

Implementation of the Workplan of the Task Force on Displacement under the
Warsaw International Mechanism for Loss and Damage (WIM)
United Nations Framework Convention on Climate Change (UNFCCC)

Pillar I: Policy/Practice – National/Subnational

Activity I.1

**Mapping of existing relevant policies and institutional frameworks that deal
with the climate and displacement interaction at the national level**

Summary Report

Produced by the International Organization for Migration (IOM)
with review from the International Labour Organization (ILO)

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1. Context

This summary paper presents the key results of the mapping Activity I.1 under *Pillar 1): Policy/Practice – National/Subnational*. To enhance coherence, the present mapping includes elements originally foreseen to be reviewed under *Pillar 2): Policy – International/Regional*, Activity II.2 “*mapping of how climate and displacement is included in National Adaptation Plans (NAPs, National Determined Contributions (NDCs) and national communications*”. An exhaustive table compiling the various references analyzed is available to accompany this policy-oriented analysis.

2. Methodology

The mapping identifies and analyzes how human mobility in the context of climate change is integrated in national policy and institutional frameworks - including key actors involved, - pertaining to i) migration governance i.e. the main national legal frameworks, policies and strategiesⁱ related to migration and displacement; and ii) climate change policies, i.e. official documents submitted by Parties to the UNFCCC Registries. The exercise was also informed by existing internal IOM compilation of information and analysis (MECLEP National Assessments, Migration Governance Index, Atlas of Environmental Migration, Migration, Environment and Climate Change Policy Briefs Series, IOM Infosheets, and International Migration Law Division archives), inputs from IOM Member States, and the Nansen Initiative research.

Overall the following documents were reviewed and analyzed: more than 90 human mobility legislation, policies or strategies; 56 national adaptation policies, plans or strategies; 162 Intended Nationally Determined Contributions (INDC) and 17 Nationally Determined Contributions (NDC); and 143 national communications.

3. Summary of findings

Review of national human mobility policies, legal frameworks and strategies

Increasing integration of environmental and climate concerns in national human mobility institutional frameworks

The review of the available documents for 61 countries revealed that 35 of themⁱⁱ (or 57 per cent) reference climate and environmental considerations in their national migration legislations, policies or strategies. This shows an awareness of the climate dimensions within the national migration policy area; however, mainstreaming of climate concerns in national human mobility legislation, policies or strategies remains limited.ⁱⁱⁱ

Most of the references are found in domestic immigration laws and national migration policies or strategies.^{iv} Few references are included in specialized refugee, labour and nationality laws, policies or strategies.

The majority of such references pertain to the recognition of environmental factors, including climate change, disasters and/or environmental degradation, as drivers of migration, displacement and/or planned relocation.^v Some of these references also acknowledge the impact human mobility has on the environment.^{vi}

Some laws, policies or strategies articulate specific measures to address human mobility in the context of climate change, including: assessing the impacts of climate change on migration movements;^{vii} offering relief assistance and legal protection to those moving;^{viii} developing preventive measures to reduce forced movements;^{ix} and ensuring coherence with other policy areas and their relevant national institutions, including related to climate change action, disaster risk reduction, urban planning or sustainable development.^x

In most cases, human mobility is considered through a negative prism, highlighting the adverse impacts of and on mobility, although in some cases the potential of migration as an adaptation strategy to climate change is referred to.^{xi}

Indirect provisions

Some countries that do not have specific references related to human mobility and climate change in their national policies can however have ad hoc/discretionary measures that can be used to support displaced people in the context of disasters and climate change. For instance, specific measures granting temporary protection to migrants in extraordinary circumstances are articulated in some national disaster management policies or strategies, bilateral or multilateral agreements or standard operating procedures. These measures outline provisions regarding free movement protocols, visa-free and visa-waivers travel, work permits and labour migration schemes, mass influx of persons needing international protection, temporary or permanent residence, citizenship and nationality, or admission based on humanitarian grounds, which could be used to assist and protect those moving in the context of climate change and disasters. These measures usually do not make specific references to climate and environmental factors, but are flexible enough to be applied in the context of climate-related human mobility.^{xii}

Identified good practices

Certain governments, such as Botswana (2014), Ghana (2016), Kenya (2017), Nigeria (2015), Uganda (draft policy - 2016), Haiti (2015) and France (2018) have included sections dedicated to the migration, environment and climate change nexus in their migration policy. These sections are meant to outline

national objectives and strategies in addressing population movements in the context of environmental change, including climate change, disasters and environmental degradation, as well as mitigating the impact human mobility can have on the environment. Other States, such as Georgia (2014) and Vanuatu (2017) have gone further and drafted specialized policies focusing on human mobility and environmental factors. These national policies have all been developed based on contributions from and with the technical support of IOM, as the climate and human mobility nexus was emerging as a global policy issue of note in the global climate negotiations. However, most of these instruments are still in draft form or in the process to be adopted and will not be implemented immediately.

Engagement of national stakeholders across policy areas

Most of the key actors involved in drafting, implementing and/or monitoring human mobility policies and institutional frameworks including environmental and climate concerns are hosted in departments within ministries related to: citizenship, foreign affairs, home affairs, interior, immigration and labor. On some occasions, IOM also provided support to the development of national migration policies, at the request of governments.^{xiii} In most countries, committees have been formed among national ministries and departments to deal with issues related to human mobility, including in the context of climate change, disasters and environmental degradation, bringing together relevant governmental entities across the policy spectrum.^{xiv} This reflects the wide range of stakeholders taking up issues of human mobility in the context of climate change at the national level as well as a willingness to adopt a whole-of-government approach to address this nexus. However, in many cases, climate and environmental actors at the national level are not included in these committees, highlighting a gap in bringing key actors together.

Ways forward: influence of global migration policies on national human mobility institutional frameworks and policies

As outlined in the international mapping of relevant policy agendas^{xv}, the ongoing development of the Global Compact for Safe, Orderly and Regular Migration (GCM) will potentially result in the inclusion of climate change and environmental factors in global human mobility frameworks. This would mean that existing national human mobility policy frameworks could potentially be revised in line with the GCM provisions; and that new mobility policy frameworks could also be developed on the basis of this compact, opening the possibility to further include climate and environmental dimensions.

Review of climate change policies^{xvi}

The mapping exercise reviewed three types of climate change policies:

National adaptation policies:^{xvii} Out of the 50 documents reviewed from 37 Parties, 30 Parties (or 81 per cent) mention human mobility in the context of climate change. Parties developed their climate change adaptation policies between 2005 and 2017, with a peak in 2012 and 2013. This is a significant proportion that seems to indicate that greater awareness of human mobility in national climate policy has been achieved, although it should also be mentioned that only 43 Parties (out of 197) have submitted a national adaptation policy to UNFCCC registries^{xviii}.

Intended Nationally Determined Contributions (INDCs) and Nationally Determined Contributions (NDCs):^{xix} In the period 2015 – 2017, 169 Parties, representing 196 countries and territories, submitted their INDCs/NDCs to UNFCCC. Out of the 162 INDCs submitted to the UNFCCC before, 33 of them (or 20 per cent) refer to at least one form of human mobility. This is encouraging as INDCs automatically receive

the status of NDCs when a country ratifies the Paris Agreement. However, two countries, Sri Lanka and Venezuela, submitted revised NDCs that did not retain the references to human mobility originally included in their INDCs.

National Communications:^{xx} Out of the 143 submitted NCs for Non-Annex I Parties^{xxi} for the period 1997 to 2018, 100 submissions, or (70 per cent) make reference to human mobility in the context of climate change.

Common trends:

Human mobility, in one of its forms – migration, displacement or planned relocation – is mentioned in the majority of national adaptation policies and National Communications of Non-Annex I Parties, and less so in Intended Nationally Determined Contributions (INDCs) and Nationally Determined Contributions (NDCs). These policies were mostly developed starting from 2012, at a time where increasing attention was devoted to human mobility in the context of the UNFCCC negotiations,^{xxii} notably through the adoption of the Cancun Adaptation Framework (2010) and the implementation of the WIM/Excom workplan (since 2013).

Among those Parties that have integrated human mobility considerations in their climate change policies, the majority recognize climate change and its adverse effects, including disasters and environmental degradation, as drivers or influencers of population movements^{xxiii}. Some Parties even adopt a specific terminology to define people moving in the context of climate change ('environmental/climate migrants/refugees'^{xxiv}). Several also draw attention to the impacts human mobility can have on the environment.^{xxv}

There is a clear interest at state level in making the connection across policy fields as showed by the number of countries who undertook National Assessments on Migration, Environment and Climate Change^{xxvi} and who requested to the organization of Capacity Building Workshops on Migration, Environment and Climate Change^{xxvii}. These efforts show a clear policy interest that can translate in turn in further processes leading to formal inclusion of human mobility in climate policies and vice-versa, as in the case of Mauritius or Haiti^{xxviii}.

Thematic dimensions

There are several instances where migration is referred to as a potential strategy to adapt to climate change,^{xxix} especially through measures such as resettlement, labor migration and planned relocation.^{xxx}

Another dimension highlighted in several policies is the link between human mobility in the context of climate change and security^{xxxi}. These policies look at potential national security threats posed by climate change and their implications on mobility: for instance, climate change impacts might contribute to the destabilization of societies and adverse economic impacts, which in turn could lead to a potential increase of smuggling and trafficking or an intensification of migration movements.

For some governments, the link between health, climate change, environmental factors and migration is also considered.^{xxxii} References are made to the interaction between communicable diseases via or due to environmental degradation and climate change and their influence on migration patterns; as well as the impacts that the migration process can have on the mental and physical health of individuals.

Human mobility dimensions are also considered in terms of preparedness linked to disasters^{xxxiii}, highlighting the necessity to prepare for planned movements of people, notably through evacuation plans.

Several connections are also made between climate change and urbanization,^{xxxiv} highlighting the fact that climate change impacts might lead to the unsustainable migration of people towards urban centers, particularly where these areas have weak infrastructure, lack of basic services and high unemployment.

As with migration policies, climate policies most often consider human mobility as a negative phenomenon to curb, although some recognize the potential of migration as an adaptation strategy to climate change.

Identified good practices

This mapping identifies two ‘champion’ countries, Colombia and Togo, which have integrated human mobility considerations across all three types of climate change policies reviewed in this exercise. The consistent inclusion of human mobility matters throughout their national adaptation plans (NAPs), their intended nationally determined contributions (INDCs) and their most recent national communications (NCs) shows a good example of policy coherence at the national level.

However, there is no example in this mapping of countries that have integrated human mobility in the context of climate change in **both** their migration and climate change national policies. Nevertheless, it is important to note that while in some countries, such as Colombia, national migration policy does not explicitly refer to climate change, the country does grant international protection on humanitarian grounds, including in the context of disasters.

Engagement of national stakeholders across policy areas

Most of the key actors involved in drafting, implementing and/or monitoring the reviewed climate change policies, including those referencing human mobility, are hosted in departments within the ministries related to: agriculture, climate change, environment, fisheries, forestry, land, natural resources, sustainable development, tourism, and water management. In addition, some policies, in particular the national communications, have been developed with the support of other actors such as the Global Environment Facility (GEF), the United Nations Development Programme (UNDP), the United Nations Environment Programme (UN-Environment), the World Wildlife Fund (WWF), and universities. A few governments also draw on the work of IOM in their climate change policies.^{xxxv} Like in the case of human mobility institutional frameworks, in most countries, committees have been formed to draft, implement and/or monitor climate change policies, including where there are references to human mobility. However, as in human mobility frameworks, these committees seldom include migration-related governmental actors, trade unions or employers’ organizations, highlighting the need for more coherence and synergies between climate or environmental actors and migration actors.

4. Identified Gaps

It is clear that there is greater policy awareness of the different links between environment, climate change and human mobility at the national level. This translates at the policy development level in the inclusion of specific human mobility references in climate policies and vice versa, of climate and environmental references in mobility policies. However, a number of remaining gaps can be identified:

- National human mobility policies are less advanced in integrating climate and environmental concerns than climate change policies climate and environmental policies are at integrating migration concerns.
- Although some national policy development processes do include matters of human mobility and climate change respectively in climate/environmental policies and migration policies, these policies are for the most part not yet in implementation phase.
- The majority of the references made to human mobility in the context of climate change, focus on the adverse impacts and do not highlight the potential positive dimensions of migration nor its positive linkages to mitigation and adaptation strategies to climate change impacts.
- Although several countries have created national committees for policy development across policy areas, few of these committees include actors from both the environment or climate and the migration or labour communities. There are notable exceptions such as Bangladesh or Ghana^{xxxvi} that bring together climate and migration actors.
- In some cases, there is still a lack of coherence and coordination at the national policy development level: some countries develop climate change policies that include mobility factors but do not include climate change dimensions in their national human mobility policies. Some countries also refer to human mobility in one of their climate policy documents but not in others; or refer to climate change in their national migration policy, but do not further regulate the interactions between the two areas in their national legislation.
- The mapping has also evidenced a general lack of comprehensive regulations on human mobility in the context of climate change through the adoption of specialized legislation in both the areas of climate change and human mobility. Given the complexities surrounding the establishment of effective strategies to address human mobility in the context of climate change, specialized legal frameworks can play a key role in ensuring the effectiveness of State and local authorities' responses, particularly in defining legal mandates and authority and in allocating the necessary resources.

5. Potential areas of recommendations

On the basis of the elements identified in the previous sections, the following recommendations could be of relevance:

1. National institutional frameworks, policies and strategies related to human mobility could be strengthened to systematically include the relevant environmental and climate factors impacting mobility patterns. To this end, governments could ensure that their migration governance frameworks are developed in coordination with climate and environment stakeholders, as well as other relevant actors across policy areas, such as labour ministries; and that they include measures seeking to avert, minimize and address adverse impacts of climate change on human mobility.
2. Governments could consider adapting, where needed, existing national human mobility policies, strategies, institutional frameworks and legislation and/or create new measures to reflect the principles agreed upon at the global level in terms of human mobility in the context of climate change.
3. Governments could ensure involvement and partnerships with relevant stakeholders such as local authorities, employers and trade unions, migrant and diasporas associations, civil society, private sector and academia on policy work on human mobility and climate change.
4. Governments could support and facilitate partnership building with a focus on data and evidence to support the inclusion of human mobility issues in climate change policies and vice versa.

5. Governments in the process of developing Nationally Determined Contributions (NDCs) could consider human mobility implications, in order to ensure that adequate measures are integrated within the NDCs in the areas of adaptation to climate change as well as loss and damage due to climate change.
6. Governments could ensure that existing commitments regarding human mobility in national climate change policies are reported upon and that updates on implementation are communicated regularly in their National Communications.
7. Governments could ensure that all national policies, plans, strategies, and institutional frameworks related to human mobility in the context of climate change, disasters and environmental degradation are coherent at the national level, and accompanied by solid implementation, monitoring and evaluation mechanisms as well as multi-year funding.
8. Governments could consider the adoption of specialized legislation ensuring an effective coordination among the actors dealing with human mobility and climate change policy areas, defining roles and responsibilities, clarifying rights and duties of individuals and communities and putting in place effective accountability mechanisms.
9. Governments could ensure that migration is considered through a positive prism, whenever relevant, in their long-term national adaptation policies, plans or strategies. Governments could create supportive environments that maximize positive outcomes of migration, including for those leaving or returning, through safe and regular migration opportunities, enhancing skills development and recognition as well as decent work opportunities, and support the contributions of migrants to climate action.
10. Governments could consider their national strategies on human mobility and climate change in connection to the international global policy commitments made in the forthcoming GCM and GCR negotiations.

ⁱ To avoid duplication with partners efforts, specialized documentation on internally displaced persons have not reviewed in this context. Please see IDMC and UNHCR databases.

ⁱⁱ 14 African countries, 6 Asia Pacific countries, 6 Western European countries and 4 Latin American and Caribbean countries.

ⁱⁱⁱ The analysis could be biased by the selection of documents, as only those already analyzed or readily available were considered. Some countries also do not have migration policies.

^{iv} According to the IOM Glossary on Migration: immigration is a process by which non-nationals move into a country for the purpose of settlement; emigration is the act of departing or exiting from one State with a view to settling in another; and migration encompasses any movement of a person or a group of persons, either across an international border, or within a State. While IOM makes this theoretical distinction, governments might have a different interpretation and application of the terms.

^v For example, the Republic of Armenia Law on Population Protection in Emergency Situations, 1998 defines arrangements for population protection in emergency situations, the rights and responsibilities of state and local authorities, enterprises, institutions, organizations, as well as officials and the citizens in this sphere. Emergency situations include "natural or ecological disasters" and populations include displaced persons; Cuba's Decree No. 26 (1978), Article 80 offers temporary residence to "those aliens and persons lacking citizenship whose entry to the national territory is authorised due to leaving their country owing to social or warlike calamity, due to cataclysm or other phenomena of nature and who will remain temporarily in Cuba, until normal conditions are re-established in their country of origin"; The Swedish Aliens Act (2005:716) Chapter 4, Section 2 provides that "a person otherwise in need of protection" would include an alien who is outside his or her country of nationality, because he or she "is unable to return to the country of origin because of an environmental disaster."

^{vi} For example, Botswana's Draft National Migration Policy 2014 mentions that "migration itself can have negative environmental impacts if not appropriately managed" and thus one of the Policy's objectives is "to prevent and mitigate the negative impact of migration on the environment" through strategies to "integrate principles of environmental sustainability into migration management policies;" "initiate regional mechanisms for environmental protection in the face of growing migration;" and "ensure protection of fragile environments through the sustainable use of public utilities and infrastructure. Consider longer-term initiatives into renewable energy"; Nigeria's National Migration Policy 2015 explains that "environmental factors may result in large population movements which may in turn affect the environment."

^{vii} For example, the 2016 National Migration Policy for Ghana has as one of the objectives on Migration, the Environment and Climate Change to "assess the migration, environment and climate change nexus and resulting impacts;" Nigeria's 2015 National Migration Policy sets-out to "conduct studies on the impact of migratory movements on the environment, and the relationship between the environment and migration;"

^{viii} For example, Argentina's Ley No. 25871 (2003), Article 24(h) provides transitory residence for 6 months, renewable, to "persons who, despite not requiring international protection, temporarily cannot return to their countries of origin by reason of the prevailing humanitarian conditions or due to the consequences generated by natural or man-made environmental disasters"

^{ix} For example, Uganda's draft National Migration Policy to be adopted in 2018 has as one of the objectives "to minimize forced migration consecutive to environment disaster or degradation;" Philippines's 1995 Republic Act 8042, sec. 15 provides a preventive measure by mandating the Overseas Workers Welfare Administration (OWWA), in cooperation with other agencies, the duty to repatriate "workers in cases of war, epidemic, disasters or calamities, natural or man-made, and other similar events."

^x For example, Botswana's Draft National Migration Policy 2014 sets out strategies to "promote interagency collaboration between ministries and agencies responsible for environment and migration management. In particular, include the Ministry of Environment, Wildlife and Tourism and the National Disaster Management Office in the National Migration Policy Technical Committee;" the 2016 National Migration Policy for Ghana has as a strategy to "mainstream migration into national development planning and the National Climate Change Policy 2013 (NCCP) and the National Urban Policy, 2012."

^{xi} For example, the 2016 National Migration Policy for Ghana states that "migration can be a positive coping strategy if well managed, and can serve to build resilience to environmental and climate change;" Uganda's draft National Migration Policy to be adopted in 2018 has as an objective to "promote migration as a positive adaptation strategy."

^{xii} See Regional Conference of Migration (RCM) (2016). *A guide for effective practices for RCM Member Countries: protection for persons moving across borders in the context of disasters*. Available from:

<http://www.environmentalmigration.iom.int/sites/default/files/RCM%20Guides/ENGLISH%20Guide%20RCM%2C%20March%202017.pdf>. And Cantor, D.J. (2015). Law, policy and practice concerning the humanitarian protection of aliens on a temporary basis in the context of disasters. Nansen Initiative, Geneva. Available from http://disasterdisplacement.org/wp-content/uploads/2015/07/150715_FINAL_BACKGROUND_PAPER_LATIN_AMERICA_screen.pdf.

^{xiii} For example, IOM provided support to the following national policies: Botswana (2014), Ghana (2016), Georgia (2014), Kenya (2017), Nigeria (2015), Uganda (2016) and Vanuatu (2017); and also to the African Union Model Law for the Implementation of the AU Convention for the Protection and Assistance of Internally Displaced Persons.

^{xiv} For example, in Costa Rica the National Council on Migration (Consejo Nacional de Migración) is an interministerial body comprising the Ministries of Labour and Social Welfare, Public Security, Agriculture and Livestock, Foreign Affairs, Interior and the Attorney General; or in Kenya the National Coordination Mechanism on Migration (NCM) is the main penholder of the Migration Policy.

^{xv} IOM WIM TFD International Mapping 2018.

^{xvi} Plans, policies and strategies related to disaster risk reduction and disasters management have not been reviewed to avoid duplication with other mapping exercises. See DRR mapping by PDD.

^{xvii} The UNFCCC Conference of the Parties (COP) established a process under the Cancun Adaptation Framework (CAF; Decision 1/CP.16) to enable Least Developed Countries (LDCs) to formulate and implement National Adaptation Plans (NAPs), which identify long-term adaptation needs, and draw strategies and programmes to address those needs. The COP also invited other developing and developed countries to use the modalities formulated for NAPs in the elaboration of their own planning.

^{xviii} Among the 197 Parties to UNFCCC, only 43 have submitted a national adaptation plan or strategy to the UNFCCC online registry. This amounts to 56 documents: 16 National Adaptation Plans (NAPs) from 10 developing countries and 40 adaptation plans and strategies from 33 developed countries. Due to language barriers the 6 documents from the following 6 developed countries could not be examined at this time: Czech Republic, Lithuania, Luxembourg, Norway, Slovenia and Sweden.

^{xix} Prior to COP21 Intended Nationally Determined Contributions (INDCs) formed the basis of States' engagement to support the legally binding international climate agreement, reflecting their national commitments to achieve the global climate objectives on tackling climate change and reducing CO2 emissions. Under the COP21 Paris Agreement adopted in December 2015, submitted INDCs automatically become Nationally Determined Contributions (NDCs) upon ratification of the Agreement – unless the State decides to submit a new NDC at the time of ratification.

^{xx} Non-Annex I Parties are required to submit their first National Communication (NC) to the UNFCCC within three years of entering the Convention, and every four years thereafter. Out of 151 Non-annex I Parties to UNFCCC, 143 submitted at least one cycle of national communication and 8 did not submit any. Only the most recent submissions were reviewed. Mexico is the only country with 5 cycle submissions. As most references to migration were expected in the Non-Annex I Parties National Communications and considering the large number of documentation, Annex I Parties submissions were not examined at this time.

^{xxi} Non-Annex I UNFCCC Parties are mostly developing countries and/or those that are especially vulnerable to the adverse impacts of climate change. This classification is useful as the Convention emphasizes activities that promise to answer the special needs and concerns of these vulnerable countries. For more details, see the UNFCCC website: http://unfccc.int/parties_and_observers/items/2704.php.

^{xxii} Ionesco, D., D. Mokhnacheva and F. Gemenne (2016). *The Atlas of Environmental Migration*. London, Routledge. Pages 118-119. Available from <http://www.environmentalmigration.iom.int/atlas-environmental-migration>.

^{xxiii} For example, Brazil's 2016 National Adaptation Plan to Climate Change — General Strategy says: "Possible impacts of climate change in Brazil and South America include: [...] displacement and migration of populations.;" Myanmar's 2015 INDC says "Observed changes iii) in the last decades include rain patterns variations that are causing climate-driven migration that affect, for instance, the socio-economic conditions of dry regions due to increased occurrences of drought.;" Egypt's 2016 National Communications says: "Rising sea levels increase the risk of coastal flooding, and may necessitate population displacement."

^{xxiv} For example, Austria's 2012 Strategy for Adaptation to Climate Change says: "The number of environmental refugees estimated at 25 million for the year 1999 will rise to 150–200 million by 2050. Sea level rise alone is expected to cause ten million additional environmental refugees over the next ten years (EC 2007c)." Bangladesh's 2012 National Communication says: "According to the Climate Change Cell of the DoE, about 45 cm rise of sea level along the Bangladesh coast may inundate 10-15% of the land by the year 2050 creating over 35 million climate refugees or environmental migrants from the coastal districts.;" Sudan's 2016 National Adaptation Plan says: "However, the adverse impacts of climate change may be experienced indirectly via forced migration. That is, as agricultural regions in other parts of Sudan become less productive, states further south may see an influx of climate refugees."

^{xxv} For example, Sudan's 2016 National Adaptation Plan says: "Migrants from the North as well as refugees from neighboring countries are adding additional stress to rangelands."

^{xxvi} More than 10 National Assessments on Migration, Environment and Climate Change have been conducted with the support of IOM. The Assessments investigate the national dynamics on migration, environment and climate change and aim to formulate national policy options on

how migration can benefit adaptation strategies to environmental and climate change. See the Assessment Reports from www.environmentalmigration.iom.int/country-profiles. Two more are underway, for Namibia and Madagascar.

^{xxxvii} Over 400 policymakers in 54 countries have been trained by IOM on the migration, environment and climate change nexus, on the basis of the standardized Migration, Environment and Climate Change: Training Manual (Facilitator's Guide). See more at:

www.environmentalmigration.iom.int/training-workshops and <http://www.environmentalmigration.iom.int/training-manual>

^{xxxviii} <http://www.environmentalmigration.iom.int/making-mobility-work-adaptation-environmental-changes-results-meclep-global-research>

^{xxxix} For example, Egypt's 2016 National Communications says: *"Migration is not only a climate change impact and adaptive strategy, but also a source of vulnerability."*; Malta's 2010 National Communication says: *"The proposed adaptation measures include [...] facilitation of migration."*

^{xxx} For example, Canada's 2010 document for Adapting to Climate Change - An Introduction for Canadian Municipalities says: *"Le Goulet's Climate Change Adaptation Plan: Planned relocation as an option to address sea-level rise - [...] It was decided that relocating homes at risk from flooding (retreat) to a higher elevation is the most desirable and cost-effective means to reduce the multiple health and safety issues stemming from storm surge flooding."*; Cuba's 2015 National Communication says *"The possibility of implementing the forced relocation of human settlements could increase due to the loss of land areas as a result of the rising sea level."* Fiji's 2015 INDC says *"The planting of mangroves, construction of seawalls and the relocation of communities to higher grounds are part of ongoing adaptation initiatives."*; Malta's 2010 National Communication says: *"Sea level rise and storm surges can put coastal communities at risk, necessitating expensive adaptation or reactive measures, which may include the relocation of whole communities to safer locations."*; Rwanda's 2015 INDCs says: *"In order to reduce locally-specific hazards, relocation from high risk zones is considered as one of the strategic actions. In addition to households previously relocated from high risk zones, Rwanda will relocate additional 30 000 households by 2030."*

^{xxxi} For example, Australia's 2015 National Climate Resilience and Adaptation Strategy says: *"Climate change does not stop at country borders. The effects of climate change are being felt in Asia and the Pacific, with implications for Australia's trade, migration, development and national security."*; Austria's 2012 Strategy for Adaptation to Climate Change says: *"This issue of adaptation plays an increasing role in development, security and environmental cooperation as well as for migration policy."*; Finland's Evaluation of the Implementation of the National Strategy for Adaptation to Climate Change 2009 says: *"Illegal immigration and smuggling and trafficking in human beings are serious global problems. Climate change may increase these further if it leads to impoverishment of regions and weaker preconditions for life. The number of people heading to Europe and especially its northern parts may be growing."*; Germany's 2008 Strategy for Adaptation to Climate Change says: *"The predicted climate changes could reinforce these effects. Resulting persistent deterioration in living conditions could lead to social tensions and destabilisation of society, and to political or possibly religious radicalisation of the population in the countries of origin. This could result in an intensification of the economic, political, religious or conflict-related motives and reasons for flight, and in increased migration. This could in particular affect the countries along the existing migration routes to the European Union and adjacent regions."*; Nigeria's 2015 INDC says *"1. STRATEGIES FOR DISASTER, MIGRATION AND SECURITY 1.Strengthen capacity to anticipate disasters and impacts on internal migration and security 4.Strengthen rural infrastructure and the availability of jobs to discourage out migration."*

^{xxxii} For example, Bangladesh's 2012 National Communication says: *"The indirect impacts of climate change on the public health of Bangladesh are expected to be much more severe and diverse compared with direct impacts. Indirect impacts can be in two forms: (a) health consequences due to environmental change and ecological disruption that occur in response to climate change; and (b) diverse health consequences, for example, traumatic, infectious, nutritional, psychological, etc. that occur in demoralized and displaced populations in the wake of climate-induced economic dislocation, environmental decline, and conflict situations."*; Egypt's 2016 National Communications says: *"Climate change and migration patterns may result in re-emerging of old diseases, such as tuberculosis (TB), due to changes in the epidemiology of regions and populations."*; Nauru's 2015 National Communications says *"According to the World Health Organisation (WHO, 2009), globally climate change and natural disasters increase the threats of: communicable and non-communicable diseases, [...] and mental health impacts of, among other things, loss of livelihoods and climate change-induced population displacement."*; Samoa's 2010 National Communications says: *"Those who are displaced because of climate-related land loss will have to face not only the economic hardship associated with relocation - in some instances significant - but also the psychological distress of dislocation."*; Namibia's 2015 National Communication says: *"These forced displacements, combined with heavy rainfall and contaminated water supplies are likely to increase the incidence and transmission of waterborne diseases such as cholera, typhoid fever, leptospirosis, cryptosporidium, E.coli, giardia, shigella and hepatitis A."*

^{xxxiii} For example, Malta's 2010 National Communication says: *"Relevant adaptive measures for Malta in this regard could include: Improved transport systems and infrastructure so as to have better mobility for the eventuality of evacuation."*; Saint Lucia's 2017 National Communication says: *"Persons must be sensitized to the realities of natural disasters, especially those living in hazard prone areas, through community awareness campaigns and evacuation plans."*; Germany's 2008 Strategy for Adaptation to Climate Change says: *"In addition to constructional reinforcement (physical strengthening) of buildings and systems such as water or electricity networks, other important precautions for disasters are emergency and evacuation plans, warning systems and information facilities."*

^{xxxiv} For example, Solomon Islands' 2017 National Communication says: *"Adaptation and survival strategies include: [...] migration to urban centres in the country."*; Brazil's 2016 National Adaptation Plan to Climate Change — Sectoral and Thematic Strategies says: *"Warmer and drier weather may cause migration to big cities of the region and to other regions, in waves of environmental refugees."*; Sudan's 2015 INDCs says: *"This land use context has led to serious environmental problems [...] which in turn have led to [...] and rural-urban migration patterns that cannot be sustained in the long-term."*

^{xxxv} For example, Brazil's 2016 National Adaptation Plan to Climate Change — Sectoral and Thematic Strategies and Colombia's 2016 Plan de Adaptación al Cambio Climático — Líneas de Acción Prioritarias para la Adaptación al Cambio Climático en Colombia draw on IOM's terminology for environmental migration, migration and adaptation. Mauritius's 2017 National Communication refers to IOM's MECLEP project.

^{xxxvi} In Ghana the National Disaster Management Organization (NADMO) sits on Ghana Refugee Board. In Bangladesh, the Ministry of Disaster Management and Relief handles "mass-influx" migration emergencies.