

# ICRC carbon accounting 2020

## Introduction

In 2018, the ICRC began a project to develop a carbon accounting tool that would allow the institution to monitor its greenhouse gas (GHG) emissions on an annual basis. In 2021, the ICRC then adopted a target to reduce by 50% its GHG emissions by 2030, compared to a 2018 baseline.

This is the report on the ICRC's 2020 carbon footprint. In 2020, the Covid-19 pandemic imposed significant restrictions across the world, whether tele-working obligations, travel suspensions, or supply chain disruptions. The impacts of these measures are strikingly visible in the ICRC's 2020 carbon footprint.

## Scope and methodology

### GHG Protocol

The ICRC's carbon accounting tool follows the GHG Protocol methodology. The GHG Protocol provides standards and guidance for companies and other organizations preparing a GHG emissions inventory. It covers the accounting and reporting of the GHGs covered by the Kyoto Protocol. The standard helps companies prepare a GHG inventory that represents a true and fair account of their emissions.

### Scope 1, 2, and 3 emissions

The GHG Protocol categorizes GHG emissions into three types (called "scopes") to indicate whether they are direct or indirect GHG emissions. This concept is illustrated in Figure 1.

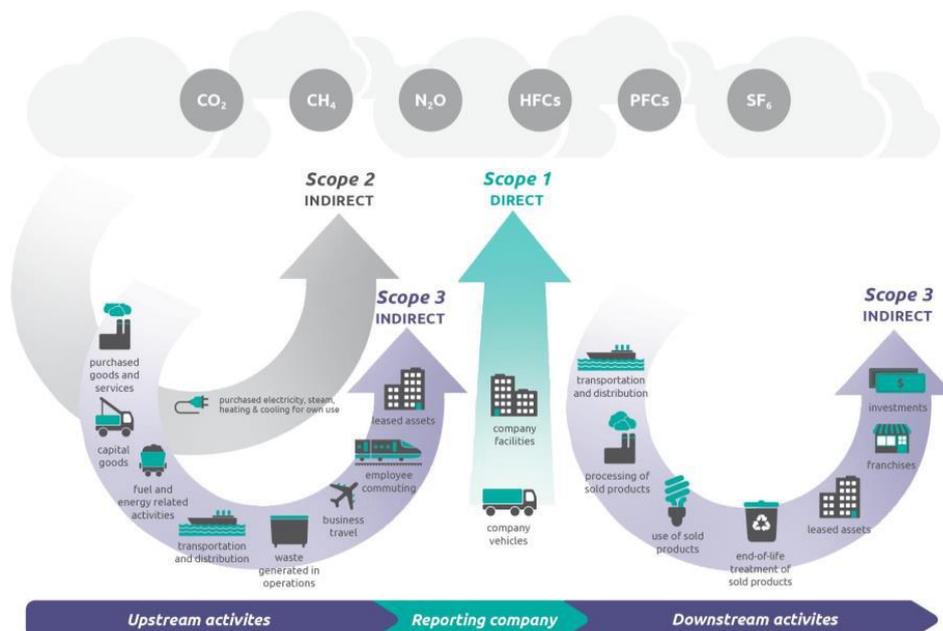


Figure 1. Sources of direct and indirect emissions (source: GHG protocol)



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## GHGs included in the carbon footprint

The carbon accounting of the ICRC covers the six GHGs covered by the Kyoto Protocol, namely: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulphur hexafluoride (SF<sub>6</sub>).

Standard ratios are used to convert the various gases into equivalent amounts of CO<sub>2</sub>. These ratios are based on the global warming potential of each gas, which describes its total warming impact relative to CO<sub>2</sub> over a set period – usually a hundred years.

CO<sub>2</sub> equivalents (CO<sub>2</sub>-eq.) are commonly used to express a carbon footprint consisting of several GHGs using a single number. The idea is to express the impact of each different GHG in terms of the amount of CO<sub>2</sub> that would lead to the same warming.

## Study boundaries

The organizational scope of the current reporting is all of the ICRC's sites.

The operational scope for the ICRC's carbon accounting includes the following:

- Scope 1: natural gas and light heating oil combusted in boilers for heating, transport fuel used to run vehicles and aircrafts operated by the ICRC, non-transport fuel used to run generators;
- Scope 2: purchased grid electricity used for power (lighting, air conditioning, etc.);
- Scope 3: all other emissions that can be considered a consequence of the activities of the ICRC:
  - o Purchased goods and materials, including food, agricultural and fishing equipment, animals, veterinary products, medical equipment, prosthetic technology, construction and sanitation material, housing relief items, and general and office supplies;
  - o Services purchased from external suppliers, including construction and maintenance of premises, maintenance of means of transport, maintenance of IT & telecommunication equipment, postage account, voice and data transmission, etc.;
  - o Capital goods purchased in the reporting period, including means of transport and spare parts and IT and telecom equipment;
  - o Fuel- and energy-related activities not included in scope 1 and 2;
  - o Freight (air, road and sea);
  - o Business travel;
  - o Employee commuting;
  - o Use of sold products, renamed use of distributed products to fit the context of the ICRC;
  - o Financial assistance in cash or vouchers.

Waste generated in operations and fugitive emissions from air conditioning units are presently excluded from the scope of reporting due to a lack of data.

## Data sources

The ICRC's carbon accounting tool is based on the ICRC's relevant financial accounts, supplemented by information from statistical databases specific to certain activities.

# ICRC

When data was not available or highly uncertain, assumptions were made. We will endeavor to improve the quality of the input data to the tool over time, to improve the precision of the ICRC's carbon footprint. For example:

- Electricity, water and natural gas data is only tracked on a financial basis at the ICRC currently, hence a national conversion factor was applied to estimate electricity consumption and finally emissions.
- Freight data is not centralized, and it was not possible to collect data from all teams who manage transportation activities. Furthermore, some data is not systematically entered, such as weight, port of arrival or port of departure. We assumed that we were able to account for 70% of the freight, and augmented the final result accordingly. Transportation teams have worked through 2021 to improve the centralization and availability of data.
- Employee travel data is only tracked on a financial basis at the ICRC; statistical information on type of travel mode, distance, etc. may be available but at a local level. A financial emission factor was used, but the tool provides for the option of providing statistical data in the future, which the ICRC is working on as part of its Global Travel Transformation project.
- Employee commuting has been estimated with the assumption that all employees travel 30 km by car for each working day in the office. This data will be further refined using an all staff survey to be run in 2021.

## 2020 carbon accounting

### Emissions

Categories	Total Emissions (t CO <sub>2</sub> -eq.)	Scope 1 (t CO <sub>2</sub> -eq.)	Scope 2 (t CO <sub>2</sub> -eq.)	Scope 3 (t CO <sub>2</sub> -eq.)	Share (%)
<b>Energy supplies</b>	89 774	47 912	22 648	19 214	9%
<b>Purchased goods &amp; materials</b>	657 273			657 273	64%
<b>Purchased services</b>	48 035			48 035	5%
<b>Capital goods</b>	9 355			9 355	1%
<b>Financial assistance</b>	78 762			78 762	8%
<b>Freight</b>	42 760			42 760	4%
<b>Use of distributed products</b>	56 023			56 023	5%
<b>Business travel</b>	20 799			20 799	2%
<b>Employee commuting</b>	30 066			30 066	3%
<b>Total</b>	<b>1 032 847</b>	<b>47 912</b>	<b>22 648</b>	<b>962 287</b>	<b>100%</b>

Table 1 – Overview of the ICRC's 2020 GHG emissions per scope and per category

The ICRC's 2020 GHG emissions are, to a large extent, scope 3 emissions – i.e. emissions over which the ICRC has a lower level of control. Emissions related to our supply chain – the production of the food and relief items we distribute – represent 64% of our emissions.

Scope 1 and 2 emissions are largely explained by our reliance on diesel for electricity generation as well as the consumption of electricity from the grid.

The ICRC's 2020 carbon footprint shows a reduction of 10% compared to 2019 (-17% compared to 2018), for the following reasons:

- A decrease in food purchases led to a reduction in related emissions; however, there was an increase in emissions linked to the procurement of relief items, as carbon-intensive products

# ICRC

such as soap and shampoo were distributed in higher quantities to support the ICRC's efforts to help stem the spread of Covid-19;

- Emissions linked to air freight increased due to the need to rapidly deliver relief and other items to ICRC structures worldwide and the constraints faced by sea freight;
- Teleworking policies and other necessary measures imposed by the respective officials in each context, or taken by the ICRC as a preventive step, contributed to a reduction in the organization's consumption of electricity and natural gas;
- Emissions from travel and employee commuting were lower than in 2019 (-61% and -42% respectively) as a result of travel restrictions linked to Covid-19;
- Emissions from the use of distributed products decreased significantly, as the distribution of coal and charcoal for winter assistance was restricted to a few post-conflict contexts.

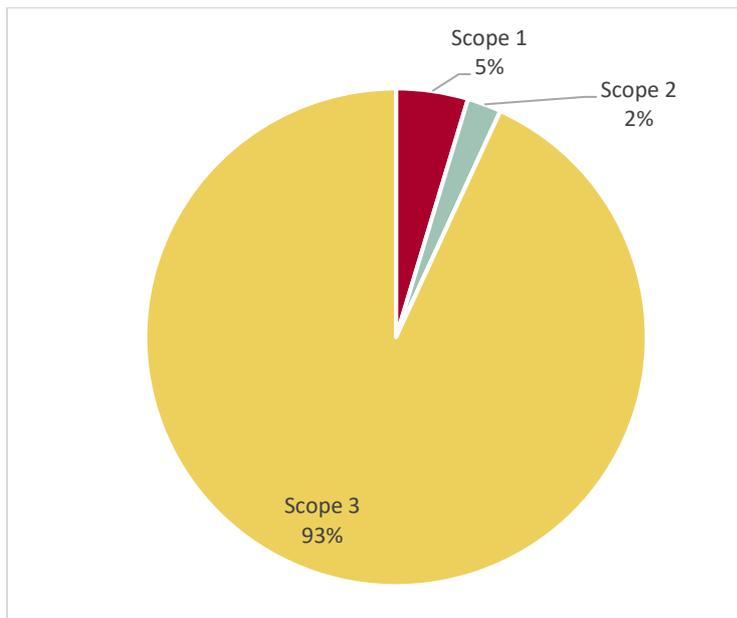


Figure 2 – Total ICRC GHG emissions per scope in 2020

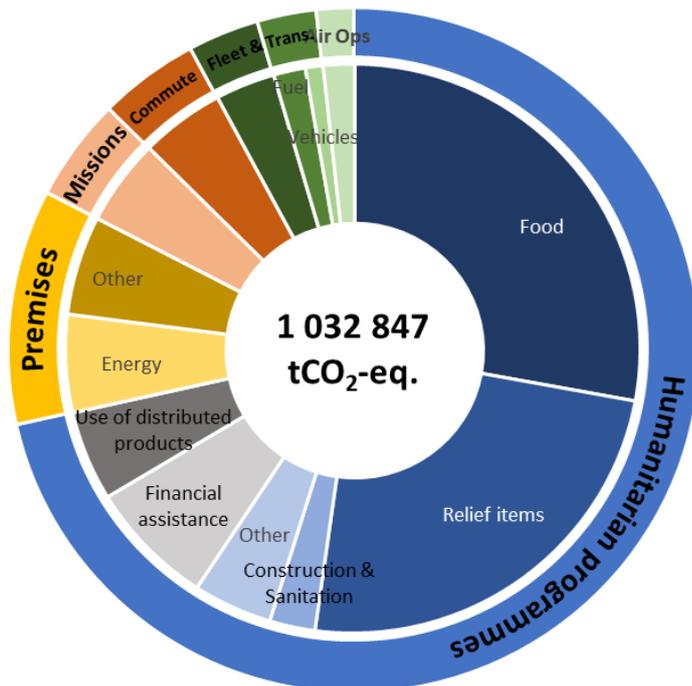


Figure 3 – Total ICRC GHG emissions per activity in 2020

### Key performance indicators

The ICRC follows two key performance indicators, on top of the total GHG emissions, when it comes to its carbon footprint:

1. GHG emissions per CHF of expenditure: for 2020, this amounted to 0,562 kg CO<sub>2</sub>-eq./CHF (- 17% compared to 2018);
2. GHG emissions per employee: for 2020, this amounted to 64 300 kg CO<sub>2</sub>-eq./employee (- 6% compared to 2018).

### Outlook

The ICRC will focus its efforts going forward to:

- Improve the quality of the input data that support its carbon accounting, as well as defining an institutional process for the annual estimation of its greenhouse gas emissions;
- Invest to accelerate its transition to more sustainable forms for energy, for its premises and its operations: a Central Energy Team was created beginning of 2020 to lift the specific barriers that prevent the transition today;
- Investigate other avenues for the reduction of its GHG emissions, particularly in our Logistics Division: the Sustainable Supply Chain Alliance was formed in 2020, a collaboration between the ICRC, the IFRC and the Green Response Working Group, with the financial support of the Norwegian Red Cross, which will look at, among other, the optimization of relief items, specific policies for the procurement of commodities with high sustainability risks (e.g., palm oil), or the reduction of the average size of vehicles in fleet to reduce fuel consumption.