

**THE TASK FORCE ON DISPLACEMENT AND THE WARSAW  
INTERNATIONAL MECHANISM FOR LOSS AND DAMAGE  
UNDER THE UNFCCC: EVOLUTION AND CHALLENGES IN THE  
GOVERNANCE OF HUMAN MOBILITY IN THE CONTEXT OF  
CLIMATE CHANGE**

**A força-tarefa sobre deslocamentos e o Mecanismo Internacional  
de Varsóvia para perdas e danos no âmbito da UNFCCC: evolução e  
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**La fuerza de tarea sobre desplazamientos y el Mecanismo  
Internacional de Varsovia para pérdidas y daños en el marco de la  
UNFCCC: evolución y desafíos en la gobernanza de la movilidad  
humana en el contexto del cambio climático**

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**Abstract:**

Displacement linked to the impacts of climate change has gained prominence within the UNFCCC, particularly through the work of the Task Force on Displacement (TFD) under the Warsaw International Mechanism. This article aims to analyze the institutional evolution,

limitations, and contributions of the TFD to the governance of climate-induced human mobility. The study employs a documentary analysis of official UNFCCC reports, TFD action plans, and national climate-planning instruments. It concludes that, although the TFD has advanced in producing technical guidance and expanding its mandate, implementation gaps, limited integration of its recommendations into national policies, and constraints in institutional coherence persist, indicating the need to strengthen coordination mechanisms and ensure continuous updating of knowledge products.

**Keywords:** Environmental migration. Task force on displacement. Climate change.

#### Resumo:

Os deslocamentos associados aos impactos das mudanças climáticas têm ganhado destaque no âmbito da Convenção-Quadro das Nações Unidas sobre Mudança do Clima (UNFCCC), especialmente por meio do trabalho da Força-Tarefa sobre Deslocamentos (TFD) no âmbito do Mecanismo Internacional de Varsóvia. Este artigo tem como objetivo analisar a evolução institucional, as limitações e as contribuições da TFD para a governança da mobilidade humana induzida pelo clima. O estudo utiliza uma análise documental de relatórios oficiais da UNFCCC, planos de ação da TFD e instrumentos nacionais de planejamento climático. Conclui-se que, embora a TFD tenha avançado na produção de orientações técnicas e na ampliação de seu mandato, permanecem lacunas de implementação, baixa integração de suas recomendações nas políticas nacionais e limitações na coerência institucional, indicando a necessidade de fortalecer mecanismos de coordenação e assegurar a atualização contínua dos produtos de conhecimento.

**Palavras-chave:** Migração ambiental. Força-tarefa sobre deslocamentos. Mudanças climáticas.

#### Resumen:

Los desplazamientos vinculados a los impactos del cambio climático han ganado relevancia en el marco de la Convención Marco de las Naciones Unidas sobre el Cambio Climático (UNFCCC), especialmente a través del trabajo del Grupo de Trabajo sobre Desplazamientos (TFD) en el marco del Mecanismo Internacional de Varsovia. Este artículo tiene como objetivo analizar la evolución institucional, las limitaciones y las contribuciones del TFD a la gobernanza de la movilidad humana inducida por el clima. El estudio emplea un análisis documental de informes oficiales de la UNFCCC, planes de acción del TFD e instrumentos nacionales de planificación climática. Se concluye que, aunque el TFD ha avanzado en la producción de orientaciones técnicas y en la ampliación de su mandato, persisten brechas en la implementación, limitada integración de sus recomendaciones en las políticas nacionales y restricciones en la coherencia institucional, lo que indica la necesidad de fortalecer los mecanismos de coordinación y asegurar la actualización continua de los productos de conocimiento.

**Palabras clave:** Migración ambiental. Grupo de trabajo sobre desplazamientos. Cambio climático.

## Introduction

The growing complexity of contemporary migrations emerges as a multidimensional phenomenon situated at the intersection of social, economic, and environmental crises. Among the factors driving human mobility, the impacts of climate change stand out as central elements capable of generating internal and cross-border displacement, destabilizing communities, compromising essential services such as water, food, and energy, and exacerbating preexisting vulnerabilities, especially in developing countries (RUPPEL; WYK, 2013, p. 799–800). At the same time, the adverse effects of the climate, whether sudden in nature, such as storms, floods, and cyclones, or slow-onset, such as desertification, sea-level rise, and soil erosion, interact with structural inequalities, armed conflicts, and economic instabilities, making migration a strategic and political phenomenon that requires integrated and coordinated responses (OHCHR, 2018).

At the international level, the United Nations Framework Convention on Climate Change (UNFCCC) has become an important forum for the discussion and formulation of policies related to environmental migration. From the first mention of the topic during COP 15 in Copenhagen in 2009 to the most recent deliberations at COP 30 in Belém do Pará, the trajectory shows gradual progress interspersed with significant gaps in terms of regulation and practical implementation.

COP 30, held between 10 and 21 November 2025, stood out not only for being the first conference hosted in the Amazon but also for emphasizing strategic themes such as climate finance, climate and racial justice, energy transition, and the role of tropical forests and traditional peoples. Although the formal outcome of the negotiations was considered insufficient regarding the regulation of fossil fuels, the conference highlighted the growing relevance of civil society, the recognition of the cultural and environmental dimensions of the crises, and the urgent need for integrated solutions to mitigate the impacts of climate change on vulnerable populations (SLAVIN, 2025).

The objective of this article is to analyze the evolution of the recognition of environmental migration within the UNFCCC, focusing on the establishment and activities of the Task Force on Displacement, linked to the Warsaw International Mechanism, and on the integration of human mobility into national and international climate policies. It seeks to understand institutional and conceptual advances, operational and legal gaps, and remaining challenges, offering insights to support reflection on the effectiveness of global

responses to environmental displacement. Thus, it aims to show how international governance mechanisms influence the development of public policies and soft law instruments, promoting convergence between human rights and climate justice.

The method adopted is based on qualitative documentary and bibliographic analysis, prioritizing official UNFCCC reports, action plans of the Task Force on Displacement, and other related institutional documents. The emphasis on documents produced by the Task Force stems from its unique role as a consolidated source of data, assessments, and recommendations on human mobility in the context of climate change. These materials constitute the main institutional repository available for an integrated analysis of state and multilateral responses to the phenomenon.

In parallel, the research incorporates specialized literature, including scientific articles, academic studies, and analyses produced by international organizations and research centers, in order to expand the theoretical and critical understanding of environmental displacement. The integration of official documents, academic literature, and critical interpretation allows for a comprehensive understanding of the evolution of international responses, including the development of COPs, the consolidation of legal instruments, and the actions of UN entities in the formulation of strategies and governance mechanisms aimed at environmental migration.

Despite advances in *soft law* and in the integration of environmental and migration concerns into international policies, significant challenges remain, particularly regarding binding regulation, interinstitutional coordination, and the effective implementation of national policies. In this context, it is essential to note that human mobility and environmental displacement occupy an increasingly prominent position on the international agenda, reflecting the need for integrated responses that simultaneously consider human rights, climate justice, sustainable development, and environmental protection. Thus, this work seeks to contribute to the critical and interdisciplinary debate on migration in crisis contexts, highlighting the importance of institutional mechanisms capable of articulating policies, knowledge, and operational capacities in a coordinated, efficient, and socio-environmentally sensitive manner.

## Evolution of the recognition of human mobility in UNFCCC negotiations

Within the scope of the United Nations Framework Convention on Climate Change, there is a notable intention to address the effects of climate change globally, including human mobility. Although regulation on this topic has not yet been realized, there are significant advances that have the potential to drive this process forward (MATIAS, 2020, p. 146).

The approach to environmental migration was first introduced during COP15 in Copenhagen in 2009. At this event, the discussion highlighted the importance of preventive measures to strengthen the resilience of the most vulnerable countries. The final text of COP15 reflected the need for these actions, aiming to prevent population displacement resulting from the degradation of living conditions.

However, although the final text mentioned the urgency of strengthening resilience, it did not provide specific guidelines or practical implementation strategies (UNFCCC, 2010a, p. 5).

In 2010, an important milestone in the international debate on the topic was reached during COP16, when the Cancun Agreements were adopted by the Conference of the Parties. These agreements established the Cancun Adaptation Framework, urging countries to intensify adaptation actions. This included the implementation of various activities, such as promoting measures to enhance understanding, coordination, and collaboration on displacement caused by climate change, migration, and, where appropriate, relocation planning at national, regional, and international levels. This call took into account common but differentiated responsibilities, as well as individual capacities, priorities, goals, and specific circumstances related to national and regional development (MATIAS, 2020, p. 145).

Despite its importance, it is essential to emphasize that the issue of human mobility is addressed only once in the document. In this context, the matter is mentioned in the form of an invitation directed to all Parties of the Conference, requesting the intensification of their actions in accordance with the principles established in the agreement (UNFCCC, 2010b, p. 4).

After the Cancun Agreements and before the Paris Agreement, COP decisions did not explicitly mention “displacement, migration, or planned relocations caused by climate change.” However, other resolutions sought to address loss and damage resulting from the

adverse impacts of climate change, including extreme events and slow-onset occurrences. At COP18, held in Doha in 2012, the need for increased efforts to promote understanding and experience regarding loss and damage, including the effects of climate change on human mobility, was recognized (MATIAS, 2020, p. 145).

At COP19, the Conference established the Warsaw International Mechanism to address loss and damage associated with the impacts of climate change, with the aim of expanding knowledge and understanding of this issue. A key highlight was paragraph 5.c.iii, which indicated a distinct action rather than merely dialogues or further studies. It suggested enhanced measures and support to address loss and damage, allowing for the implementation of additional approaches when necessary, particularly concerning extreme environmental events and slow-onset occurrences (MATIAS, 2020, p. 145).

Migrations resulting from the adverse effects of climate change were not explicitly mentioned in the decision establishing the Warsaw Mechanism; however, its objective does include the issue (UNFCCC, 2013).

In 2015, there was a significant shift for the Warsaw Mechanism, specifically regarding migration. At the twenty-first COP, the mechanism was requested to create a working group to formulate recommendations on integrated approaches to prevent, minimize, and address displacements occurring in this context. This request led to the formation of the Warsaw Mechanism Task Force on Displacement (MATIAS, 2020, p. 145).

The members of the Task Force include representatives from the Platform on Disaster Displacement (PDD), United Nations agencies, international institutions, civil society organizations, and bodies established by the Convention itself. These developments demonstrate a shift in perspective by the COP regarding human rights and human mobility, areas not previously addressed explicitly (OHCHR, 2018, p.6).

Article 8, paragraph 4, of the Paris Agreement, in turn, outlined specific suggestions for areas of cooperation and facilitation among the Parties. These areas include various elements, such as early warning systems, emergency preparedness, slow-onset climate events, occurrences that may result in irreversible and permanent loss and damage, comprehensive risk assessment and management, risk insurance mechanisms, climate risk pooling, and other insurance solutions. In addition, non-economic losses and the resilience of communities, livelihoods, and ecosystems are also considered (UNFCCC, 2015a).

Along these lines, Article 9 urged developed countries to provide financial resources to assist developing countries in their mitigation and adaptation actions, in accordance with the commitments already established in the Convention. This financial support should be tailored according to the strategies outlined by the recipient countries, taking into account their needs, priorities, and capacity limitations, especially for those particularly vulnerable to the adverse effects of climate change (UNFCCC, 2015a). This is part of an already established understanding of responsibility regarding the negative effects of climate change and the need for international cooperation to address the emerging situation.

COP21 was also marked by statements made by the Heads of State of the countries comprising the Alliance of Small Island States at the opening of the Conference. The member countries of this alliance are undoubtedly among the most interested in the regulation of environmental migration, given that they are also the most threatened due to the rapid deterioration of their ecosystem services. Currently (2025), the alliance includes 39 countries from five distinct regions (Caribbean, Pacific, Africa, Indian Ocean, and South China Sea).

The representatives of these countries expressed similar views, highlighting the vulnerability of their nations. They emphasized the implementation of ongoing local measures to reduce greenhouse gas emissions and advocated for the urgent need to adopt mitigation strategies, particularly in the most susceptible countries. They also stressed the importance of keeping global warming within acceptable limits, aiming not to exceed an average increase of 1.5° C above pre-industrial levels.

Among all the Conferences of the Parties, COP21 was undoubtedly the most relevant regarding the issue of environmental migration. In addition to the statements previously highlighted, the decision to establish the Task Force on Displacement, linked to the Warsaw International Mechanism for Loss and Damage, generated significant impact. From that point on, in a specific and in-depth manner, the COP had a body dedicated exclusively to human mobility resulting from environmental events. This represented an important shift in how the issue was addressed, signaling an effort by the Parties to understand and, as far as possible, identify and implement solutions to the matter.

The historical analysis of the Conferences of the Parties shows that, although the recognition of environmental migration has gradually progressed, the issue still lacks binding regulation and clear operational guidelines. The creation of the Task Force on

Displacement during COP21 represents, in this context, an institutional milestone, indicating the Parties' intention to specifically address the challenges of human mobility associated with the adverse effects of climate change.

### **International coordination and implementation strategies of the task force on displacement within the Warsaw International Mechanism for loss and damage**

The Task Force on Displacement has a distinctive characteristic that, in a way, defines its purpose. Being established in association with the Warsaw International Mechanism for Loss and Damage, a crucial premise can be inferred: the very formation of the Task Force implies a tacit acknowledgment of the connection between the adverse effects of climate change and human mobility. As previously mentioned, the body seeks, among other objectives, to expand knowledge on the topic through comprehensive studies; however, its establishment underscores its relevance to the Parties, serving as an important indicator of the recognition of this connection between the aforementioned factors.

Institutionally, the Task Force was entrusted with its responsibilities by the Executive Committee of the Warsaw Mechanism and, therefore, is accountable to it. In turn, the Committee carries out its activities in fulfillment of the mandate granted within the framework of UNFCCC processes, and must report to it.

After its establishment, the Task Force developed a three-phase action proposal. The first phase (Phase 1) was scheduled to take place from June 2017 to April 2019 and aimed to provide a comprehensive assessment of broader issues related to displacement caused by climate change. (THE EXECUTIVE COMMITTEE OF THE WARSAW INTERNATIONAL MECHANISM FOR LOSS AND DAMAGE, 2024).

As a result, COP24, held in 2018 in Katowice, Poland, adopted a set of recommendations based on the assessment presented by the Executive Committee of the Warsaw Mechanism in its annual report.

The second phase began in April 2019 and was completed in September 2022. During this period, a new Action Plan for the Task Force was developed, based on the strategic guidelines established by the Executive Committee, as well as the recommendations arising from the results of its first phase of implementation (THE

EXECUTIVE COMMITTEE OF THE WARSAW INTERNATIONAL MECHANISM FOR LOSS AND DAMAGE, 2024).

Currently (2025), the main objective of the body is to strengthen cooperation and facilitate human mobility, covering areas such as migration, internal displacement, and planned relocation. In addition, it seeks to disseminate and facilitate the implementation of the recommendations developed in the first phase, while promoting the participation of stakeholders in additional actions.

Although the Task Force on Displacement has officially completed its activities related to Phases 2 and 3, the knowledge outputs made available to the public, formally classified as “Knowledge Products” (UNFCCC, 2025), focus exclusively on the results of the first phase. In this context, the use of the first-phase report becomes the main source of technical data produced by the Task Force relevant to this article.

The following table summarizes the third action plan (Phase 3, 2022–2024) of the Task Force (the only relevant document published on this phase), identifying the activities that will assist in the implementation of integrated approaches to prevent, minimize, and address migration, thereby contributing to the execution of the Warsaw Mechanism’s functions related to human mobility (TASK FORCE ON DISPLACEMENT, 2024).

When examining the proposed activities and expected impacts of the third phase, the coordination of efforts to mobilize actions aimed at preventing and addressing environmental migration in the context of climate change becomes evident. Since the creation of the Task Force, there has been a gradual increase in the political and diplomatic relevance of the issue (TASK FORCE ON DISPLACEMENT, 2025).

In this regard, according to Vanhala and Calliari (2022, p.3-4), during COP25 in Madrid, held in December 2019, attention turned to the Task Force and its activities. This occurred both in a meeting with stakeholders, integrated into the review of the Warsaw International Mechanism, and throughout the negotiations related to loss and damage.

Continuing the actions of the Task Force on Displacement, the Committee guided the TFD in the formulation of a fourth rolling action plan, covering the period from October 2025 to October 2027. As recorded in the “Joint annual report of the Executive Committee of the Warsaw International Mechanism for Loss and Damage associated with Climate Change Impacts and the Santiago network for averting, minimizing and addressing loss and damage associated with the adverse effects of climate change” (2025), the plan’s main objective is to strengthen countries’ capacity to address the challenges related to

human mobility in an integrated manner in the context of climate change. Among the knowledge products planned are: (i) a series of practical “how-to” guides aimed at supporting developing countries in integrating human mobility considerations into national climate policies, strategies, and plans, including their incorporation into relevant instruments available under UNFCCC processes, as well as in establishing national coordination mechanisms to promote integrated approaches to human mobility and loss and damage; and (ii) compilations of data sources and methodologies for assessing the economic and non-economic losses associated with human mobility, in addition to supporting measures to prevent, reduce, and address them. The inclusion of these activities in the report reinforces the continuity and institutional relevance of the TFD, highlighting the commitment of UNFCCC Parties to consolidate integrated approaches to mitigate the impacts of climate-induced human mobility (UNFCCC, 2025, p.7-8).

In a general context, considering the historical challenges surrounding environmental migration, the creation of this space and body is already a factor to be considered as an aspect of international cooperation to address the issue. Although there is still no legislation comparable to the Convention Relating to the Status of Refugees, widely applicable and with a well-defined legal framework, the establishment of the Task Force on Displacement, along with the international discussions triggered by its activities, undoubtedly influences the political environment toward the development of a potential new body of law.

### **Integration of human mobility into climate policies: first phase report of the task force on displacement**

Understanding how human mobility has been incorporated into the institutional frameworks of the UNFCCC requires the examination of sources that comprehensively systematize the conceptual and political evolution of the topic. In this regard, the First Phase Report of the Task Force on Displacement stands out as a fundamental reference, as it brings together comparative analyses, institutional mappings, and recommendations that allow for the assessment of the degree of integration of migration issues into national and international climate instruments.

Its centrality to this study stems not only from the technical quality of the document but, above all, from the fact that it constitutes the only “*Knowledge Product*”

officially released by the Task Force itself. Although Phases 2 and 3 have been completed, reports of equivalent scope have not been published, which limits access to updated information on knowledge production and the progress of subsequent activities.

Thus, the analysis of this topic is based on the inaugural report as the most consistent empirical and normative foundation available, allowing for a rigorous investigation of how, and to what extent, human mobility has been integrated into climate policies throughout the international process of addressing climate change.

The 2018 Report, resulting from the first phase of the Task Force on Displacement's activities, constitutes an analytical milestone within the UNFCCC, offering a comprehensive assessment of environmental migration with the explicit aim of guiding subsequent phases of its work. The analytical depth of the document is organized around seven main investigative axes, whose findings, presented in a concatenated manner, highlight both conceptual advances and significant operational gaps in the governance of this complex issue.

The initial mapping, aimed at analyzing the integration of human mobility and climate change in national policies and institutional frameworks, was based on a review of a vast documentary corpus, including over 90 legislations, policies, or human mobility strategies; 56 national adaptation policies, plans, or strategies; 165 Intended Nationally Determined Contributions (INDCs) and 18 Nationally Determined Contributions (NDCs); and 143 National Communications (TASK FORCE ON DISPLACEMENT, 2018, p.10).

The results of this survey indicated an asymmetrical formal recognition. On one hand, it was found that 53% of the 66 countries and territories analyzed incorporate references to climate change and environmental factors in their national migration and displacement frameworks. This level of integration increases significantly when considering the scope of adaptation policies: among 37 countries and territories, 81% make explicit mention of human mobility, showing that this connection is relevant in more than three-quarters of the cases examined. On the other hand, the incorporation of the topic in key post-2020 climate planning instruments proved to be notably limited. Of the 193 submitted INDCs, only 20% included explicit references to human mobility, indicating less attention to the issue compared to other elements. This trend persisted in the consolidated NDCs, in which only Uruguay mentioned the topic among the 18 analyzed (TASK FORCE ON DISPLACEMENT, 2018, p.10).

In contrast, the National Communications (periodic descriptive reports) showed a reference rate of 70% among the 143 analyzed, demonstrating a significant presence of considerations on the topic and suggesting a growing recognition of the interconnection between climate change, the environment, and population movements. The Report notes that this perception occurs in a context of increasing global focus on the intersection between human mobility and climate change, a phenomenon highlighted within the framework of the Warsaw International Mechanism that has raised awareness among national policymakers (TASK FORCE ON DISPLACEMENT, 2018, p.10).

However, the analysis emphasizes that, although human mobility and climate change are identified across different areas of national policies, the implementation of these regulations largely remains pending. The fragility of institutional coordination exacerbates the situation: despite the creation of national committees to guide policy development, few integrate representatives from the fields of environment, climate, migration, or labor. Notable exceptions include Bangladesh and Ghana, where actors linked to climate and migration collaborate effectively (TASK FORCE ON DISPLACEMENT, 2018, p.11).

The mapping also highlights a significant gap regarding the existence of specialized regulations, with limited or nonexistent adoption of legislation dedicated to climate change or human mobility. This finding underscores the need for specific legal frameworks, capable not only of defining mandates and legal responsibilities but also of allocating resources efficiently to adequately address the complex challenges of environmental migration (TASK FORCE ON DISPLACEMENT, 2018, p.11).

In the thematic axis dedicated to Slow Onset Events, the Report deepens the understanding of causal mechanisms, confirming that the collapse of ecosystem services acts as a determining and multiplying factor for migration risks, often resulting in humanitarian crises and internal and cross-border displacement. The document emphasizes that such events adversely affect ecosystem services, reducing the provision of basic human needs (such as drinking water, food, shelter, and energy) that are essential for subsistence. (TASK FORCE ON DISPLACEMENT, 2018, p.14).

This progressive degradation undermines the resilience of communities and ecosystems and can trigger a cycle of vulnerability: when livelihoods are not restored or strengthened after a disaster, subsequent events, even if less severe, can precipitate the collapse of communities and ecosystem services, creating humanitarian emergencies. The Report emphasizes, however, that the scale and nature of displacement are not inevitable,

depending on the implementation of appropriate adaptation, risk reduction, and development policies (TASK FORCE ON DISPLACEMENT, 2018, p.14-15).

Simultaneously, the mapping of international processes, policies, and legal frameworks, coordinated by the IOM, ILO, and UNDP, provided a detailed overview of global governance, analyzing dynamics within politically relevant international agendas, encompassing migration, labor, humanitarian assistance, human rights, climate action, risk reduction, sustainable development, and environmental protection. The exercise identified synergies and convergences among policy spheres, noting, from 2015 onwards, a remarkable increase in the incorporation of concerns related to environmental migration across various institutions and legal frameworks (TASK FORCE ON DISPLACEMENT, 2018, p.20-21).

The Report notes an evolution of political coherence over time, with the continuous development of policy and legal frameworks, increasing mutual reference, and the promotion of policy convergence, reflecting the integration of the nexus between human mobility, the environment, and climate change toward more comprehensive policy frameworks. The Paris Agreement is highlighted as a significant milestone, consolidating a turning point initiated in 2010 with the Cancun Adaptation Framework, when human mobility was included in global climate policy discussions (TASK FORCE ON DISPLACEMENT, 2018, p.21).

Despite these advances in “*soft law*,” the mapping identified a critical gap in “*hard law*,” highlighting that international law lacks specific provisions for environmental migration (TASK FORCE ON DISPLACEMENT, 2018, p.23).

On the other hand, it was possible to identify progressive development regarding the UN’s institutional structures and mandates, encompassing normative support, direct assistance, funding, knowledge generation, and capacity building. It was observed that the system has been increasing its functional capacity to support States in the prevention, mitigation, and management of human mobility linked to environmental events and climate change. From 2013 onwards, the topic became progressively prominent, permeating the system through actions such as disaster risk reduction, resilient infrastructure, livelihoods, emergency assistance, cultural heritage preservation, migration management, support for planned relocation, and facilitation of access to climate finance (TASK FORCE ON DISPLACEMENT, 2018, p.25-26).

More than half of the recent strategic documents from forty UN entities, examined during the Task Force review, make direct or indirect reference to related issues. Entities such as IOM, ILO, OHCHR, UNHCR, UNESCO, and UNFCCC directly mention the linkage; others, such as the International Law Commission, OCHA, and UN-Habitat, prioritize assistance to people displaced by disasters; and a third group, including UNDP, UNFPA, UNICEF, and the World Bank, considers these people a vulnerable group requiring specific attention (TASK FORCE ON DISPLACEMENT, 2018, p.26).

The mapping of international and regional guidance and tools identified over two hundred documents aimed at guiding policymakers and practitioners, covering population resilience, adaptation, risk reduction, sustainable development, and the minimization of displacement through “migration with dignity” and planned relocation. A large portion of these tools is intended to support disaster assistance and protection. Regionally, their implementation follows specific regional strategies and structures after the adoption of international agreements (TASK FORCE ON DISPLACEMENT, 2018, p.29-30).

Despite the emergence of these guidelines, the Task Force observed that they do not always provide practical instructions or specific support, highlighting the need for the continuous development of specialized resources. Disparities were noted, such as limited guidance for displacement minimization compared to general mobility, and the absence of regional tools to operationalize “migration with dignity” and planned relocation, leaving a gap in mitigating risks to human rights (TASK FORCE ON DISPLACEMENT, 2018, p.30).

To address these gaps, the Task Force positions the Warsaw International Mechanism as a catalytic element, capable of implementing recommendations, promoting the development of new tools, facilitating access to existing ones, and more effectively guiding state actions toward coordinated and evidence-based responses to the complex challenge of environmental migrations (TASK FORCE ON DISPLACEMENT, 2018, p.32).

The study demonstrates that the Task Force on Displacement plays a central role as a catalyst for policy development, promoting knowledge sharing, the formulation of technical recommendations, and the creation of soft law instruments that guide the actions of States and multilateral organizations. Thus, even in the face of existing limitations, the report confirms the potential of international governance to strengthen coordinated and evidence-based responses, fostering more integrated strategies for the prevention,

mitigation, and management of environmental displacement, despite the notable political and diplomatic challenges associated with implementation.

### **Final considerations**

The analysis shows that human mobility in the context of climate change has become a central issue in international policies, although it still faces significant challenges in terms of binding regulation and practical implementation. The recognition of the relationship between environmental degradation, socioeconomic vulnerabilities, and human displacement reflects important conceptual advances, particularly within the UNFCCC, by establishing human mobility as a relevant dimension of climate adaptation policies. This evolution demonstrates the growing international awareness that responding to adverse climate events requires coordinated strategies that integrate human rights protection, climate justice, and socio-environmental resilience.

Although the Task Force on Displacement has completed its activities for Phases 2 and 3, the publicly available outputs, categorized as “Knowledge Products”, remain largely centered on the first phase. Nevertheless, the subsequent action plans, particularly Phase 3 (2022–2024) and the forthcoming Phase 4 (2025–2027), demonstrate the continued institutional commitment to advancing integrated approaches to human mobility. These plans include practical guidance and methodological frameworks designed to support States in incorporating human mobility considerations into national climate strategies, as well as in coordinating measures to prevent, reduce, and respond to displacement. The systematic development and dissemination of these outputs reinforce the Task Force’s role in providing technical support, promoting evidence-based decision-making, and sustaining the implementation of the Warsaw Mechanism’s functions related to climate-induced human mobility.

However, although the incorporation of human mobility into climate policies has advanced, its effective implementation remains uneven. Soft law instruments, such as technical guidelines, recommendations, and action plans, have played a crucial role in guiding policies and disseminating knowledge, but they still face limitations in practical realization and in holding States accountable.

Human mobility is a multidimensional phenomenon, involving complex interactions among environmental, social, economic, and political factors. The effectiveness

of responses depends on the convergence of efforts among state actors, multilateral organizations, civil society, and affected communities. It is essential that climate policies incorporate measures for prevention, mitigation, and planned relocation, strengthening States' capacity to protect vulnerable populations and reduce the risks of forced displacement.

The coordination between international instruments, national policies, and monitoring mechanisms allows for the creation of an environment conducive to integrating scientific knowledge, local experiences, and technical recommendations into adaptation and human mobility strategies. At the same time, the results underscore the need to broaden the scope of national policies, ensuring the operationalization of international recommendations and strengthening cooperation across different levels of government and sectors.

In practical terms, the research points to the need to: i) expand and operationalize national adaptation policies that explicitly address human mobility; ii) develop legal and operational instruments that coordinate responsibilities, resources, and implementation mechanisms; iii) promote integration between climate, environmental, and migration policies; and iv) invest in monitoring, evaluation, and knowledge dissemination, ensuring that policy decisions are based on solid evidence. These measures are essential to address environmental displacement challenges in a coordinated and sustainable manner, contributing to the protection of human rights and the building of more resilient societies.

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### **Declaration of use of Artificial Intelligence:**

In this article, the ChatGPT was used to organize bibliographic references and perform grammatical corrections in accordance with scientific writing standards.

### **Notes:**

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