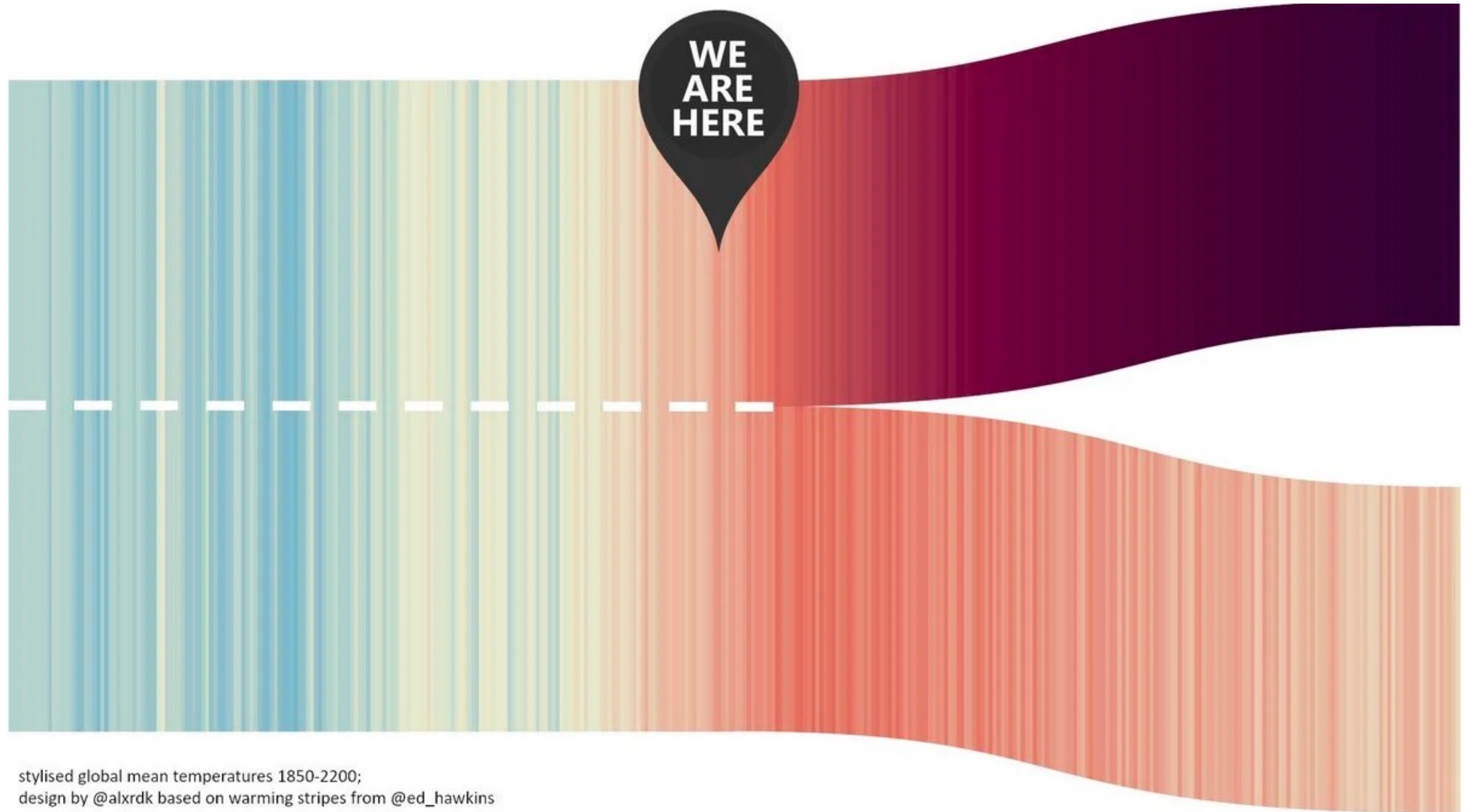THE CLIMATE ACTION
ACCELERATOR

Climate Action Accelerator: Solutions Workshop

Cutting emissions from business travel and purchasing in half: What to do in the aid sector?

WEBINAR | May 19, 2022

An important reminder

stylised global mean temperatures 1850-2200;
design by @alxrdk based on warming stripes from @ed_hawkins

Our story

Our main objectives

Who are we?

The Climate Action Accelerator is a non-profit initiative based in Geneva that aims to mobilize a critical mass of community-based organizations around the world to scale up implementation of climate solutions, keep global warming well below 2°C and avoid the risk of dangerous drift.

The goal is to help move the **aid, health and higher education** sectors towards a radical transformation of their practices, pursuing emission reduction targets (-50% by 2030) and a 'net zero' trajectory, in line with the Paris Agreement.

MAKING IT POSSIBLE

Empower organizations to at least halve their emissions by 2030 through a hub of expertise and resources.

TRAIN

Transform them into ambassadors of change within their networks, capable of influencing their peers.

SHARE

Build a global community of action, sharing climate solutions as a universal common good, to scale up their deployment.

Our partners

15 aid organizations have joined the Climate Action Accelerator and committed to reducing their emissions by 50% by 2030. They benefit from operational support and a dedicated resource center, increased public engagement and visibility, and a chance to inspire a greater domino effect in society.

We are an official partner of the UNFCCC's Race to Zero, which allows us to link our operational work to the global climate agenda and integrate our partner organizations into the global effort towards a net-zero sustainable future.
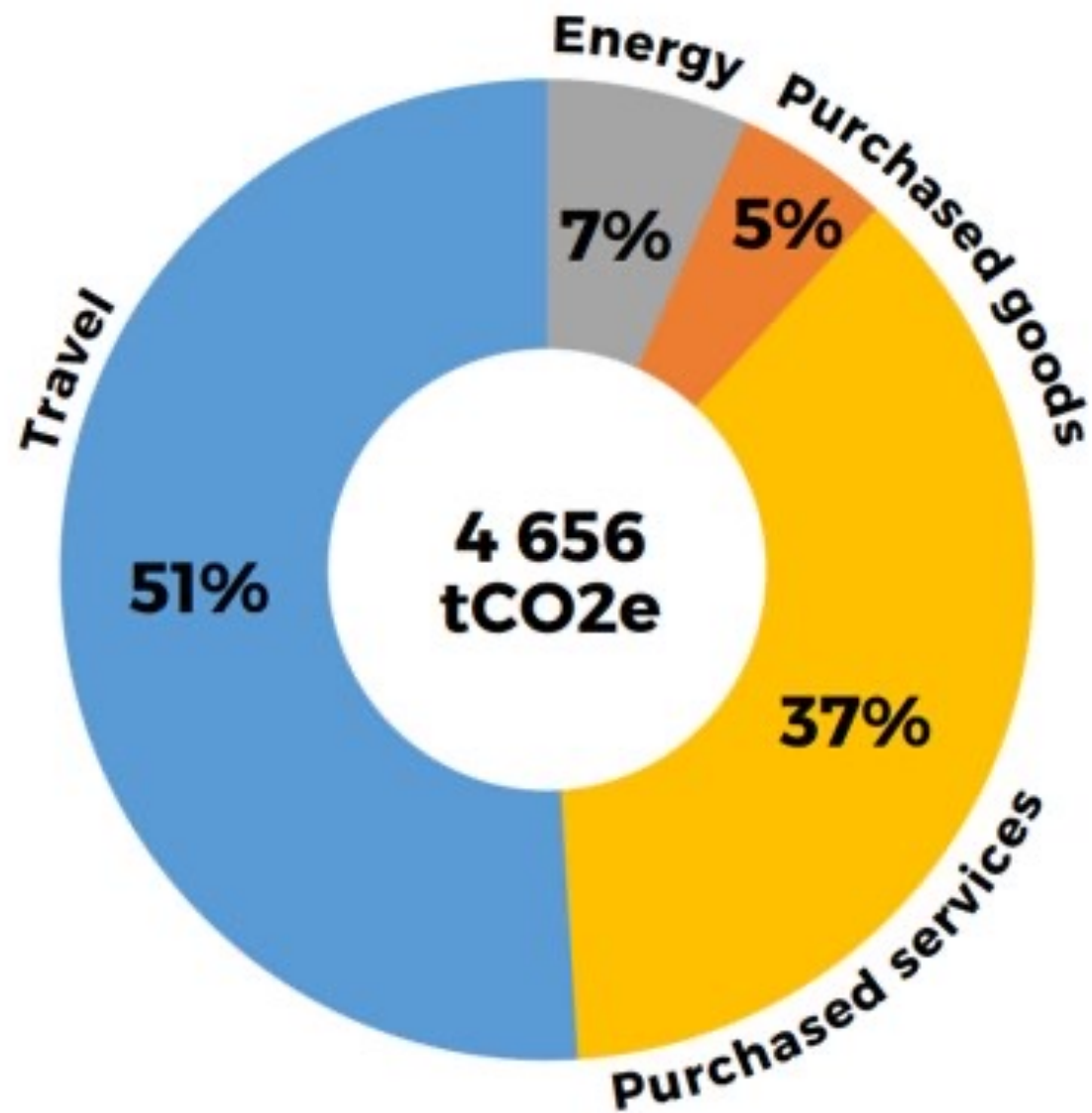
The environmental roadmap approach

Carbon footprint DCAF 2019

Carbon footprint results by emissions categories

Travel 51%
Energy 7%
Purchased goods 5%
Purchased services 37%
4 656 tCO2e

Carbon footprint ICRC 2020

1 032 847 tCO$_2$-eq.

Food
Humanitarian programmes
Relief items
Construction & Sanitation
Other
Financial assistance
Use of distributed products
Energy
Other
Premises
Missions
Commute
Fleet & Trans
Air Ops
Fuel
Vehicles
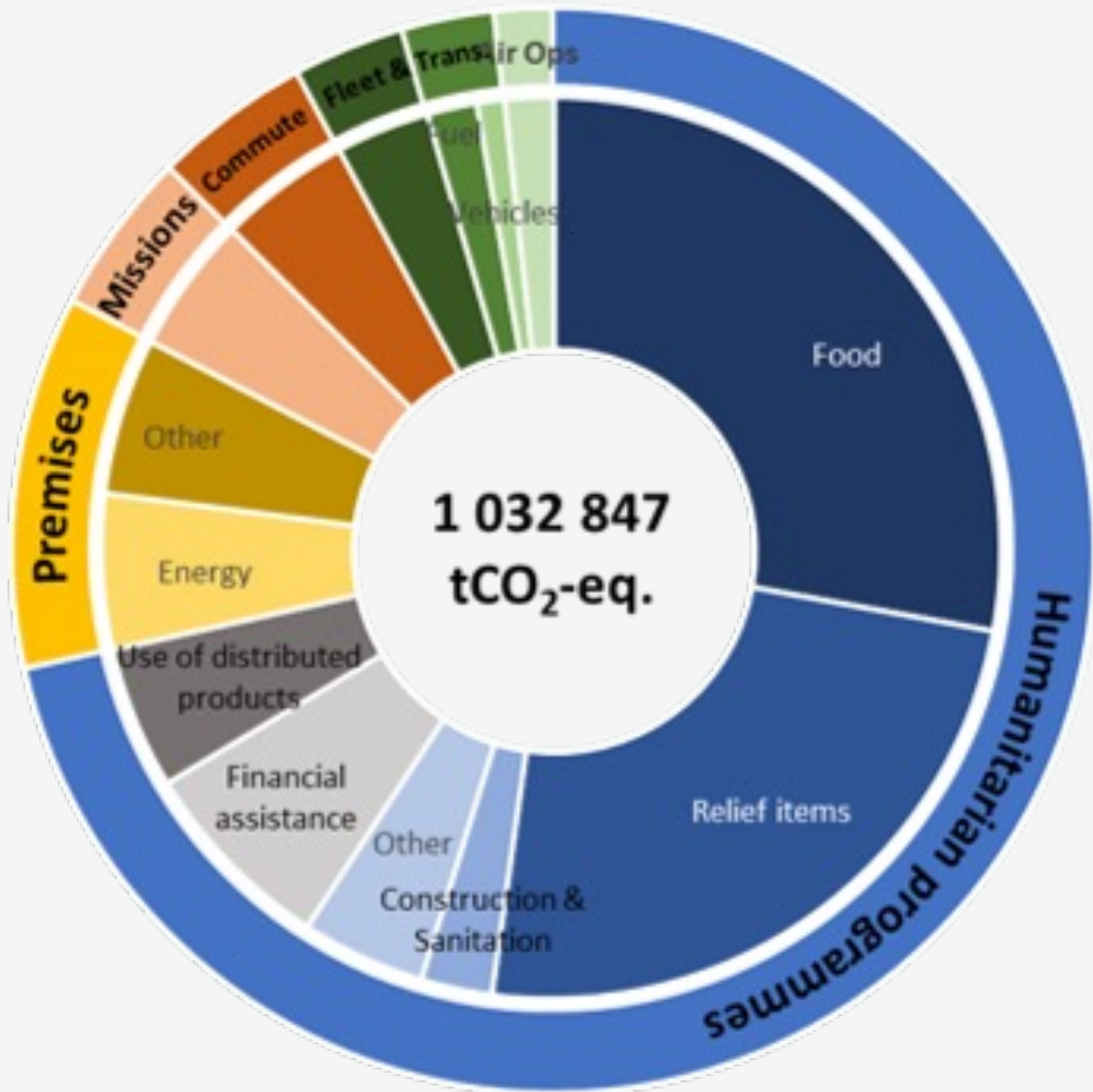
Example: carbon footprint of ALIMA *in 2020*

Despite Covid, an increase

Déchets plastiques — Matériel digital — Matériel lourd — Achats de services — Achats de produits — Produits nutritionnels — Médicaments — Fournitures médicales — Fret aérien — Electricité — Carburants groupes électrogènes — Gaz frigorigènes — Déplacements professionnels en avion — Déplacements professionnels en route — Déplacements domicile-travail

Déchets 3% — Energie Bâtiments 19% — Achats et Immobilisations 41% — 14 545 tCO2e en 2020 — Déplacements 25% — Fret 13%

More than 85% of the carbon reduction within 10 years is based on 5 major solutions.

These 5 solutions are the key to success:

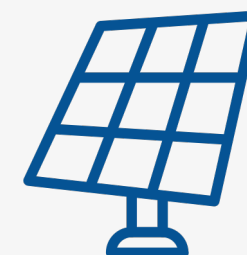Maximize the shift from air to sea freight for supplies

Reduce staff travel, especially by air
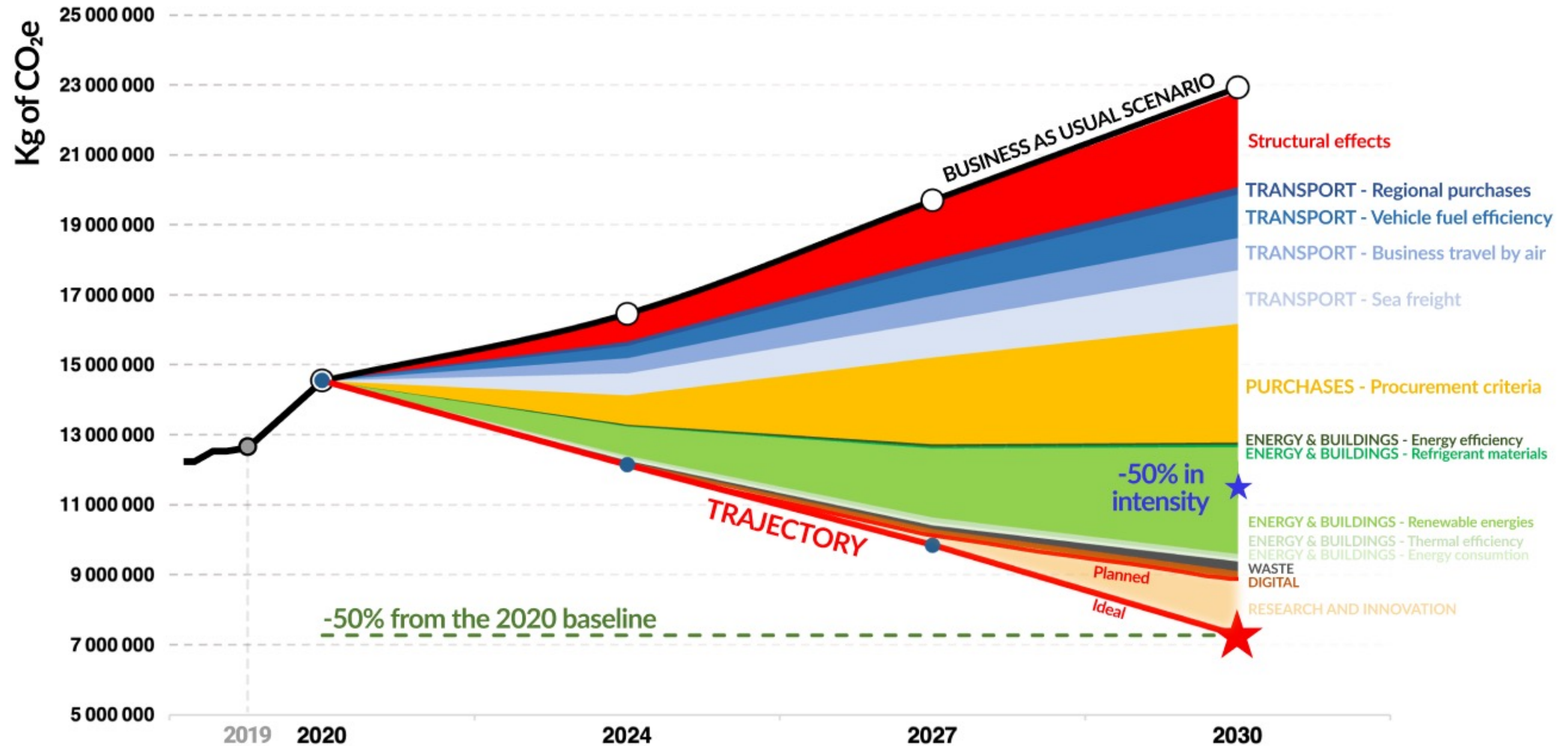

Increase the energy efficiency of vehicles

Implement environmental purchasing criteria

Switch to renewable energy; notably photovoltaics

ALIMA's decarbonization trajectory: 2020-2030

Solutions

Main categories of solutions

TRANSPORT

01 Reduce business travel by air and optimize your trips

02 Adopt soft mobility for commuting

03 Switch from air to sea freight for the transportation of goods

04 Maximize the filling of containers in order to reduce their number

05 Reduce the volume, weight and packaging of goods

06 Reduce the energy consumption of vehicles and choose less emissive fuels

PROCUREMENT

07 Choose low-carbon alternatives for food, non-food and medical items

08 Develop environmental purchasing criteria

09 Reduce the number of tonne-kilometres travelled through regional purchasing

10 Incentivise suppliers to decarbonise their business

ENERGY AND BUILDINGS

11 Reduce waste and energy consumption of infrastructure

12 Choose or produce renewable energy

13 Building and renovating in a sustainable and resilient manner

WASTE AND ECOSYSTEMS

14 Reduce local pollution from poor waste management

15 Repair, reuse and recycle

16 Prevent and limit environmental degradation generated by projects

17 Preserve the water resource by limiting waste and favouring sensible uses

DIGITAL AND TRANSVERSAL

18 Reduce greenhouse gas emissions from digital technology

19 Systematize eco-responsible practices on a daily basis, promote awareness and involvement of all staff

20 Choosing an eco-responsible bank

21 Develop less emissive and more resilient models of care and assistance

Focus on business travel and procurement

- Transport and procurement often account for **more than 75%** of the carbon footprint among our partners from the aid sector

- **Strong impacts** on the climate, but also on biodiversity, pollution...

- There is **room for improvement** to reduce impacts

- Transport -

Transport of goods (air, sea and road freight) and people (business trips and home-work journeys).

- Procurement -

Food, non-food, medical items

In general, most of the carbon impact of non-food items is related to the use of raw materials and the manufacturing phase.

+60%: the increase in CO2 emissions from the transport sector by 2050 if transitional measures are not adopted.

OECD

IMPACT OF ITEMS

Raw materials	Changes in land use
Manufacturing	Transport
Packaging	Use
End of life	

Impact and prioritisation of actions

How Does Not Flying Compare to Other Sustainable Lifestyle Changes

It is impossible to calculate the exact greenhause gas emissions of an individual person and the potential emissions reduction. All figures are approximations. However, it is clear that flights make a substantial impact on one's personal climate footprint.
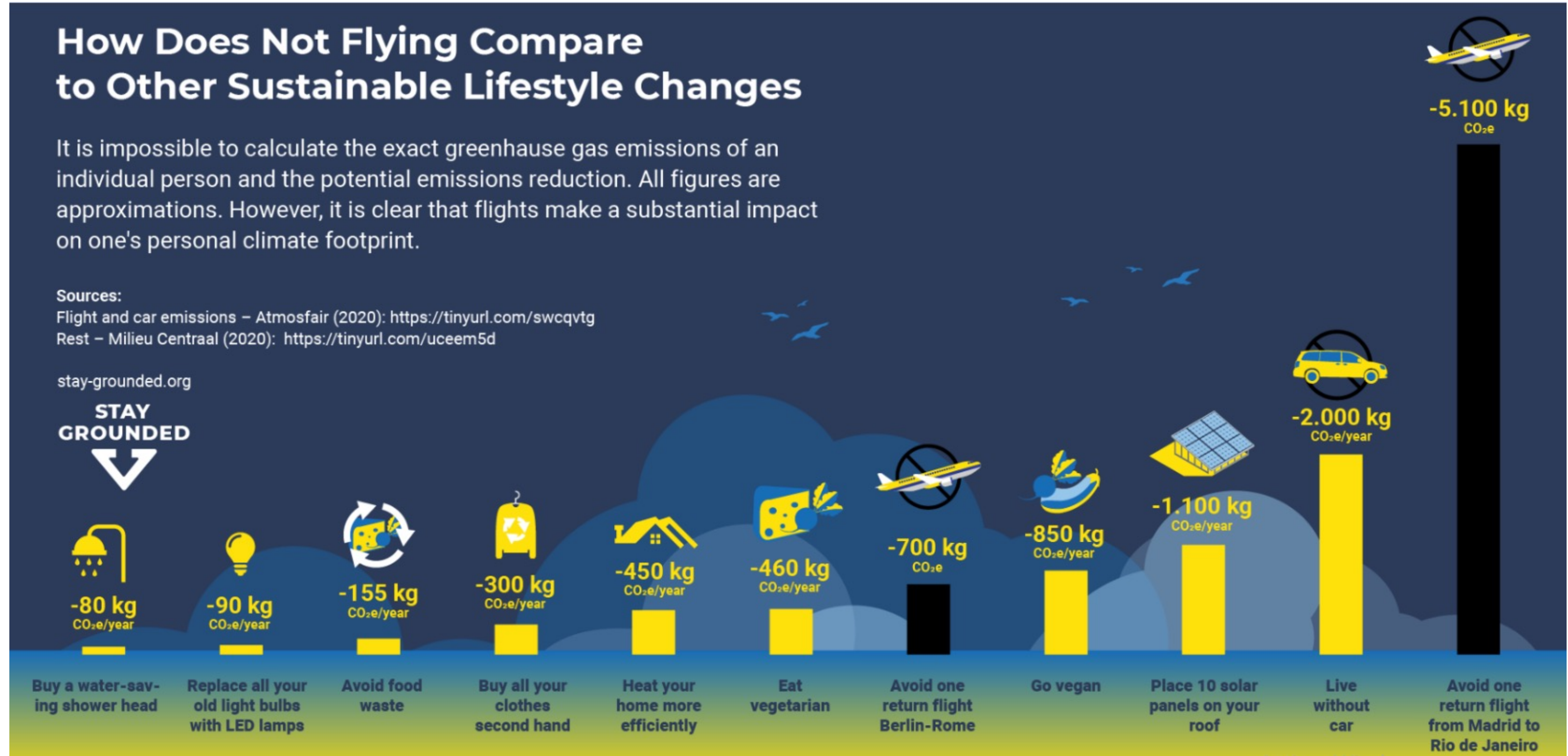
Sources:
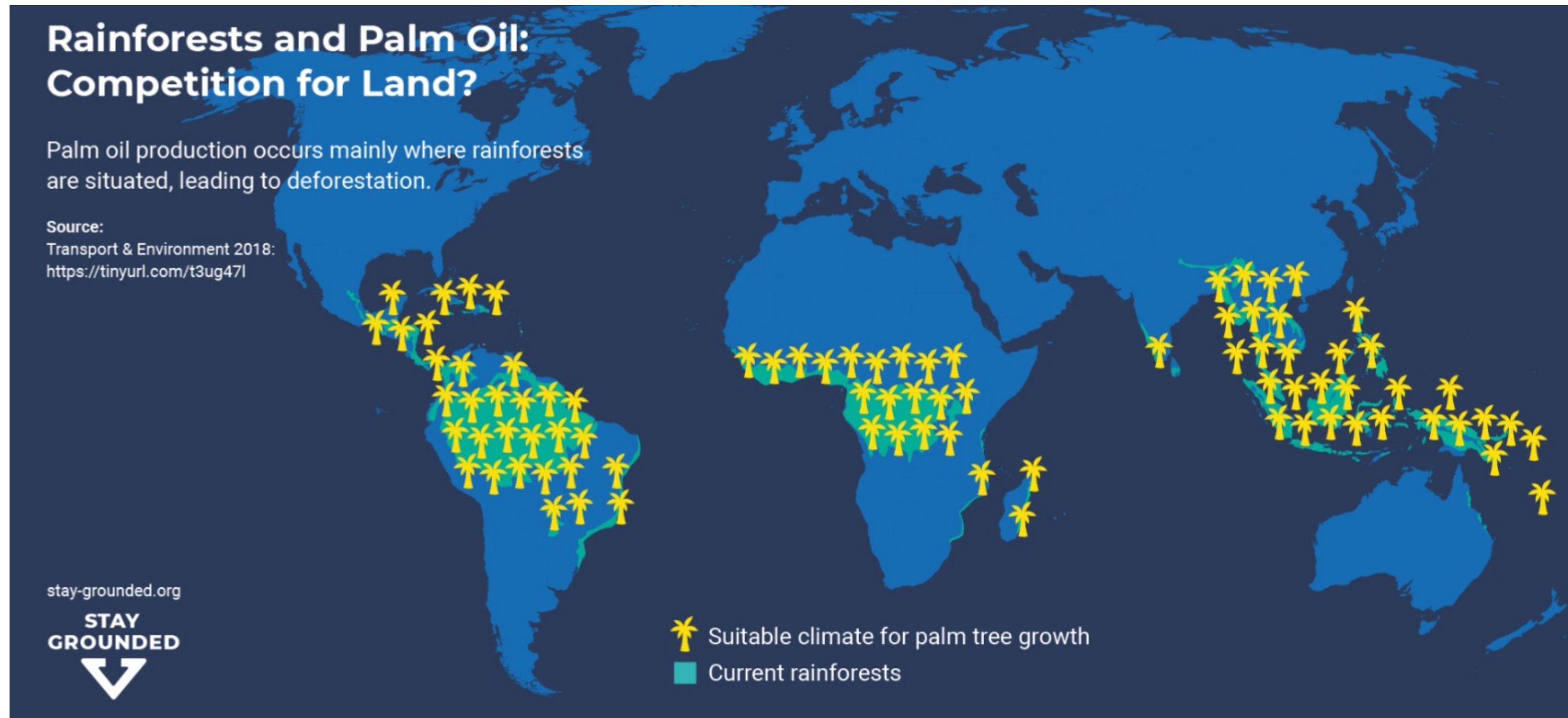Flight and car emissions – Atmosfair (2020): https://tinyurl.com/swcqvtg
Rest – Milieu Centraal (2020): https://tinyurl.com/uceem5d

stay-grounded.org

STAY GROUNDED

- -80 kg CO₂e/year — Buy a water-saving shower head
- -90 kg CO₂e/year — Replace all your old light bulbs with LED lamps
- -155 kg CO₂e/year — Avoid food waste
- -300 kg CO₂e/year — Buy all your clothes second hand
- -450 kg CO₂e/year — Heat your home more efficiently
- -460 kg CO₂e/year — Eat vegetarian
- -700 kg CO₂e — Avoid one return flight Berlin-Rome
- -850 kg CO₂e/year — Go vegan
- -1.100 kg CO₂e/year — Place 10 solar panels on your roof
- -2.000 kg CO₂e/year — Live without car
- -5.100 kg CO₂e — Avoid one return flight from Madrid to Rio de Janeiro

Palm oil (but also soy and sugar cane), common issues to procurement and transport

Rainforests and Palm Oil: Competition for Land?

Palm oil production occurs mainly where rainforests are situated, leading to deforestation.

Source:
Transport & Environment 2018:
https://tinyurl.com/t3ug47l

stay-grounded.org

STAY GROUNDED

🌴 Suitable climate for palm tree growth
🟩 Current rainforests

Oils and food products, hygiene and cleaning products, biofuels ...

Business travels

ETH Zurich, Mobility Platform
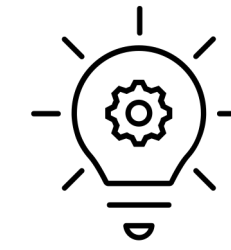
Reduce business travel thanks to online meetings and multipurpose & grouped trips
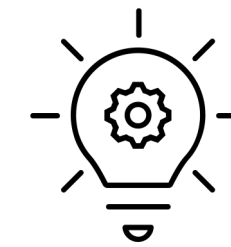
If travel is essential, choose the least emissive mode of transport (train, carpooling)
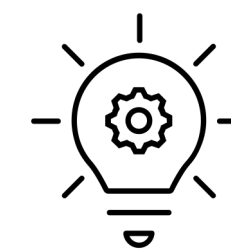
If air travel is essential, choose direct flights, in economy class, and more eco-responsible airlines

1 - **Reduction of travel**

- Online meetings -

- Replace some regular appointments, meetings, trainings or conference contributions with **video conferencing.**

- **Building on the COVID experience**

**RETURN FLIGHT
PARIS-GENEVA IN ECONOMY CLASS
~ 168 KG CO$_2$**

**A 4 HOURS VIDEOCONFERENCE
~ 0.240 KG OF CO2**

Atmosfair & Greenspector

- Multipurpose & grouped trips -

- Bringing teams together is necessary for the activity and the smooth running of an organization.

- Consider the **optimum number of** meetings and trainings, the **number of people** who should attend, and grouping the meetings together in one week.

It makes a difference: Climate impact of different modes of transport

This diagram refers to data from Austria (as of 2017), where the railway is powered by a high percentage of renewables. The Austrian Environmental Agency uses a factor of 2.7 to account for the non-CO2 related climate impacts of aviation. This is an average: In reality, each flight has a different climate impact, depending upon the engine, the route and altitude of a flight. Short-distance flights are particularly harmful per unit of distance travelled, since the emissions of the kerosene-intensive climb are dis-proportionately high.
Still: The longer the flight, the greater the impact.

Source:
UBA Austria 2019: https://tinyurl.com/rwzrpyk

stay-grounded.org

STAY GROUNDED

Walking, Bike — 0g CO_2e

110 — Train — 5.4g CO_2e

18.80 — Public-transit bus — 37.5g CO_2e

18.80 — Coach — 43.2g CO_2e

1.15 — Passenger Car — 146.6g CO_2e

94.22 — Flight — 394.5g CO_2e

Passenger occupancy (in persons)

All emissions in g CO_2e/Passenger km
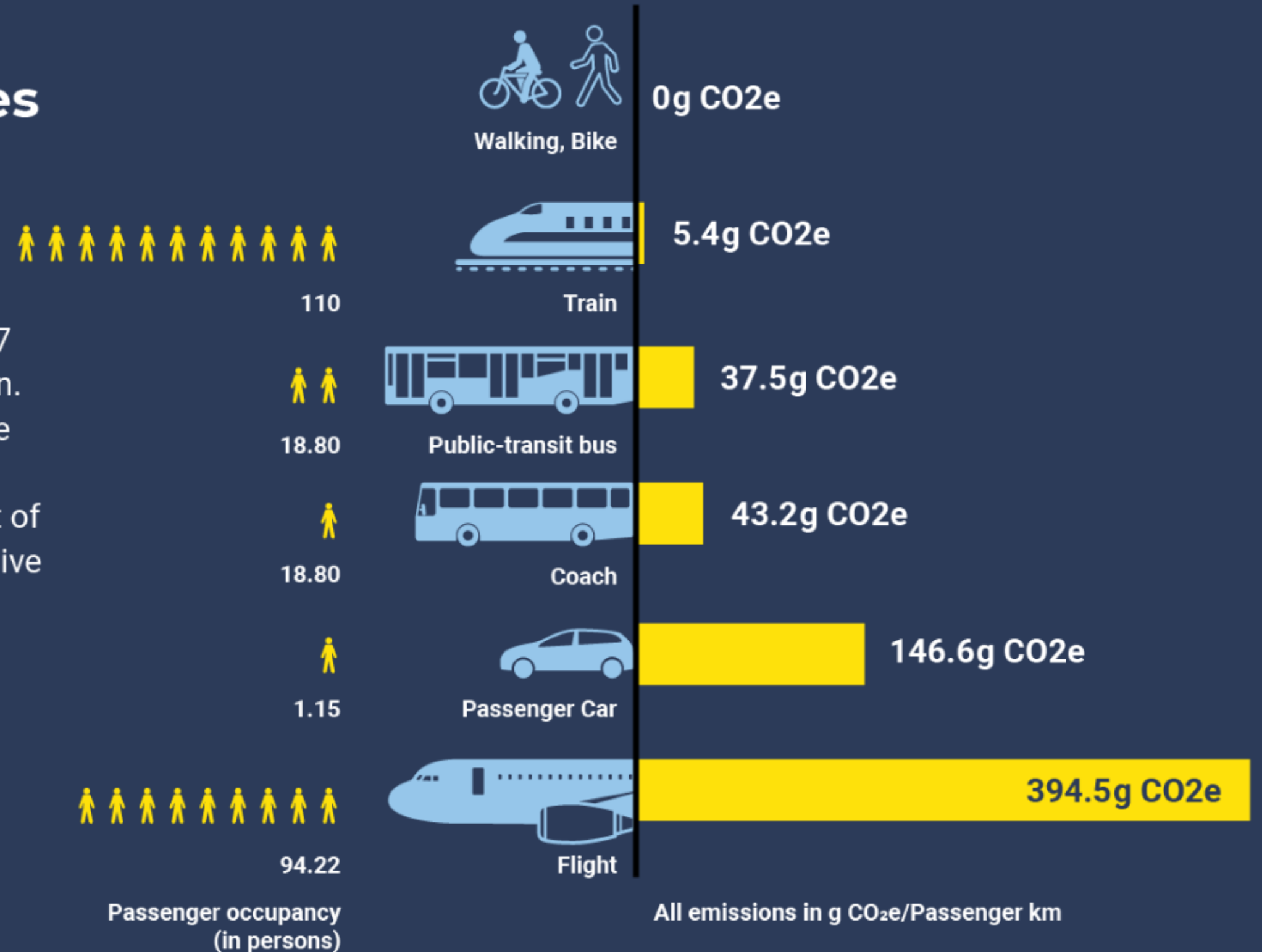
3 - Travel more responsibly

Fly economy
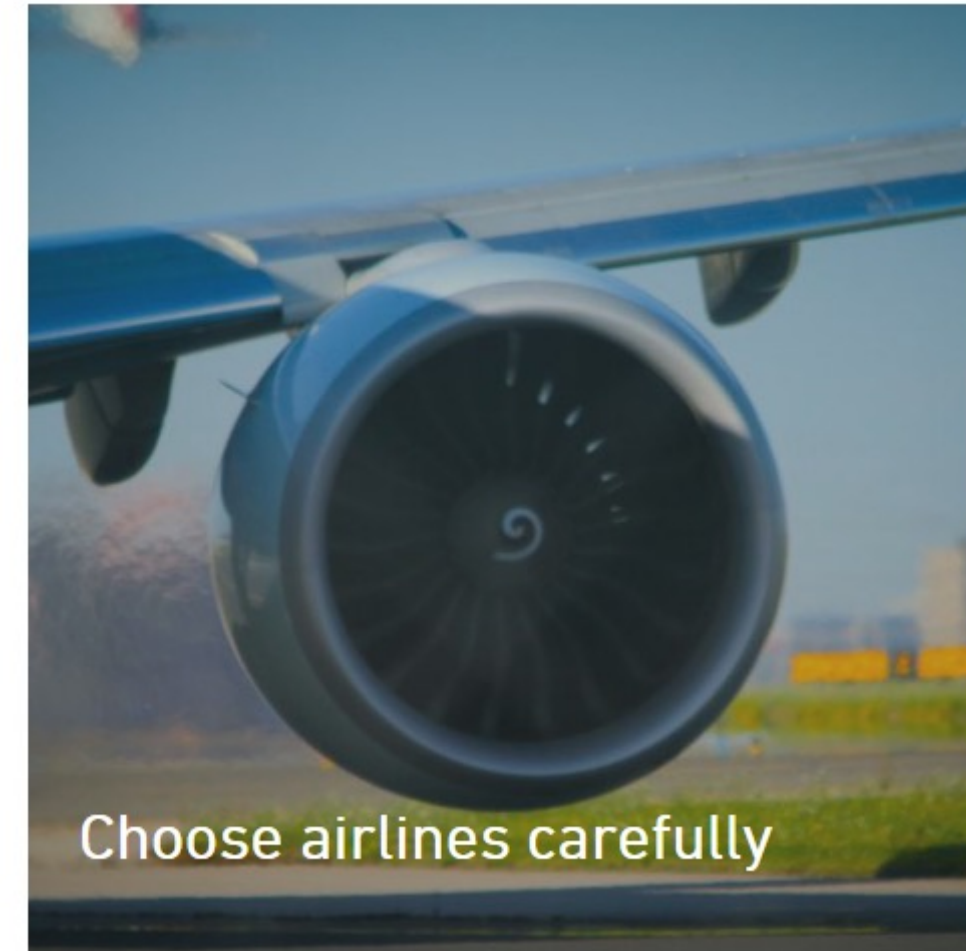

Take direct, non-stop flights

Choose airlines carefully
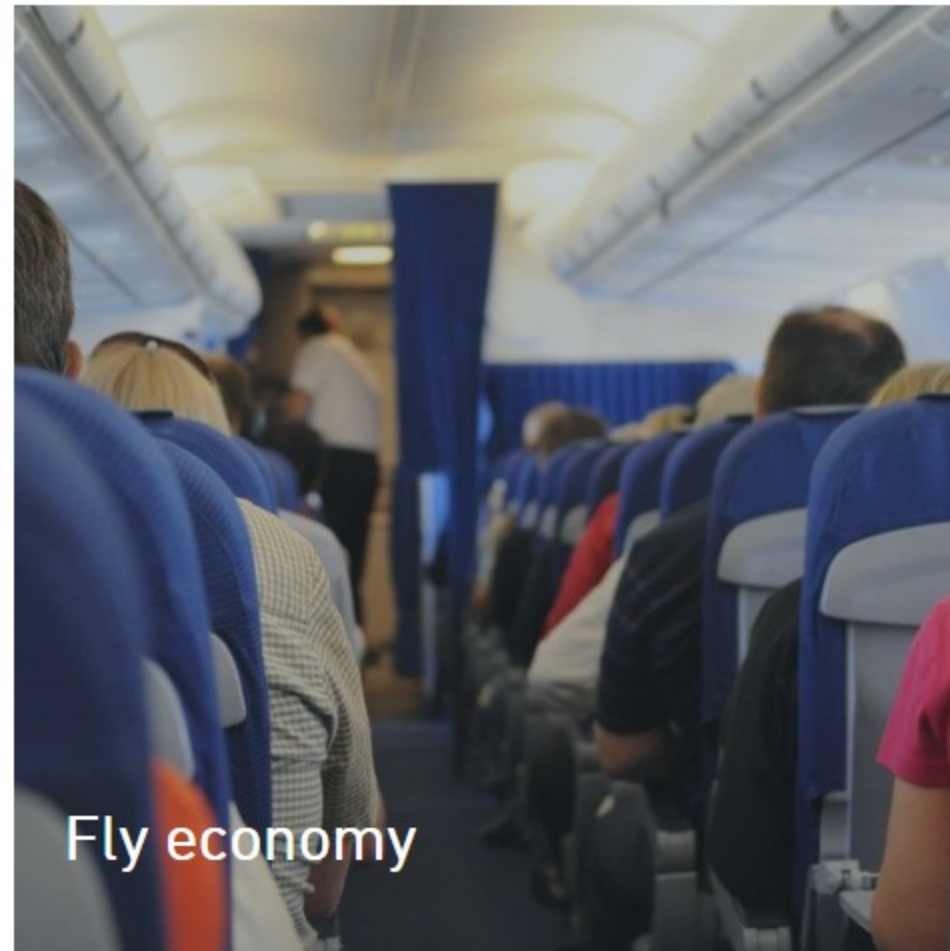
Flying economy class emits 3x less CO2 than flying business class and 9x less than flying first class.
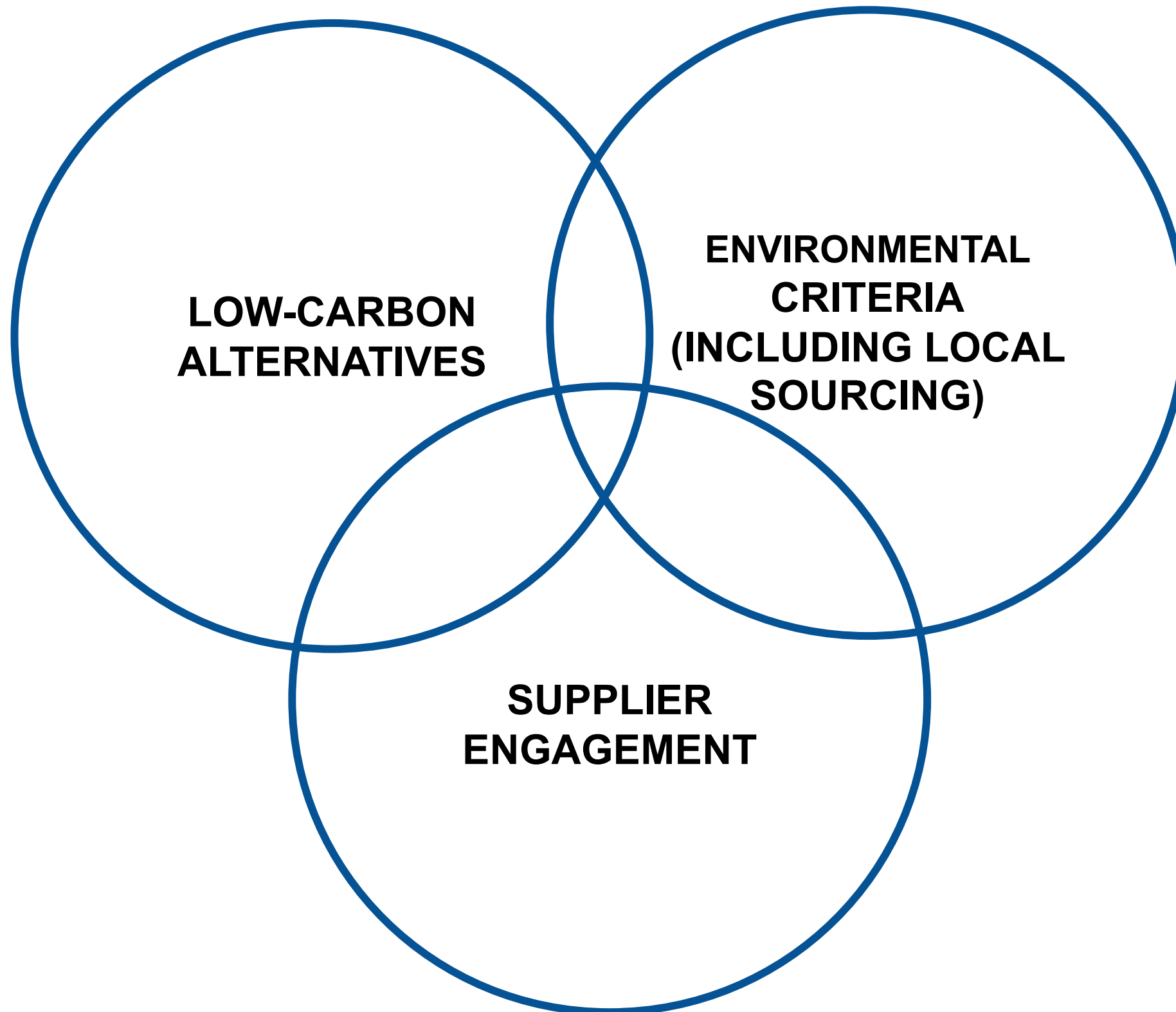
World Bank
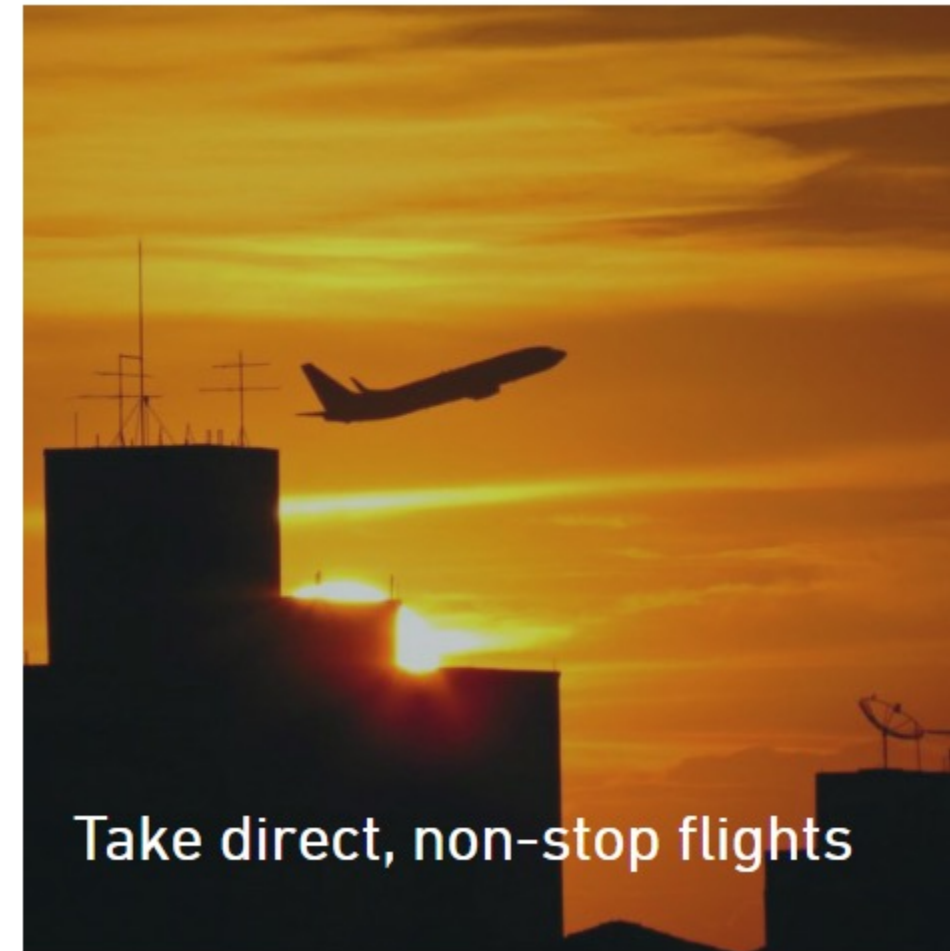
An aircraft consumes the most fuel during take-off. On a short flight, the take-off and landing phases are the most fuel-intensive!
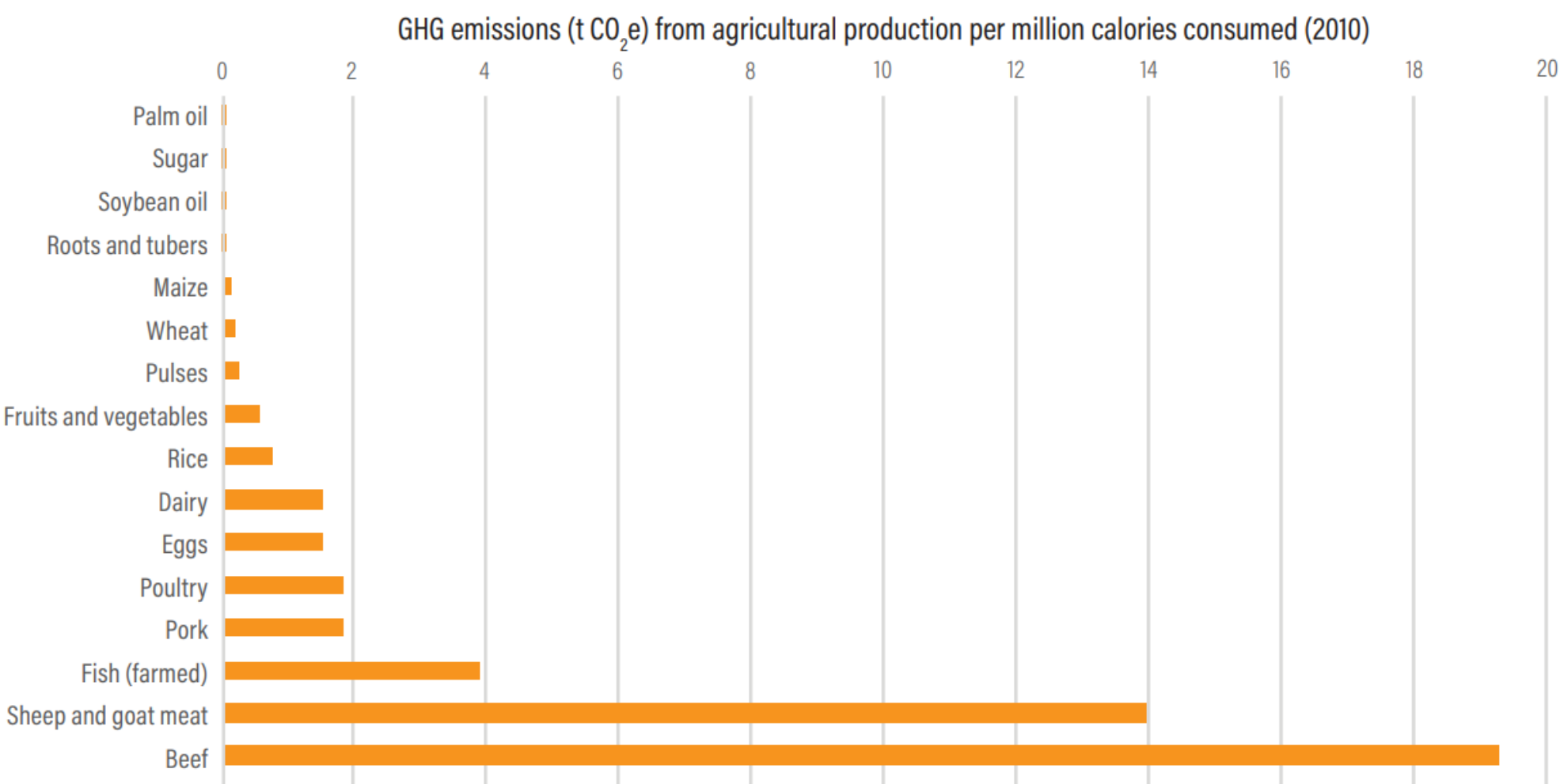
Some airlines are more fuel efficient (choice of aircraft, taxiing, weight reduction) and fly with alternative fuels with lower emissions.

PROCUREMENT - OVERVIEW

LOW-CARBON ALTERNATIVES

ENVIRONMENTAL CRITERIA (INCLUDING LOCAL SOURCING)

SUPPLIER ENGAGEMENT

Choosing low-carbon alternatives

Figure 6-6c | Foods differ vastly in greenhouse gas impacts

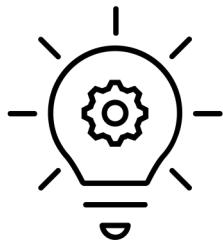GHG emissions (t CO_2e) from agricultural production per million calories consumed (2010)

WRI, 2019, Creating a Sustainable Food Future. A Menu of Solutions to Feed Nearly 10 Billion People by 2050.
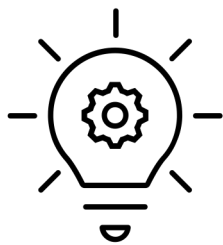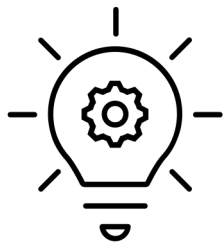
💡 Analyze the carbon impact of purchased products, identify high emitting products and prioritize
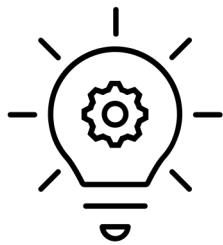
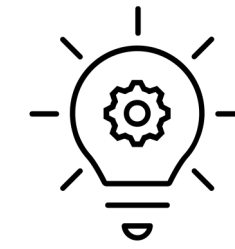💡 Identify alternative products with lower emissions

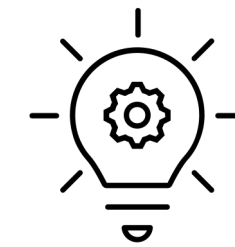💡 Consider a supplier or sourcing country that offers an equivalent product with lower emissions

💡 Request a carbon footprint of the alternative product or a life cycle analysis to better inform the final decision

Environmental criteria

Food parcels | Blanket, synthetic | Mats, for floor | Mosquito net | Bucket, plastic, for distribution

KITCHEN SET, Type A | KITCHEN SET, Type B | Hygiene parcel | Solar lamp, for distribution | Family tent, geodesic
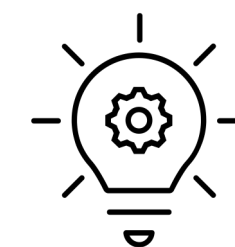
ICRC

Include environmental criteria in contract award criteria

Define specifications for key products, such as the incorporation of recycled or low-carbon materials, or the use of labels
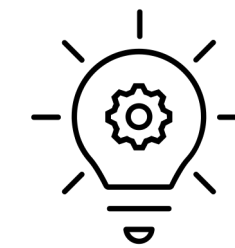
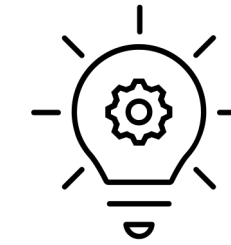Require suppliers to provide long-lasting products

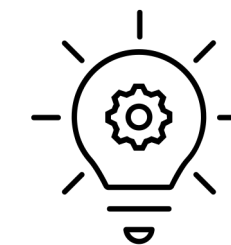Require suppliers to decarbonize their operations
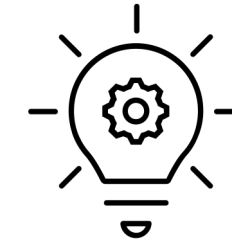
Regional Purchasing

Identify products that can be purchased locally

Be aware of the difference between buying locally produced products and products sourced locally but produced far away

Encourage suppliers to decarbonise their production

Publicly recognize suppliers who are committed to decarbonization (social networks, reports, case studies, etc.)
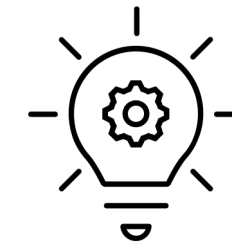
Establish long-term contracts to provide greater planning security for suppliers

Agree on beneficial payment terms

Agree to a higher price for decarbonized products

Questions & Answers

15 minutes

Key policies & Participatory groups

Focus on two key policies: procurement & travel
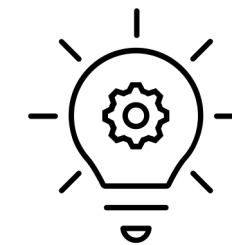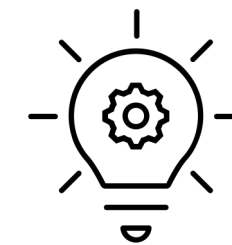
- Major tool for **driving** climate action throughout the organization, **formalizing** structural changes and **systematizing** best practices

--> setting rules and providing a clear and common framework for all staff

--> by generalizing to the whole organization the bold actions and best practices taken (sometimes already) by individuals and departments

TRANSPARENCY | EQUITY | OWNERSHIP

AMPLIFICATION | IMPACT

- Yet, policies alone are not enough. Important to put in place tools for awareness raising, processes in place for the implementation, work with the travel agency and suppliers....

Participatory groups

- Group 1 -

Procurement policy

(Breakout zoom)

See you in 40 minutes

- Group 2 -

Travel policy

(Breakout zoom)
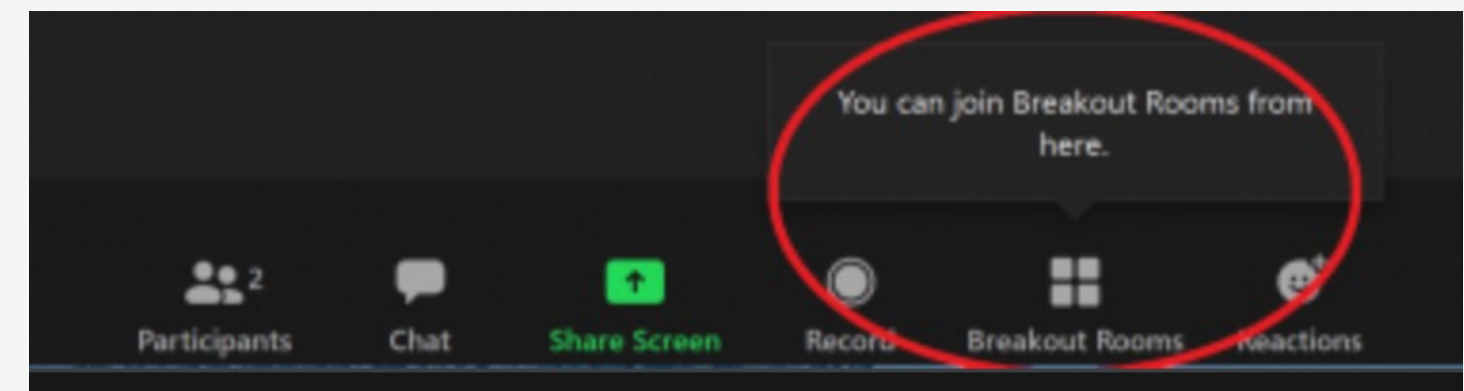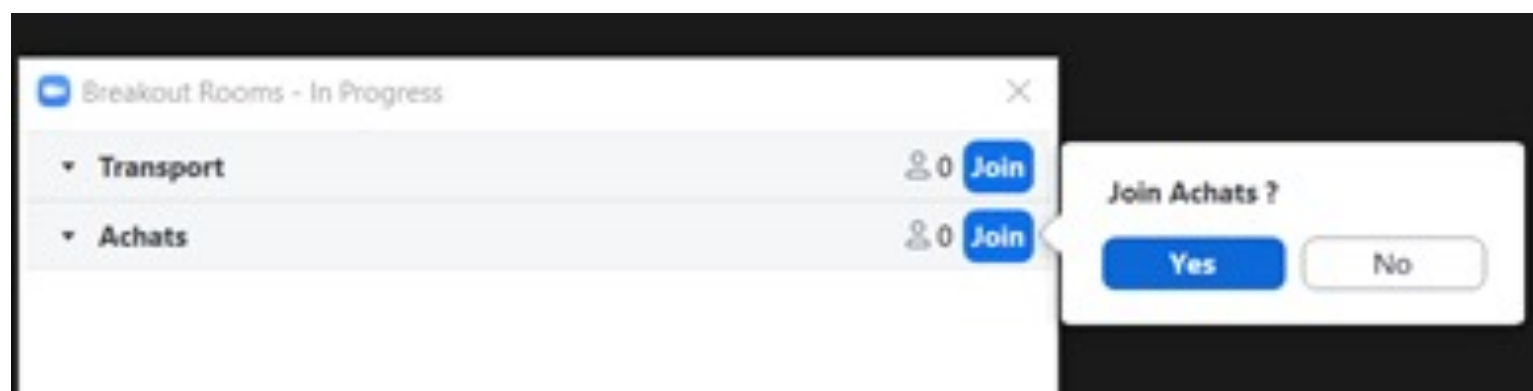
Purchasing Policy

Focus on supplier selection criteria

PURCHASE OF LOW-CARBON ALTERNATIVES

ENVIRONMENTAL CRITERIA (INCLUDING LOCAL PURCHASES)

SUPPLIER ENGAGEMENT
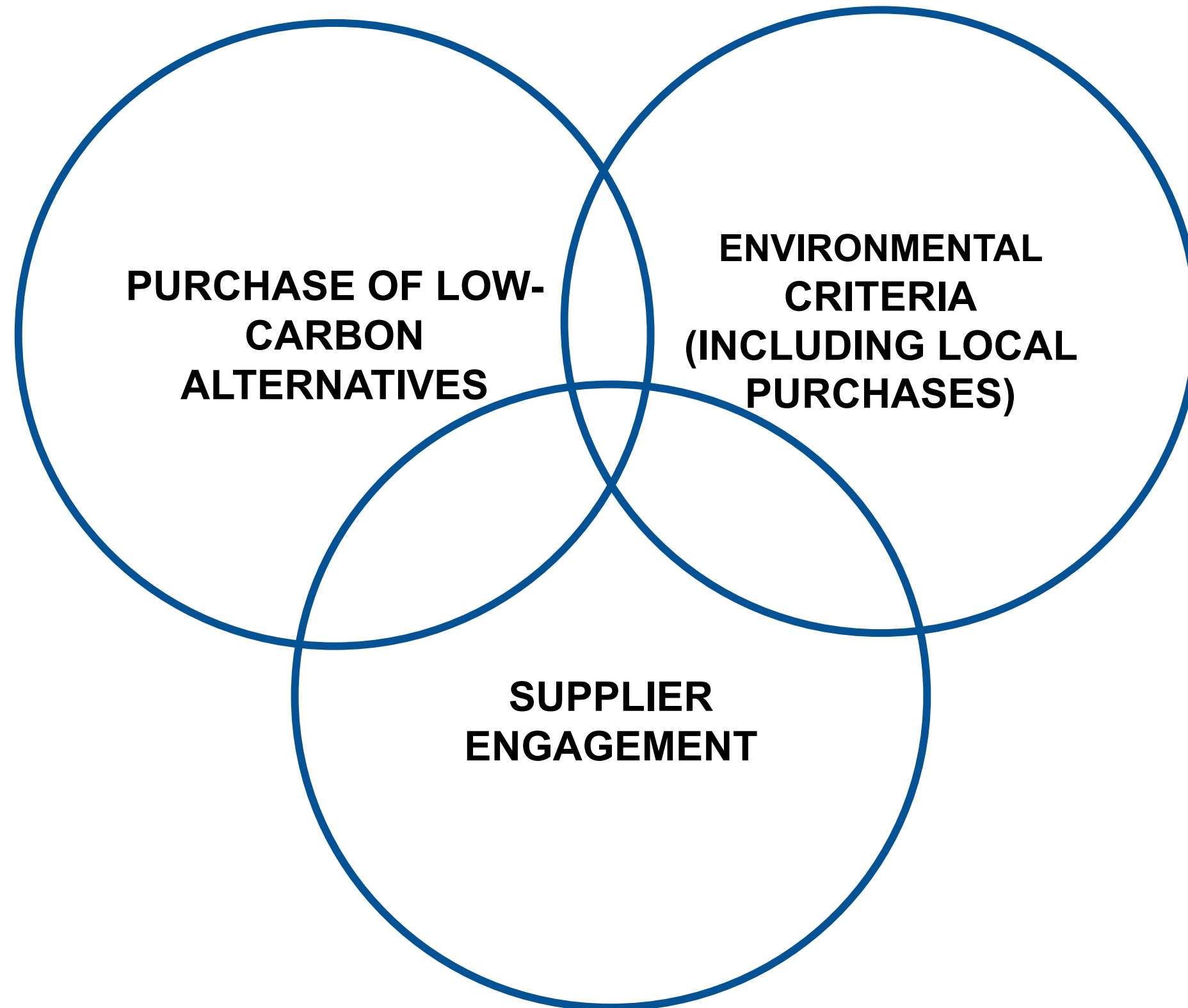
Figure 5: Pathway to net zero for the NHS Carbon Footprint Plus Scope
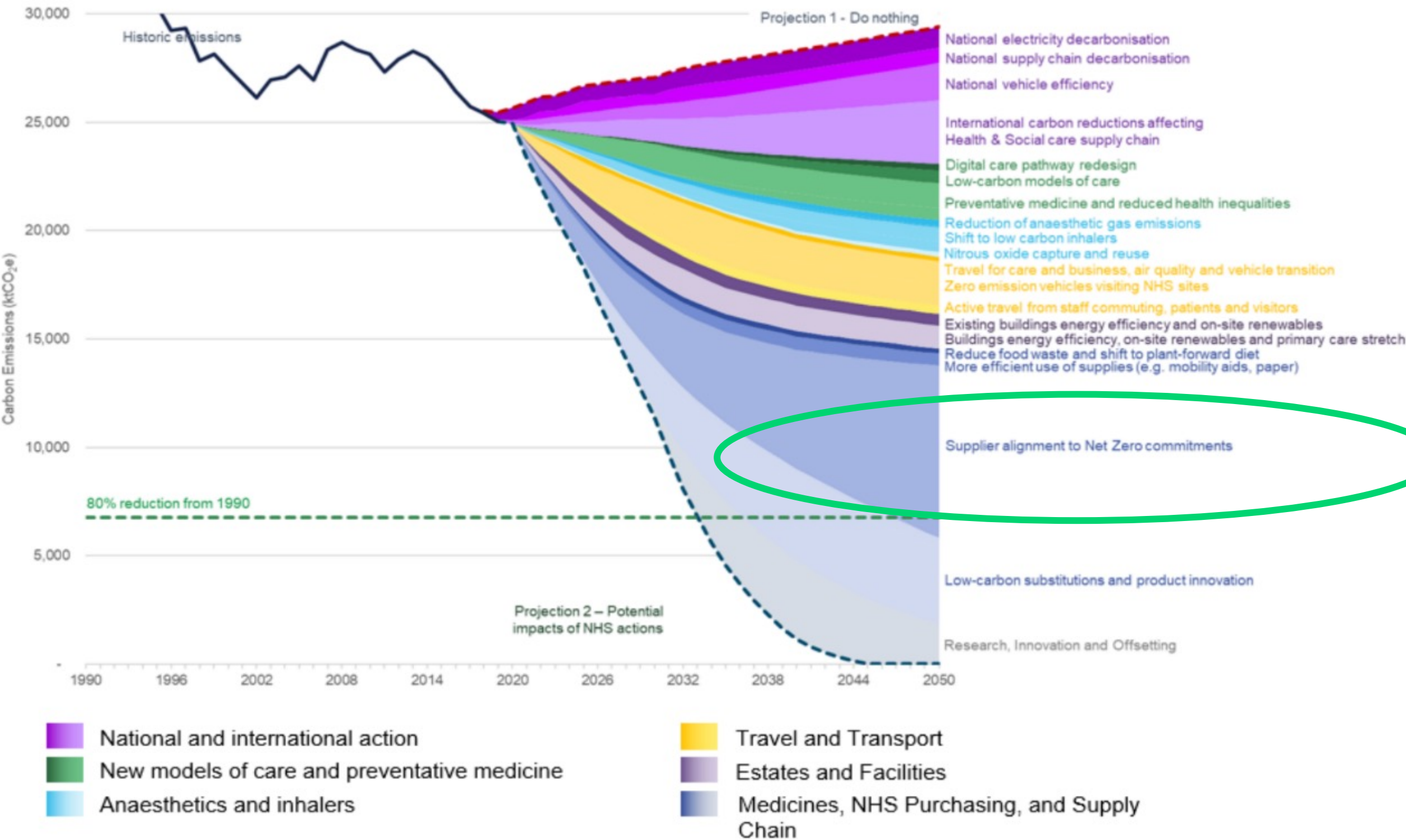
Example NHS

Decarbonization of suppliers is identified as one of the key solutions to reduce NHS Scope 3 emissions

NHS, 2020, Delivering a 'Net Zero' National Health Service

Example NHS - Supplier Roadmap

From April 2023 — All suppliers with new contracts with a value above £5 million per annum will be **required to publish a carbon reduction plan for their direct emissions**

From April 2024 — The above-mentioned requirements will be **extended to all suppliers** with new contracts, regardless of contract value

From April 2027 — All suppliers have to publish a carbon reduction plan covering the suppliers' direct and indirect emissions. As international standards mature, **requirements will be introduced so that both the targets and the emissions reporting are independently verified by a recognised third-party.**

From April 2028 — New **requirements regarding the carbon foot-printing for individual products will be put in place**. The scope and the methodology are to be determined in collaboration with suppliers and regulators

From 2030 — Suppliers will have to demonstrate progress through published progress reports and continued carbon emissions **reporting through the supplier framework**

Purchasing policy - decarbonization of suppliers

- **What are the benefits of this approach?**

- **What are the points of attention?**

- **Can you share other good examples on the subject?**

- **What are success factors?**

Science Based Targets Initiative

Science Based Targets

- 1200+ companies and organizations have set science-based targets
- More than 80% of these targets also cover scope 3 reductions
- Nearly 150 of these companies have included specific supplier engagement goals.

Examples of other initiatives:

Logic of action
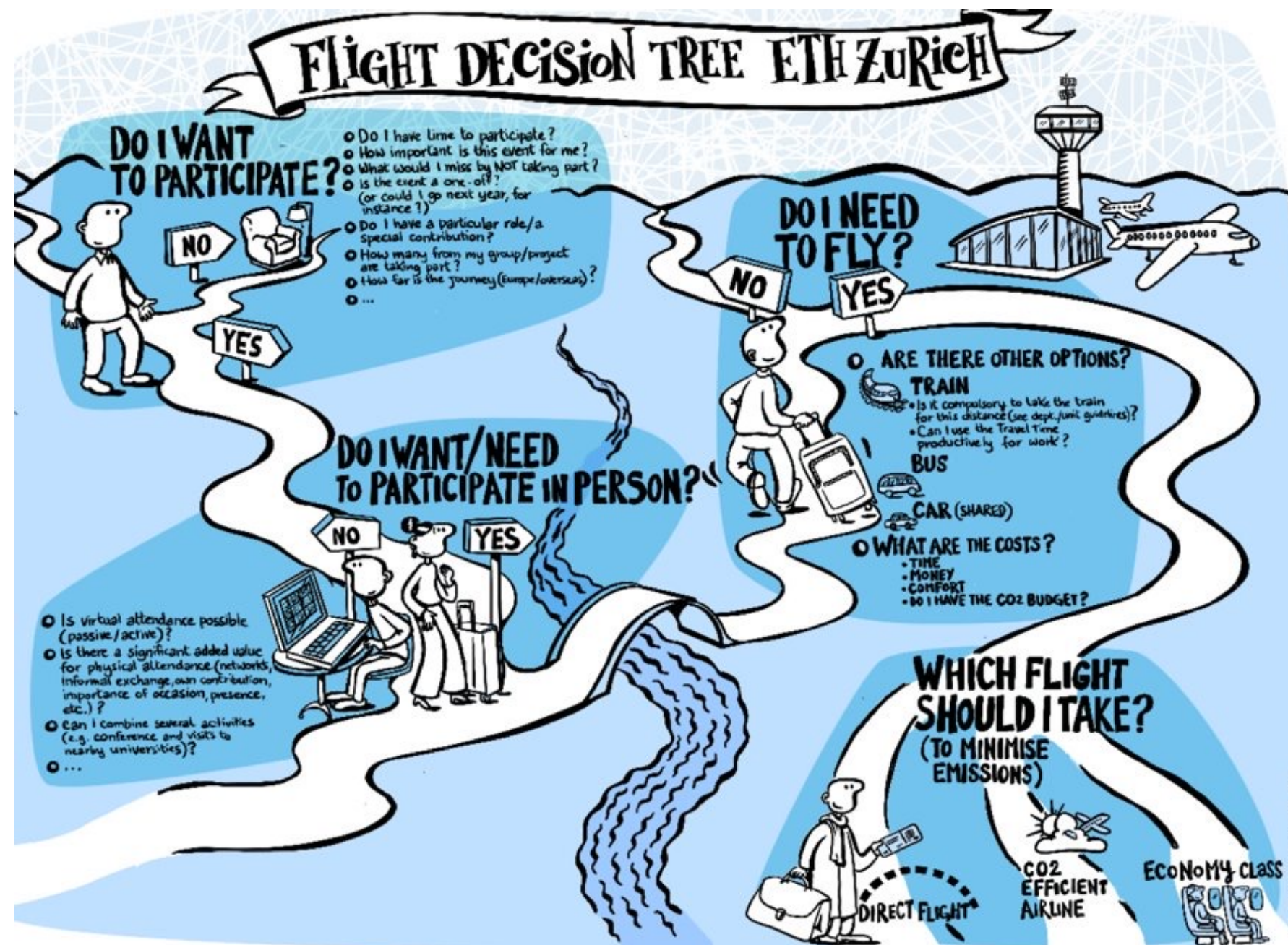
ETH Zurich, Mobility Platform

1 Reduce business travel thanks to online meetings and multipurpose & grouped trips

2 If travel is essential, choose the least emissive mode of transportation (train, carpooling)

3 If air travel is essential, choose direct flights, in economy class, and more eco-responsible airlines

Discussion

Discussion

- Could you share 1 or 2 good examples on the subject in your organization?

- Have you identified any major challenges to overcome?

- What do you think are the success factors?

Policy examples

2.2   Travel and the environment

Travel and face to face meetings can be an important tool to the Bank in meeting its objectives. But, they also have an impact on the Bank's climate objectives and need to be balanced against this and other considerations.

One of the Bank's key strategic priorities is to respond to the challenges of climate change. The Bank has committed to an ambitious Science Based Target (SBT) to reduce emissions by 63% from 2016 to 2030, consistent with the goals of the Paris agreement and limiting global temperature rises below 1.5°C.

Air travel represents around a third of the Bank's operational carbon footprint, and an even larger proportion of the emissions the Bank can meaningfully influence in the short to medium term.[1] The greatest reductions to carbon emissions can be achieved by reducing the number and class of long-haul international flights.

Carbon emissions per 100 miles (Kilos C02e)[2]

Teleconference	0.6
Rail – International	0.8
Air – Economy	24
Air – Premium Economy	38
Air – Business Class	68

To help reduce the environmental impact of our travel, you should consider joining meetings remotely wherever possible.

Where travel is required, you should choose the lower emissions option where practical, and where any additional cost, time commitment or impact on wellbeing is not disproportionate. For example, you should take public transport instead of taxis, where it is safe and practical to do so.

BANK OF ENGLAND

Vision

Ambition

Inventory and prioritization

Information

Actions

Policy examples

Introduction

Staff, volunteers, board members, and everyone who travels for Greenpeace Belgium (GPB) are expected to consider the environmental, financial and social impact of any travel they undertake. This means that their journeys should always be essential and arranged as economically as possible while maintaining a positive public image of the organisation.

Meetings through video-conferencing and other communication tools should always be preferred as an alternative for travel.

As a general rule, second (train) or economy (flights) class only is allowed, unless the price of a first class ticket turns out to be lower.

GREENPEACE BELGIUM

Policy examples

Travel policy

Lund University Centre for Sustainability Studies (LUCSUS)[1]
– adopted by the board 6/12/2018

The travel guidelines will apply to all staff and guests associated with, and visiting LUCSUS, with an eye to creating a working and learning environment in which environmental sustainability is prioritized. They can also be used to inform LUCSUS teaching and inspire students to take corresponding steps of their own.

LUCSUS recognizes that travel, particularly from flying, constitutes the single largest source of work-related greenhouse gas emissions within academia. Because academics fly significantly more and thus contribute more to aviation emissions and climate change, we have a greater responsibility to reduce our individual and total emissions. As sustainability scientists, reducing our emissions is an imperative that follows from our ambition to lead in research, teaching and fostering the necessary changes towards a more sustainable future. It is also a sound outreach strategy, in that "walking the talk" on sustainable transformation can help inspire wider efforts by private and institutional actors to decrease their own emissions.

Vision

Actions

Concretely, LUCSUS hereby commits to:

1. Pursue a **long-term strategy** to reduce emissions from academic travel, and facilitate staff needs in choosing low-carbon travel.

2. Investigate opportunities for an **internal fund**, from which to finance potentially increased costs of international low-carbon travel, or other ways to facilitate (and push for) a reduction in academic travel emissions.

3. Systematically **collect travel-related emissions** via the university's travel agency and through an individual carbon tracker.

As part of a common commitment to reduce travel-related emissions, LUCSUS staff agrees to[2]:

3. Prioritize, wherever possible, travel-free **meetings and telephone/video conferences** over physical travel, and collective ground (**train, boat or bus) travel over air travel**.

4. Prioritize ground travel for all trips **within Sweden**.

5. Prioritize ground travel for all **international destinations within 12 hours from Lund**, and seriously consider this for all trips within Europe. **Always** ask Egencia to provide a non-flight alternative for any travel booking within Europe.

7. Prioritize low-carbon opportunities for any **activities and events** that are organized. This means: fewer participants travelling long distances by air and ensuring key roles for those that do travel; giving high priority to locations that can be reached with low-carbon travel options; encouraging and facilitating train travel for event participants; and encouraging, incorporating and technically supporting online speakers and webcasts.

Policy examples

Sustainable travel

What does Ghent University to reduce CO2 emissions from academic business trips? Which cities are easily accessible by train? And how can you get started yourself? Let us inspire you!

Sustainable travel policy

Ghent University commits itself to fly less, more thoughtfully and more sustainably, and thus to reduce the CO2 emissions of its air travel by at least 1/3rd by 2030 in comparison with the reference year 2019.

→ Transition plan sustainable travelling 2020-2030

→ Goals for each faculty: check the mobility barometer!

→ Sensibilisation tools: postcards from 'train' destinations

→ Sensibilisation logo: 'I didn't fly'

Cities easy to reach by train

If we can get somewhere within 8 hours by train, we do so. Here we show which cities are easy to reach by train, how to book them, what other people's experiences are, etc.

→ Academictravel.ugent.be: interactive map, community stories and FAQ

→ List of cities easy to reach by train

→ Compare the CO2-impact of your travel with a train or a plain

Guidelines sustainable travels

In order to reduce CO2 emissions by 1/3 by 2030, trains should be chosen instead of planes where possible, but also the number of journeys should be reduced. The following guidelines apply:

→ Reduce travel through online meetings and conferences. This is what Ghent University supports.

→ If we can get somewhere within 8 hours by train, it's expected to do so.

→ Train, bus and boat journeys are subsidised by 30 EUR for tickets > 100 EUR or by 100 EUR for tickets > 200 EUR. Here the way how to do it.

→ In international research collaborations, Ghent University takes the lead by

You want more?

Then you are absolutely right. How do we balance the need for an academic institution to be internationally active with the need, again according to academia, to take into account the urgency of the climate issue? Weigh in on the debate!

→ Join the debate: Roundtable of Sustainable Academic Travel

→ Sustainability spact: Check here who are the frontrunners at our university!

Outcomes
Participatory Groups

Sharing platform

Platform for sharing knowledge and experiences related to decarbonization and environmental approaches in organizations

Build an international community of practice, for both high- and low-income countries.

Share climate solutions as a universal common good, to amplify their deployment.

Make decarbonation solutions accessible to as many people as possible.
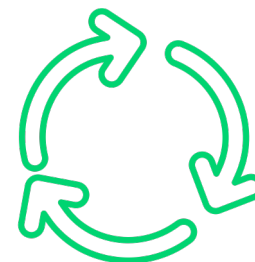
Allow organizations to learn from each other in a mutually supportive manner.

Latest news, latest news, latest news, latest news, Latest news, latest news, latest news, latest news

S'inscrire à la newsletter

Ayez toutes les cartes en main pour réduire de 50% les émissions d'ici 2030

Rechercher une idée, une solution, une ressource, une organisation…

Toutes les ressources

Le Climate Action Accelerator offre des solutions concrètes et une plateforme de partage à votre organisation pour accélérer le changement.

Composez votre jeu ⊙

ressources
Comment faire un ... carbone ?

solutions
05 Réduire l'impact environnemental de ses achats

solutions
01 Réduire la distance parcourue par les marchandises et privilégier les sources d'approvisionnement locales.

−15%

solutions
02 Augmenter la part du frêt maritime dans le transport de marchandises.

solutions
Réduire la pollution ... ale provenant de la ... vaise gestion des ... ts.

Nous vous accompagnons pour réduire de moitié votre empreinte carbone d'ici 2030.

Comment?

Ensemble, nous inspirons le plus grand nombre à changer et à atteindre le net-zéro.

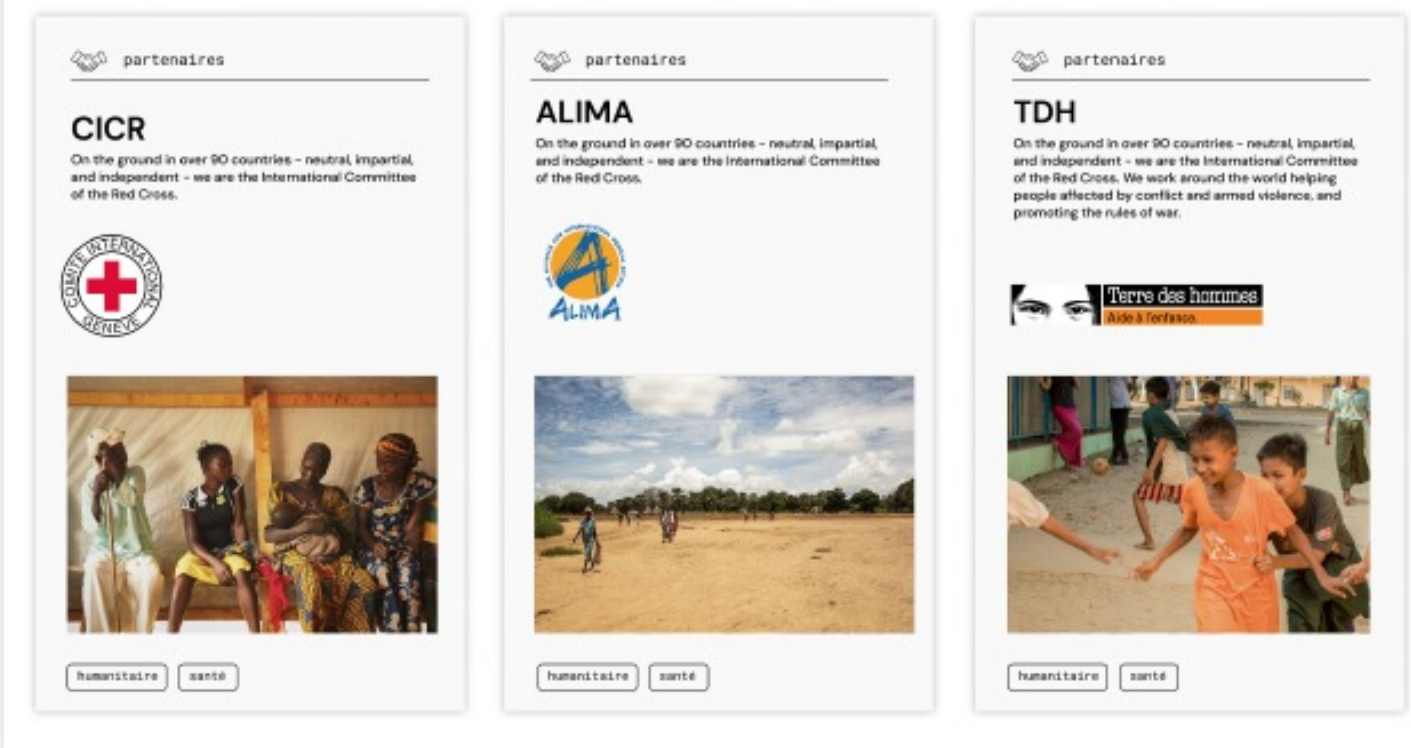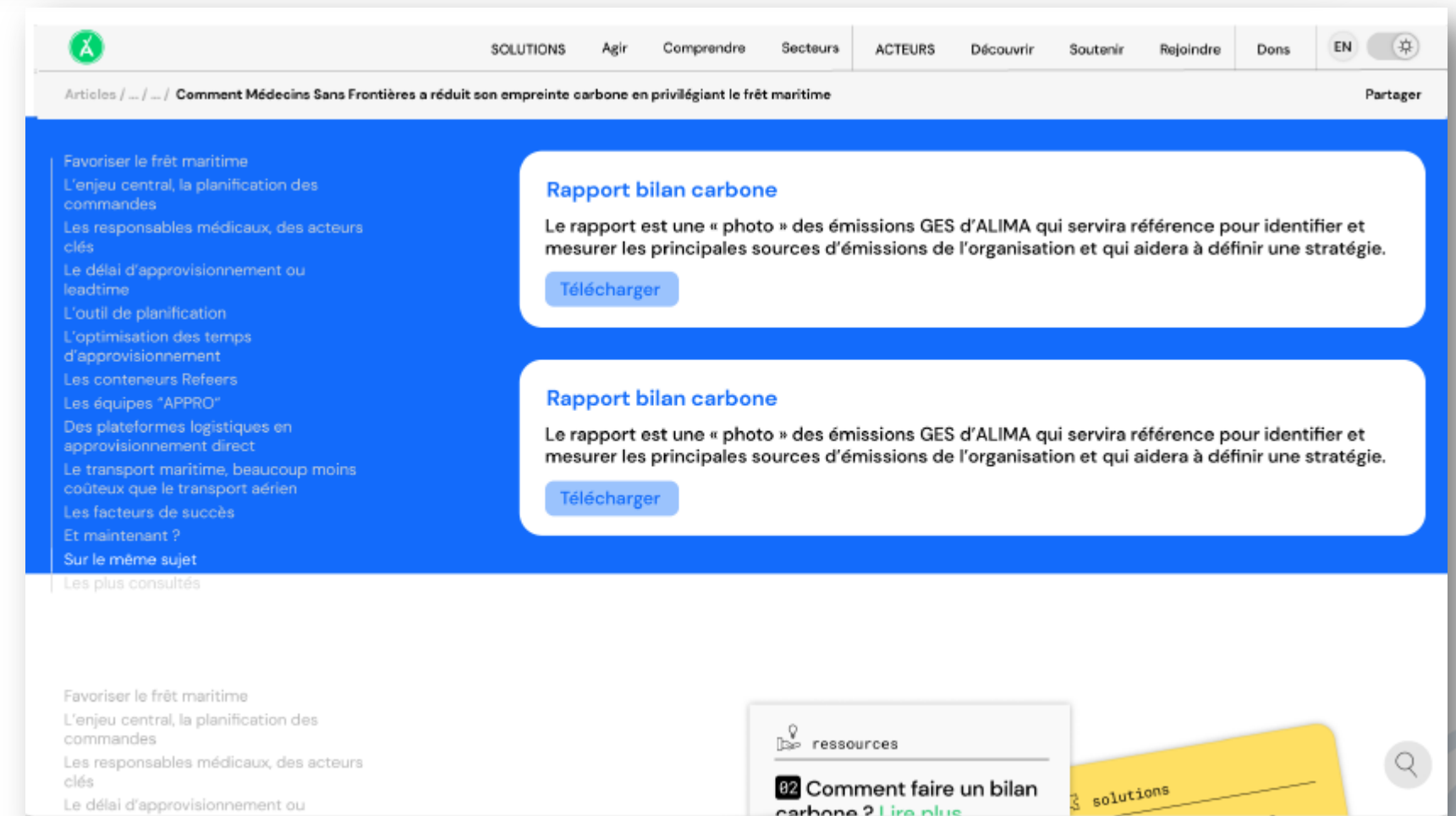Nous offrons un ensemble de solutions et vous accompagnons pour leur application.

Vous partagez vos solutions avec le plus grand nombre d'organisations pour créer un effet domino.

Nous analysons tous les domaines de votre organisation pour évaluer ceux qui pourraient être améliorés.

Notre communauté

Rencontrer tous les acteurs du changement ⊙

partenaires

CICR
On the ground in over 90 countries – neutral, impartial, and independent – we are the International Committee of the Red Cross.

humanitaire   santé

partenaires

ALIMA
On the ground in over 90 countries – neutral, impartial, and independent – we are the International Committee of the Red Cross.

humanitaire   santé

partenaires

TDH
On the ground in over 90 countries – neutral, impartial, and independent – we are the International Committee of the Red Cross. We work around the world helping people affected by conflict and armed violence, and promoting the rules of war.

humanitaire   santé

SOLUTIONS | Agir | Comprendre | Secteurs | ACTEURS | Découvrir | Soutenir | Rejoindre | Dons | EN

Agir / Domaines & sous-domaines / Transport / Frêt / Comment mutualiser des approvisionnements

Augmenter la part du fret maritime dans le transport de marchandises

(frêt maritime) (mutualisation des marchandises) (transport)

L'utilisation de l'avion contribue fortement aux émissions globales de gaz à effet de serre des ONG. Le fret aérien est utile à l'activité des ONG mais certaines pratiques alternatives sont souvent envisageables.

Solutions
Augmenter la part du fret maritime dans le transport du fret en planifiant, pré- positionnant et en favorisant la consolidation des commandes. Revoir la cartographie des circulations pour grouper au maximum les livraisons.

Actions clés
Données importantes
Ils l'ont fait
Sur le même sujet
Les plus consultées

Share

Frêt maritime : **250€ / tonne**
Frêt aérien : **5 300€ / tonne**

Le frêt peut être réduit en optimisant le remplissage des containers et en réduisant la fréquence des acheminements.

–85%
Le frêt maritime émet 85% de moins de CO2 par tonne au km que le frêt aérien.

Tout ouvrir

Actions clés
Donées importantes
Ils l'ont fait
Sur le même sujet
Les plus consultées

Mettre en oeuvre un plan d'approvisionnement à un an sur l'ensemble des missions, et dès 2022, dans 3 pays prioritaires à fort volume (RDC, Nigeria, Niger), intégrant les pics d'activité (paludisme saisonnier) et la saison des pluies (impact sur le transport routier).

Former le personnel médical (en plus des logisticiens) aux outils de planification de commande (plan d'approvisionnement, chronogramme); les sensibiliser aux enjeux et sensibiliser les opérations à l'impact CO2.

Définir les items urgents, réfrigérés ou de courte durée de conservation et interdire le fret aérien pour les articles non urgents.

Négocier avec les bailleurs de fonds (anticipation des commandes) et intégrer dans la rédaction des propositions.

Dresser un état des lieux du fret actuel (missions, flux, possibilités de transport multimodal et capacités de stockage), y compris au moment de l'élaboration des proposition de projets (lors des kick-off).

Investir dans l'augmentation des capacités de stockage des missions.

Actions clés
Données importantes
Ils l'ont fait
Sur le même sujet
Les plus consultées

Rapport bilan carbone
Le rapport est une « photo » des émissions GES d'ALIMA qui servira référence pour identifier et mesurer les principales sources d'émissions de l'organisation et qui aidera à définir une stratégie.
Télécharger

Rapport bilan carbone
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Télécharger

Share

ressources
02 Comment faire un bilan carbone ? Lire plus

solutions

solutions
Réduire la distance parcourue par les ...andises et privilégier

The platform will be launched in June !

Don't hesitate to share your needs, solutions and feedback with us!

Call for proposals

and volunteers !

Questions? | zaninka.ntagungira@
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LinkedIn | https://www.linkedin.com/company/
theclimateactionaccelerator/

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