:

- The dialogue provides a key opportunity to address this gap and strengthen understanding of climate-related human mobility as an integral dimension of mountain climate risks.
- In particular, the Dialogue should highlight:
 - The cross-cutting nature of human mobility, linking migration, displacement and planned relocation to wider mountain climate impacts, including water insecurity, cryosphere loss, impacts on food systems, acute hazards (e.g. glacial lake outburst floods) and downstream impacts (e.g. flooding).
 - The [outcomes](#) of the [Seventh Global Meeting of the Mountain Partnership](#) related to human mobility, and the proposal to better align the timing and substance of the Dialogue with key UNFCCC processes such as the GST, NDCs and BTRs.
 - Good practices in responding to climate-related human mobility in mountain regions, including mobility-sensitive adaptation planning, community-led relocation, community-led loss and damage response, integration of Indigenous and local knowledge and the establishment of dedicated national governance and institution arrangements.
 - Persistent gaps in finance, capacity and technical support, and the practical challenges faced by mountain countries and communities in implementing human mobility-related commitments, highlighting the need to scale up ambition on finance and support delivery.
 - To ensure relevance and impact, the Dialogue should lead to concrete, actionable outcomes, including:
 - Scaling up finance, capacity building and technical assistance for communities and States facing climate-related human mobility challenges in mountain regions;
 - Supporting systematic assessment of finance and support needs related to migration, displacement and planned relocation in mountain contexts;
 - Mandating the production of knowledge products and technical guides tailored to mountain-specific human mobility challenges; and

- Improving data collection, availability and use on human mobility in mountain regions, to support planning, reporting and accountability.

Local Communities and Indigenous Peoples Platform (LCIPP)

15th Meeting of the Facilitative Working Group of the LCIPP

The [15th meeting](#) of the [Facilitative Working Group](#) (FWG 15) of the [Local Communities and Indigenous Peoples Platform](#) (LCIPP) will take place prior to the June Climate Meetings, from 2-5 June.

Advocacy Messages:

- Human mobility and climate change considerations must be integrated into the work of the LCIPP, recognising the links between Indigenous Peoples' land, culture, identity and challenges related to migration, displacement and planned relocation.
- All actions on human mobility and climate change must align with the [Declaration on the Rights of Indigenous Peoples](#) and uphold Indigenous People rights, including land rights, and the right not to be forcibly displaced, and ensure [Free Prior Informed Consent](#) (FPIC).
- The LCIPP should play a critical role in ensuring that Indigenous Knowledge and traditional knowledge and governance systems guide human mobility-related adaptation and Loss and Damage responses. Including national planning, planned relocation, efforts to avert minimise and address displacement, and the development of safe, orderly and regular mobility pathways.
- To do so, the LCIP must be adequately supported to promote good practices, build the capacity of Indigenous Peoples to engage in the UNFCCC and other relevant fora, and convene knowledge holders with diverse ways of knowing.

Action for Climate Empowerment

Action for Climate Empowerment - Midterm Review

At Sb 64, Parties will consider matters relating to [Action for Climate Empowerment](#) (ACE). This will include the Glasgow Work Programme midterm review and the annual ACE Dialogue where Parties and other stakeholders will share good practices on climate education, training, public awareness, participation and access to information.

ACE must uphold the rights of people on the move to education, training, public awareness, participation, and access to information. ACE should apply a “leave no one behind” approach that requires targeted action to remove information, language, legal, digital and physical access barriers faced by people on the move and communities at risk of displacement. ACE should also empower people on the move not only as beneficiaries, but as knowledge holders, educators, advocates and partners in climate action.

Advocacy Messages:

Access to information

- Public access to information should provide timely, accessible and locally relevant guidance on climate risks, early warning and anticipatory action, displacement prevention, safe, orderly and regular migration pathways, rights and entitlements, and available humanitarian and Loss and Damage support.
- Information should also clearly indicate grievance mechanisms, complaint channels, and where to seek legal, humanitarian or financial assistance.
- All information should be available in local languages and child-friendly, disability-accessible formats, and disseminated through trusted community channels.

Education and training

- People on the move should have access to climate education and training, including information on available support, to strengthen their capacity to make informed decisions and pursue durable solutions.
- Climate education initiatives should strengthen understanding of climate–human mobility linkages, local climate risks, and mobility-related challenges among communities and local actors.
- Targeted training should support key responders—including local authorities, educators, health workers, humanitarian actors, journalists and judicial actors—to

identify early displacement risks, protection gaps and planned relocation needs.

- Local educational institutions—including universities and schools—alongside youth networks, must be recognized as vital pillars of the community that play a dual role in climate education and training, serving as essential hubs for both the provision and collaborative creation of climate and mobility knowledge.

Public awareness

- Public awareness efforts should include information on access to safe, orderly and regular migration pathways and responses to displacement, while actively countering stigma, discrimination and misinformation affecting migrants and displaced persons.

Participation

- Meaningful participation under ACE requires ensuring that migrants, IDPs, refugees and communities at risk of displacement can engage safely and substantively in climate decision-making at local, national and international levels, including UNFCCC processes, NDCs and NAPs, and Loss and Damage governance.

Gender Action Plan

Expert dialogue on relevant issues in gender and age-disaggregated data and gender analysis

The [Belém gender action plan](#) decided that an expert dialogue on relevant issues in gender and age-disaggregated data and gender analysis would be held at SB 64.

Advocacy Messages:

- Disaggregated data is essential to inform effective planning, response and accountability for climate-related human mobility. A specific commitment is needed to collect, analyse and report gender- and age-disaggregated data across adaptation and Loss and Damage reporting, including human mobility dimensions, to ensure that vulnerable groups - such as women, children and LGBTQIA+ individuals - are adequately supported and able to pursue safe, orderly and regular migration, be protected during displacement, and achieve durable solutions.
- Women and girls must be consulted and meaningfully engaged in all decision making on human mobility and climate change. Women and girls are agents of change actively contributing to adaptation, relocation planning, and community led loss and

damage response and long term resilience building and risk reduction.

- Actions to address climate induced human challenges, must address the root causes of gender disparities and inequalities that lead to disproportionate risk of displacement and mortality in the context of climate-related disasters.

Signatories:

This document has been endorsed by the following:

Organisations:

1. [ACE Observatory](#)
2. [Agenda for Relief and Development Initiative](#) – South Sudan (ARDI-SS)
3. [An Organization for Socio-Economic Development](#) (AOSED)
4. [Banaba Human Rights Defenders Network](#)
5. [Beyond Climate Collaborative](#) (BCC)
6. [Climate Mobility Africa Research Network](#) (CMARN)
7. [Climate Refugees](#)
8. [Deqode Media](#)
9. [Diversity Network Australia](#)
10. [Fill the Fund](#)
11. [First Nations of Indigenous Network](#)
12. Ho'omaluhia Hawai'i
13. [Hugo Observatory](#)
14. [Institut de Drets Humans de Catalunya](#) (IDHC)
15. [Internal Displacement Monitoring Centre](#) (IDMC)
16. [La Ruta del Clima](#)
17. [Lovett Ltd](#)
18. Mahila Nepali Womens
19. [MEARL Hub Afrika](#) (MHA)
20. [Migration Pulse Hub](#)
21. Niue Australian Vagahau Association
22. Niutupu Niue Narm
23. [Ocean Policy Collective](#) (OPC)
24. [Ovibashi Karmi Unnayan Program](#) (OKUP)
25. [Oxfam International](#)
26. [Pacific Australian Women's Association](#) (PAWA)
27. [Pacific Business Network](#)
28. Pacific Climate Custodians
29. [Pacific Islands Council Queensland](#)
30. Pacific Migration Partners
31. [Pacific Youth Climate Mobility Forum](#)

32. Pacific Youth Platform
33. Pacificwin-Niue
34. [Pacificwin Pacific](#)
35. [Papua New Guinea Education Advocacy Network](#)
36. Rabi District Council of Social Services
37. Ramoto Kireara Marae (Maori Indigenous)
38. [Refugee Law Initiative](#)
39. [Refugees International](#)
40. Sashneel Accounting and Tax Services Ltd
41. [Satat Sampada Climate Foundation](#)
42. [Secours Catholique-Caritas France](#) (SCCF)
43. South American Network for Environmental Migrations (RESAMA)
44. [Tekoha Climate & Territory](#) (TCT)
45. [The Initiative for Climate Action and Development](#) (ICAD)
46. Tongan Methodist Youth Tamakimakaurau
47. [Unitarian Universalist Service Committee](#) (UUSC)
48. Vakatale Womens Outrigger Canoeing
49. [Vanuatu Human Rights Coalition](#)
50. Viraisehae Social Enterprise
51. Viraisehae Youth Climate Network
52. Waiaroha Trust Aotearoa
53. Waiaroha Trust Australia
54. Water Initiatives, India
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