



PACIFIC ISLANDS FORUM



BLUE PACIFIC 2050



# Pacific Regional Framework on Climate Mobility

## Implementation Plan 2025–2030



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# 1 | Introduction

The Pacific Regional Framework on Climate Mobility (PRFCM), endorsed at the 52nd Forum Leaders Meeting in 2023 in Rarotonga, Cook Islands, serves as a guide for Pacific Islands Forum (Forum) governments, communities, non-state actors and partners in ensuring rights-based and people-centred movement in the context of climate change. The PRFCM delivers on the Pathways in the 2050 Strategy for the Blue Pacific Continent 'to ensure the protection and practice of the rights, cultural values and heritage and traditional knowledge of Pacific peoples in global and regional protocols for climate and disaster risk reduction, and mobility including relocation, migration, and displacement. The PRFCM provides for a proactive, inclusive and collaborative regional approach that reflects common Pacific interests in a culturally appropriate manner, while respecting national sovereignty and diversity.

Through the PRFCM, regional action on climate mobility is underpinned by four core principles that are guided by Pacific values:



**Leadership and collaboration**



**Protecting culture, cultural heritage, identity and dignity**



**Human rights, human security and protection**



**Continuing statehood, nationality and associated rights**

The PRFCM prioritises enabling Pacific peoples to "stay in place" through mitigation and adaptation, while also preparing for scenarios where mobility becomes necessary, including:

- Planned relocation.
- Migration.
- Displacement (evacuation, internal and cross-border displacement).
- Stranded Migrants.

Through the endorsement of the PRFCM, Forum Leaders also called for a comprehensive implementation and monitoring plan that addresses the interlinkages across the five priority areas for action and aligns with existing and emerging national, regional and global processes and mechanisms.

Section 3 of this PRFCM Implementation Plan 2025–2030 ("Implementation Plan"), outlines a phased approach that aligns with the timeframe of the first phase of the 2050 Strategy Implementation Plan. It also responds to the Forum Officials Committee Subcommittee on Regional Security (FSRS)<sup>1</sup> call for a prioritised, simplified and practical Implementation Plan. The Implementation Plan is based on a series of inclusive regional consultations with government officials, civil society representatives, community members, and workers and business representatives, as well as drawing from an extensive mapping of potential regional initiatives and relevant existing initiatives against PRFCM commitments.

<sup>1</sup> The FSRS is a sub-committee of the Forum Officials Committee, which has been the reporting and decision making body for the PRFCM and the development of the Implementation Plan.



## 2 | Delivering the Framework

The PRFCM provides guidance and commitments across a range of potential climate mobility actions. This Implementation Plan aims to simplify and prioritise climate mobility commitments through a time-bound, integrated and action-oriented approach that sees the elements of the Framework as interconnected. The PRFCM recognises the critical need to support informed and evidence-based decision-making, and therefore risk and vulnerability data are at the core of the Implementation Plan<sup>2</sup>, with the following rationale:

**When governments and communities have access to data on climate mobility risk and vulnerability within the population, informed by both scientific and traditional knowledge, then they will make informed decisions about staying in place or the need for mobility<sup>3</sup>.**

Further, this Implementation Plan recognises that governments and communities across the Pacific Islands region place differing levels of priority on the issue of climate mobility and that some countries are more advanced in their policies and action while others are at different stages of consideration, if at all. The PRFCM Implementation Plan provides a supportive infrastructure for action that is flexible to the different needs and priorities of Forum member countries, based on the following rationale:

**When governments and communities have timely access to the necessary resources, including technical capacity, financing, and peer-to-peer learning, then they will act on risk and vulnerability data to reduce the climate mobility risk of communities in a rights-based, culturally appropriate, and people-centred manner.**

This flexibility is enabled through the Five Pillars of Support (see table 1 below) that emerged from the regional consultations on potential and ongoing regional initiatives to deliver the PRFCM commitments. The five pillars provide the supportive ecosystem to enable member countries to progress the climate mobility agenda in line with national priorities as well as the principles and commitments stipulated in the PRFCM. Each pillar provides both entry points for Forum member countries to engage with the proposed action as needed, as well as the basis for supporting the delivery of the priority actions for 2025–2030.

Table 1. Pillars of Support for Action on Climate Mobility in the Pacific.

Pillars of Support
<ol style="list-style-type: none"><li>1. Multi-hazard and multidimensional risk and vulnerability data/assessments.</li><li>2. Access to best practices, tools, knowledge and support</li><li>3. Peer-to-peer learning and exchanges.</li><li>4. Regional governance for sustainable and principled climate mobility action.</li><li>5. Financing for climate mobility action.</li></ol>

<sup>2</sup> This point is reinforced in paragraph 46 of the PRFCM which states “The Framework recognises the critical need for research, accurate, timely and disaggregated data and data management including multidimensional and multisectoral risk and vulnerability assessments that links to appropriate financing needs and instruments, to ensure well-informed decision-making and effective implementation.”

<sup>3</sup> For example, data on Who is at risk? Where are they located? Where are they likely to move? How many people? What are the resource implications of (im)mobility?



# 3 | Priority Actions for 2025–2030

Building on the pillars of support outlined in the previous section, this first phase of implementation aims to establish a supportive ecosystem for enabling climate mobility action. Specifically, it seeks to ensure the pillars of support are in place to assist Forum member countries to deliver on their own national priority actions by 2030. The implementation of the priority actions will be resource dependent.

## Priority Actions for 2025–2030

1. Support Forum member countries with comprehensive risk and vulnerability assessments.
2. Establish a Climate Mobility Action Hub (CMAH).
3. Facilitate peer-to-peer exchange on planned relocation.
4. Establish appropriate regional governance and coordination mechanism to support rights based, inclusive and culturally appropriate actions.
5. Financing for national climate mobility action.

### 1 Support Forum member countries to undertake comprehensive risk and vulnerability assessments in the context of climate mobility

Data and risk information is foundational to the implementation of the PRFCM and critical to ensure well-informed decision-making and effective implementation of climate mobility initiatives, as reaffirmed in paragraph 46 of the PRFCM.

However, data-related challenges and related knowledge gaps are hindering the capacity of countries to meaningfully monitor, measure and manage risk and losses related to human mobility associated with the adverse impacts of climate change. This includes the availability, quality and accessibility of data, definitions and approaches behind its collection and capture, as well as the capacity – knowledge, tools and resources – to collect and analyse it.

Nevertheless, there are existing initiatives, mechanisms, processes, good practices, tools, developed methodologies and guidance on the collection, storage and analysis of climate mobility-related data that could be drawn on and adapted to the needs of a particular country and contexts. Regional collaborative initiatives under this priority will need to build on these existing initiatives including but not limited to:

- the Pacific Community's (SPC) Capacity Building in the Hazard and Exposure Database for Pacific Catastrophe Risk Assessment and Financing Initiative (PCRAFI)<sup>4</sup>,
- The Internal Displacement Monitoring Centre's (IDMC) flood displacement risk assessment conducted in Fiji and Vanuatu<sup>5</sup>,

<sup>4</sup> Capacity Building on the Hazard and Exposure Database for Pacific Catastrophe Risk Assessment and Financing Initiative (PCRAFI) | SPC Geoscience, Energy and Maritime Division

<sup>5</sup> Flood displacement risk: Assessment for Fiji and Vanuatu in current and future climate scenarios | IDMC - Internal Displacement Monitoring Centre

- the International Organization for Migration's (IOM) Risk Index on Climate Displacement (RICD) Project piloted in Fiji<sup>6</sup>, and
- Fiji's Comprehensive Risk and Vulnerability Assessment Methodology (CVRAM) on planned relocation risk.

Climate change vulnerability and adaptation assessment has been undertaken across Pacific Island countries as part of countries National Communication and Adaptation reporting to United Nations Framework Convention on Climate Change (UNFCCC) and through project work with SPC, World Bank, World Meteorological Organization and Asian Development Bank (ADB) that requires further mapping to avoid duplication and strengthen complementarity.

### Priority Action 1: Comprehensive risk and vulnerability assessments

**Goal:** Climate mobility risk (including displacement and planned relocation) is determined through science and traditional knowledge based on an inclusive process to drive national and regional decision making and resource allocation.

**People Outcomes:** Pacific communities understand their risks related to climate mobility and are empowered to make informed choices about (im)mobility.

**System Outcomes:** Forum member countries actions on climate mobility is risk-informed, and evidence based.

#### Actions:

- Conduct a stocktake of existing and ongoing initiatives, tools, and methodologies for risk and vulnerability assessment on displacement and planned relocation at national and regional levels. Identify gaps and new opportunities to support countries in collecting displacement and planned relocation risk and vulnerability data (including traditional knowledge) in a cost-effective yet comprehensive manner.
- Provide technical assistance to member countries to undertake risk and vulnerability assessments on displacement and planned relocation, curate tailor made tools and methodologies (inclusive of traditional knowledge), share best practices, and explore new opportunities (including finance options) to conduct risk and vulnerability assessments.

#### Financial Requirements:

- Technical assistance
- Software
- Travel

#### Finance Source:

- Existing funding under relevant agencies and initiatives.
- Consider a joint funding proposal to support IOM/SPC assessments and peer-to-peer support.

## 2 Establish a Climate Mobility Action Hub (CMAH)

The proposed Climate Mobility Action Hub (CMAH) is a regional web-based decision support tool for Pacific Island countries to address the urgent and complex challenges of climate mobility. As climate change increasingly threatens communities through rising sea levels and extreme weather, CMAH provides a centralised, evidence-based resource that helps governments and stakeholders make informed, inclusive decisions. Regional consultations to date have underscored strong support for the CMAH's role.

By integrating climate risk data, socio-economic factors, migration dynamics, and community preferences into one shared platform, CMAH guides users through structured decision-making and policy options, across all forms of movement tailored to local contexts. More than a planning tool, it also facilitates implementation by connecting governments to funding, technical expertise, and progress monitoring systems.

CMAH strengthens regional coordination and operationalises key frameworks, empowering Pacific nations to respond effectively and sustainably to climate mobility challenges. It will not be a standalone platform but integrated into relevant and strategic platforms such as:

- Integrate Pasifika
- Pacific Data Hub
- The displacement decision support tool developed by SPC and IDMC
- The Pacific Resilience Partnership website

### Priority Action 2: Establish Climate Mobility Action Hub (CMAH)

**Goal:** Forum member countries and communities are using relevant tools, knowledge, data and best practices to support decision making and action on climate mobility.

**People Outcomes:** Pacific governments and communities are empowered to make decisions on climate mobility and have access to tools and practices to support action.

**System Outcomes:** Knowledge, best practices, data and tools on climate mobility are centrally organised and accessible.

**Actions:**

- Collaborate with SPC's Integrate Pasifika (IP) and Disaster Displacement Decision Support Tool (DDST) to design the CMAH and establish on an existing website.
- Curate knowledge products, best practices, model policies and legislation, tools and data for the CMAH.
- Support and advocate for the use of CMAH to guide decision making and action for climate mobility through webinars and other advocacy tools.

#### Financial Requirements:

- Consultation meetings, workshops, and trainings
- Software
- Web Developer
- Travel

### 3 Peer-to-Peer exchange on planned relocation

Peer-to-peer support plays a critical role in strengthening the capacity of Pacific Island countries and communities to address the multifaceted challenges of climate mobility. Feedback from consultations affirms a shared commitment to promoting collaborative learning and technical exchange to advance effective, locally led solutions.

There is broad recognition of the value in establishing regional platforms and networks for knowledge sharing, including those that can take the form of peer-to-peer technical exchanges, learning exchanges, technical visits, policy dialogues and scholarship opportunities. To formalise this, the Implementation Plan will include annual bilateral peer-to-peer exchanges and a Regional Climate Mobility Dialogue in 2026 to identify emerging opportunities and strengthen collaboration among stakeholders. Regional learning exchanges can bring together stakeholders, including relocated communities, policymakers, technical experts, and civil society, to promote practical knowledge sharing and strengthen partnerships. These mechanisms will support the exchange of tools, practices and experiences across key areas such as staying in place, planned relocation, migration and displacement.

By building on existing partnerships and frameworks, peer-to-peer support will be a key modality for delivering on the PRFCM. It will help ensure that national and regional responses are guided by practical experience, rooted in Pacific values and reinforced by collective action. The priority action for 2025–2030 highlights peer-to-peer exchange on planned relocation, in view of the interest of countries to learn from existing initiatives on planned relocation.

#### Priority Action 3: Peer-to-peer exchange on climate mobility prioritising planned relocation

**Goal:** The capacity for member countries and communities to take climate mobility action is strengthened through peer-to-peer learning and exchange.

**People Outcomes:** Pacific communities are learning from each other's experience to support informed, rights based, and people centred climate mobility.

**System Outcomes:** Pacific regionalism is deepened through Pacific-led technical capacity support and collaboration on climate mobility.

**Actions:**

- Establish a peer-to-peer learning programme in consultation with interested member countries for the exchange of national experiences and best practices on cultural preservation within planned relocation processes, based on the priorities of governments and communities.
- Facilitate Regional Climate Mobility Dialogue in 2026 to capture best practices and experiences during peer-to-peer exchange and update the Regional Guidance on Planned Relocation and CMAH.

**Financial Requirements:**

- Pacific Climate Change Migration and Human Security (PCCMHS) programme Phase II funds have commenced the work with the development of the Regional Guidance on Planned Relocation and will socialise through the remainder of the project (end of February 2026).
- Funding proposal if required to further the work and support dialogues (IOM as lead of the PCCMHS Phase II to lead).

## 4 Regional governance for sustainable and principled climate mobility action

The PRFCM is guided by four key principles. Two of these principles in particular were highlighted during regional consultations: (1) Human rights, human security and protection; and (2) Protecting culture, cultural heritage and identity and dignity. A number of potential actions related to these principles were considered during the consultations, such as strengthening community resilience and protection; ensuring meaningful consultation and inclusion, especially for vulnerable populations facing climate mobility; and promoting equitable and human-rights-focused approaches to climate adaptation and mobility and provide avenues to address issues and grievances arising from climate-induced movements in Pacific Island countries.

Both regionally and globally, there are other initiatives that may contribute to or support rights based and culturally appropriate approach to climate mobility in the Pacific. For example, the recent hearings at the International Court of Justice regarding an advisory opinion on obligations of states in respect of climate change, included submissions with relevant information on climate mobility. In December 2024, the Special Rapporteur on the promotion and protection of human rights in the context of climate change visited Vanuatu, reporting on the adverse effects of sudden and slow onset climate events on human rights. Furthermore, the PIF Specialist Sub-Committee on Sea-Level Rise is currently considering the protection of persons within the scope of its work and the ongoing development of the Pacific Regional Principles on Labour Mobility promotes a rights-based approach to labour mobility.

Based on the regional consultations and ongoing work regionally and internationally, there is an opportunity to consider means of coordinating, informing and supporting rights based and culturally appropriate climate mobility in the Pacific.

#### Priority Action 4: Rights based, inclusive and culturally appropriate action

**Goal:** Climate mobility actions in the Pacific are inclusive and protect the rights and cultural heritage of Pacific communities.

**People Outcomes:** Pacific people's rights and cultural traditions are upheld and protected in the context of climate mobility.

**System Outcomes:** Regional processes and policies are in place to support the protection and rights and culture in the context of climate mobility.

**Actions:**

- Establish a Sub-Group on Human Rights, Traditional knowledge and Climate Mobility under the Technical Working Group on Human Mobility (TWG-HM) to provide guidance, expertise, knowledge exchange and learning on rights-based, inclusive and culturally appropriate climate mobility action.

## 5 Financing national climate mobility actions

Timely access to financial resources is crucial for enabling action to reduce climate mobility risk and vulnerability of Pacific Island communities. Consultations and feedback on the Implementation Plan indicate widespread agreement for the Pacific Resilience Facility (PRF) as the most appropriate vehicle to implement action on climate mobility. However, noting it is not yet operational, and the value of earnings from the PRF will depend on the scale of capitalisation likely limiting the scope for Pacific governments to allocate their earnings from the PRF to meet the expectations of this Plan, there is also agreement to pursue other funding opportunities to support national level actions on climate mobility.

While there are a range of potential funding sources at the global level to support climate mobility actions, many are not appropriately scaled to climate mobility activities nor readily accessible due to technical barriers. Furthermore, Pacific governments may compete for resources not only amongst themselves but also with other regions and agencies. Collaboration on securing financing at the regional level can help avoid duplication and competition and ensure timely access to financing and a scale appropriate to support community level climate mobility actions.

## Priority Action 5: Financing national climate mobility actions

**Goal:** Financial resources are available at the appropriate scale and in a timely manner to support risk informed, rights-based and people centred national actions on climate mobility.

**People Outcomes:** Access to appropriate financing is enabling timely action to reduce the climate mobility risk of communities.

**System Outcomes:** Financing to support national level climate mobility actions a coordinated under a single regional umbrella thereby avoiding duplication and competition for resources.

### Actions:

- Liaise with member governments and relevant partners to identify and act upon opportunities for supporting timely and appropriate access to financial resources to support national level actions on climate mobility. Possible opportunities include:
  - Supporting the capacity of national climate financial advisors to mobilise funding for climate mobility
  - Develop an investment ready project proposal under Pacific Regional Climate Finance Access and Mobilisation Strategy (CFAMS) and PIFS Investment Forum process
    - Validation Workshop October 2025
    - Investment Forum 2026
  - Consider opportunities under the IOM's Climate Catalytic Fund
  - Build on existing programmes at SPC and the Secretariat of the Pacific Regional Environment Programme (SPREP) to support the development of proposals for the Fund for Responding to Loss and Damage
  - A joint Green Climate Fund (GCF) proposal
  - A Joint Migration Multi-Partner Trust Fund proposal

**Financial Requirements:** Technical assistance to develop proposals and accompanying training



# 4 | Governance and Monitoring

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## Regional Governance and Oversight

Effective regional governance is critical to the success of the PRFCM. It ensures that climate mobility is integrated into key regional frameworks and establishes appropriate Forum member oversight and coordination. At the time of writing this Implementation Plan, the Review of Regional Architecture was being conducted. The outcomes of this review will likely have implications for determining the appropriate governance mechanism for the PRFCM Implementation Plan. Pending the outcome of the Review, the existing governance arrangements through the FSRS will be maintained in the interim. Furthermore, given the existing arrangements, it is recommended that the Implementation Plan be integrated into the revised Boe Declaration Action Plan.

## Coordination and Implementation

The TWG-HM shall act as the primary coordinating body for the Implementation Plan. The existing terms of reference for the TWG-HM will be updated to more strongly align its scope of work and deliverables to the PRFCM Implementation Plan, including TWG membership. Following the points made in the previous section, the TWG-HM will report on progress to the FSRS, pending the outcomes of the Review of Regional Architecture. Five sub-groups (one for each of the priority actions outlined in section 3) will be established under the TWG-HM tasked with taking forward the priority actions and supporting monitoring and evaluation. It is proposed that each sub-group be co-chaired by a Forum member and a CROP agency or partner organisation.

## Monitoring, Evaluation and Learning

The TWG-HM will be responsible for coordinating the monitoring and evaluation of the Implementation Plan 2025–2030. There are two levels of monitoring and evaluation:

1. Implementation of Priority Actions: Monitoring and evaluation of the implementation of activities under the priority actions, as well as progress made towards people and system outcomes and the overall goal for each priority action. Emphasis will be placed on gathering information that demonstrates the utility of the Priority Actions for advancing national priorities on climate mobility. The TWG-HM will be responsible for collating appropriate data and reporting to the FSRS on a quarterly basis or as otherwise determined by the FSRS.
2. Reporting under the 2050 Strategy Implementation Plan: The implementation of the PRFCM is a Regional Collective Action under the 2050 Strategy Implementation Plan for 2023–2030. Therefore, relevant contributions made by the implementation of the PRFCM to Goal 1 and related outcomes under the Thematic Area of Climate Change and Disasters will be reported annually to Forum Leaders through the established 2050 Strategy MEL processes. Relevant inputs will be coordinated by the TWG-HM.

## Risk Management

Risk management is embedded in the governance and MEL frameworks, guided by the principle of shared risk. Political, financial, and coordination risks are mitigated through collaborative regionalism and an intersectional approach that addresses barriers to inclusivity and efficiency.

Table 2. PRFCM Risk Matrix

Risk Area	Explanation	Mitigating Actions
<b>Political</b>	Sustained political will is crucial for delivering PRFCM and 2050 Strategy goals.	<ul style="list-style-type: none"> <li>Engage Leaders through the Forum process with annual progress reports.</li> <li>Foster political buy-in via advocacy and capacity building.</li> </ul>
<b>Strategic Partnerships</b>	Effective partnerships are essential to mobilise resources and address diverse challenges of climate mobility.	<ul style="list-style-type: none"> <li>Strengthen regional partnerships using an intersectional approach.</li> <li>Leverage CROP agency networks to align efforts and mobilise resources.</li> </ul>
<b>Finance and Resourcing</b>	Limited global growth and investment may constrain the Pacific's ability to mobilise resources.	<ul style="list-style-type: none"> <li>Focus on community-level interventions that drive transformational change.</li> <li>Advocate for regional access to climate finance through mechanisms like the PRF and GCF (possibly Unlocking Blue Pacific Prosperity (UBPP)).</li> </ul>
<b>Coordination</b>	Overlapping mandates and layers of regional architecture risk duplication and inefficiency.	<ul style="list-style-type: none"> <li>Align efforts through the Technical Working Group on Human Mobility.</li> <li>Use MEL frameworks to streamline activities and ensure efficient resource use.</li> </ul>
<b>Delivery Chain</b>	Complexities in stakeholder relationships and resource mobilisation may impact program delivery.	<ul style="list-style-type: none"> <li>Monitor and adapt implementation through the MEL framework.</li> <li>Conduct regular risk reviews to refine engagement and delivery pathways.</li> </ul>

Regular risk assessments are conducted as part of the MEL process, with mitigation strategies including strengthening strategic partnerships, aligning PRFCM actions with existing regional architectures, and addressing implicit biases in institutional processes. These measures ensure proactive identification and resolution of challenges



# Glossary

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**Adaptation:** Adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities<sup>7</sup>

**Climate change:** Any change in climate over time, including in climate variability and extremes, whether due to natural variability or as a result of human activity. This also includes changes in climate variability and extremes.

**Climate hazards:** Climatic hazards are weather-related events of atmospheric, hydrological or oceanographic origin, which can cause harm to humans, property, livelihoods, resources, and the environment. Climatic hazards are also sometimes called extreme weather events. Hydrometeorological conditions may also be a factor in other hazards such as landslides, wildland fires, locust plagues, epidemics and in the transport and dispersal of toxic substances and volcanic eruption material.

**Climate mobility:** Any type of movement – whether forced or voluntary, temporary or permanent, within or across borders – that may occur in the context of climate change.

**Disaster:** A serious disruption of the functioning of a community or a society at any scale, due to climatic events interacting with conditions of exposure, vulnerability and capacity, leading to human, material, economic and/or environmental losses and impacts.

**Disaster risk reduction:** A systematic approach aimed at preventing new (and reducing existing) disaster risks and managing residual risks, all of which contribute to strengthening resilience and therefore to the achievement of sustainable development.

**Displacement:** The movement within a State and/or across international borders of people who have been forced or obliged to leave their homes or places of habitual residence.

**Evacuation:** The rapid movement of people away from the immediate threat or impact of a disaster to a safer place of shelter, in order to ensure their security, safety and wellbeing.

**Human rights:** Rights inherent to all human beings without discrimination, based on the principles of dignity, equality and mutual respect. Human rights are universal, interrelated, interdependent and indivisible.

**Human security:** An approach to assist States in identifying and addressing widespread and cross-cutting challenges to the survival, livelihood and dignity of their people.

**Internal displacement:** Displacement that occurs within a State (see Displacement).

**Internal migration:** Migration that occurs within a State (see Migration).

**Labour mobility:** Movement for the purposes of employment. While the term is typically used in relation to cross-border movement, it can also encompass internal migration.

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<sup>7</sup> Intergovernmental Panel on Climate Change (IPCC), Climate Change 2007: Impacts, Adaptation and Vulnerability (2007) 869.

**Maintaining culture:** The deliberate and systematic act of preserving “the set of distinctive spiritual, material, intellectual and emotional features of society or a social group, that encompasses, not only art and literature but lifestyles, ways of living together, value systems, traditions and beliefs”.<sup>8</sup>

**Migration:** Human movements that are preponderantly voluntary insofar as people, while not necessarily having the ability to decide in complete freedom, still possess the ability to choose between different realistic options.

**Migrant:** No universal definition of ‘migrant’ in international law has been agreed. OHCHR defines an international migrant as any person who is outside a State of which they are a citizen or national, or, in the case of a stateless person, their State of birth or habitual residence. The term includes migrants who intend to move permanently and temporarily, and those who move in a regular or documented manner as well as migrants in irregular situations. An internal migrant is any person who moves within the boundaries of a State, including internally displaced persons (IDPs).

**Mitigation:** Human intervention to reduce or prevent emissions of greenhouse gases in the atmosphere.

**Planned relocation:** A planned process in which people voluntarily move or are forced to move away from their homes or places of temporary residence, are settled in a new location within their own or another country, and are provided with the conditions for rebuilding their lives.

**Protection:** Protection refers to prevention and addressing harm for present and future Pacific generations resulting from climate mobility and from the adverse effects of climate change aligned to the 2023 Declaration on the Continuity of Statehood and the Protection of Persons affected by Climate Change-Related Sea-Level Rise.

**Principles:** A fundamental truth or proposition that serves as the foundation for a system of belief or behaviour or a chain of ‘reasoning’ (the act of thinking about something in a logical, sensible way).

**Rights-based:** in alignment with the definition of ‘Human Rights’ – should be built on rights inherent to all human beings without discrimination, based on the principles of dignity, equality and mutual respect.

**Stranded migrant:** A migrant who is unable to return to their country of origin for practical, humanitarian or security reasons (whether in the country of origin, the country of residence, or a transit country).

**Vulnerable or marginalised groups:** Depending on the context, any group or sector of society (such as women and girls in all their diversities, children and youth, older people, people with disabilities, Indigenous Peoples, ethnic and religious minorities, LGBTQI+ people or migrants) which is at higher risk of being subjected to discriminatory practices, violence, social disadvantage or economic hardship than other groups within the State (especially during periods of conflict, crisis or disasters)<sup>9</sup>.

8 IBE-UNESCO (UNESCO International Bureau of Education). 2008. Inclusive education: The Way of the Future, Forty-eight session of the international Conference on Education. Geneva: IBE-UNESCO. Retrieved from: [http://www.ibe.unesco.org/fileadmin/user\\_upload/Policy\\_Dialogue/48th\\_ICE/ICE\\_FINAL\\_REPORT\\_eng.pdf](http://www.ibe.unesco.org/fileadmin/user_upload/Policy_Dialogue/48th_ICE/ICE_FINAL_REPORT_eng.pdf)

9 Adapted from International Organization for Migration (IOM), Glossary on Migration (2019).



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