DANISH REFUGEE COUNCIL

GoGreen DRC

WREC
Environmental Sustainability in Humanitarian Supply Chain

GLOBAL

Decarbonization Roadmap

May 2025

Overview

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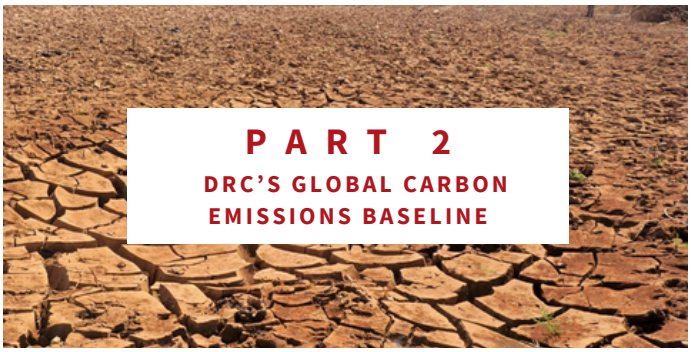
DRC MITIGATION EFFORTS



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Foreword

The Danish Refugee Council (DRC), a globally recognized humanitarian organization, has long stood at the forefront of addressing complex challenges faced by displaced populations. With a history rooted in resilience and innovation, DRC now embraces a new critical dimension of its mission: integrating climate action into humanitarian response and reducing the greenhouse gas emissions of its operations. The launch of the Global Decarbonization Roadmap and contextualized Decarbonization Roadmap for each country's operations marks a pivotal moment in the organization's commitment to sustainability and environmental stewardship.

The launch of the Global Decarbonization Roadmap, as well as the Roadmap adapted to each country's operations, marks a major turning point in the organization's commitment to sustainability and environmental management. This initiative aims not only to reduce DRC's carbon footprint, but also to help decrease forced displacement linked to climate crises and reduce the risk of pollution in the areas where the organization works.

Where the effects of climate change exacerbate conflicts and population displacement, humanitarian organizations recognize the importance of addressing environmental crises. Therefore, DRC acknowledges the urgency of minimizing its own carbon footprint while adapting its programmes to strengthen communities' resilience to climate change and environmental degradation. Providing DRC country offices with a decarbonization roadmap reflects the organization's determination to find a balance between immediate humanitarian needs, the protection of displaced populations, and long-term environmental responsibility.

Faced with the effects of climate change that intensify conflicts and displacement, DRC is adapting its programmes to strengthen community resilience and reduce its own footprint. The decarbonization roadmap sets out strategic priorities and concrete initiatives, with the ambitious goal of reducing carbon emissions by 50% by 2030 compared with 2023, while respecting the "do no harm" principle.

The implementation of this roadmap marks an important milestone in DRC's mitigation efforts, aligned with global climate objectives and reinforcing its responsibility toward displaced communities. **By integrating environmental considerations into its operations and partnerships, DRC demonstrates that climate action is inseparable from protecting populations and building a sustainable future.**

PART 1

DRC Mitigation Efforts

DRC has defined high ambitions towards mitigating the causes of climate change and environmental degradation, thus minimizing DRC's carbon and environmental footprint, which is seen through a range of commitments. DRC's mitigation actions are driven by organizational priorities, international commitments, and partnerships that foster sustainable practices and outcomes.

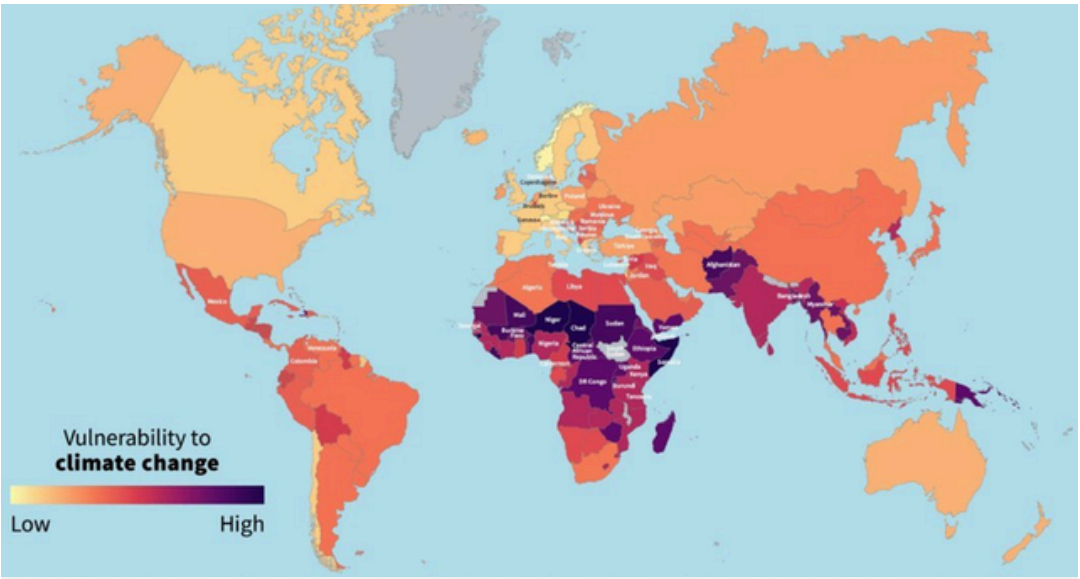


FIGURE: DRC'S PRESENCE IN THE COUNTRIES MOST VUNERABLE TO CLIMATE CHANGE

DRC'S COMMITMENT TO THE CLIMATE CHARTER [1]

In June 2021, DRC endorsed the Climate and Environment Charter for Humanitarian Organizations, joining a collective pledge to confront the growing challenges of climate and environmental crises.

By adopting the Charter, DRC committed to:

- Setting measurable climate action targets.
- Undertaking annual external reporting to ensure transparency and accountability.
- Demonstrating how interventions strengthen adaptive capacities while achieving real, measurable reductions in environmental impacts.

Under the Charter, DRC has committed to reducing its carbon emissions by 50% by 2030, initially using the 2019 inventory as benchmark, now updated to the more accurate 2023 baseline. This target highlights DRC's leadership in sustainable humanitarian efforts and its dedication to environmental responsibility.

DRC "GO GREEN" [2]

As part of its 2025 organizational strategy, DRC launched the "Go Green" principle, which served as a comprehensive framework for integrating Climate and environmental priorities across its operations. Recognizing the urgent interplay between environmental crises and forced displacement, DRC's Climate and Environment framework is anchored by three strategic pillars:

- **Adaptation**: Building resilience in displaced populations by incorporating climate adaptation strategies into humanitarian programs.
- **Mitigation**: **Systematically reducing DRC's own carbon and environmental footprint through efficient resources use and sustainable practices.**
- **Advocacy**: Championing the rights and needs of displaced persons within the broader context of climate change.

FIGURE: THE DRC FRAMEWORK ON CLIMATE CHANGE AND ENVIRONMENT

THREE CORE PILLARS OF ACTION SHAPE THE APPROACH OF DRC, EACH WITH ITS OBJECTIVE AND AMBITIOUS TARGETS.

	Adaptation in Programmatic Responses	Mitigation to reduce DRC's environmental and climate footprint	Advocacy for displaced persons in the context of climate change
OBJECTIVE	Strengthen the resilience of displacement-affected communities to the impact of climate change and environmental degradation.	**Improve the Climate and Environment footprint of DRC's practices by reducing greenhouse gas emissions and minimizing the negative impacts on the environment.**	Support the rights of displaced persons affected by climate change addressing climate related protection needs.
TARGET	By 2025, climate and environmental risks will be identified and managed across all our programs and humanitarian operations in a strategic manner.	**1. DRC aims at reducing its carbon emissions by 2030 with minimum 50% compared to 2023 levels.** **2. By 2025 each country operation throughout DRC will have elaborated a carbon baseline, updated carbon footprints and developed their own specific roadmap to reach the organizational target.**	By 2025, DRC is a leading advocate for displaced persons in the context of climate change and collaborates with climate experts, humanitarian and development agencies and others to ensure that displacement responses stand on solid analysis and evidence of linkages between climate change, environment and displacement.

Cross cutting: Mainstreaming of climate and environmental considerations into DRC policies and sectors
By 2025, climate and environmental considerations will be mainstreamed into all relevant DRC policies and sectors, and DRC staff and partners will be equipped to ensure environmental management throughout the programme cycle addressing climate and environmental risks.

To translate the Mitigation strategic pillars into tangible outcomes, DRC has taken deliberate steps to operationalize its Climate and Environment framework across the organization. These efforts are reflected in a range of practical initiatives aimed at reducing the organization's environmental impact and fostering a culture of sustainability.

Concrete actions to reduce the organizational carbon footprint include the establishment of a **DRC Sustainability intranet** [3] **platform**. This resource equips DRC employees with recommendations, tools, stories & case studies, training to implement sustainable measures in their daily work.

Additionally, sustainability principles are embedded into key operational areas such as Programs (shelters, WASH…), Procurement, Fleet management, Warehouse & inventories. Upcoming, operational handbooks on Waste and Energy management will further enhance these efforts.

While DRC's commitments and initiatives establish a strong foundation for mitigating climate impact, achieving tangible progress requires accurate measurement and accountability. To ensure meaningful reductions, DRC has conducted a thorough assessment of its carbon footprint, identified key emission sources and set data-driven reduction targets.

DRC'S EXTERNAL COOPERATION

DRC recognizes that achieving ambitious Greenhouse Gas emission reductions require collective action. To this end, the organization has forged partnerships with key stakeholders, including:

- **WREC** project[4] (environmental sustainability in humanitarian logistics): Addressing emissions, green procurement, circularity, reverse logistics, and waste).
- **Fleet Forum**[5]: Developing solutions to reduce transportation emissions.
- **HULO**[6] and other peer organizations: collaborating on shared sustainability goals through joint initiatives.
- **Help Logistics**[7] **and CHORD**[8]: Advancing tools and resources for effective carbon accounting and reduction.

These collaborations amplify DRC's capacity to innovate and scale its mitigation efforts, ensuring that the organization leads by example in the humanitarian sector.

PART 2

DRC's Global Carbon Emission Baseline

This section analyzes DRC Global 2023 greenhouse gas emissions, totaling 119,114 tons of CO2e emissions. It provides an overall carbon footprint breakdown and identifies key emission hotspots across procurement, energy use, fleet, commuting, freight… The findings guide targeted decarbonization efforts, supporting DRC's goal of halving emissions by 2030.

DRC'S GLOBAL BASELINE AND EMISSION REDUCTION TARGETS

Building on its commitment to sustainability, DRC has adopted a structured approach to measure, analyze, and reduce its greenhouse gas (GHG) emissions. The following section outlines the scope of emissions, calculation methodologies, and ambitious reduction targets that will guide DRC's path toward a lower-carbon future.

Scope of Emissions

DRC's carbon footprint analysis adheres to the Greenhouse Gas Protocol [9] which is a global standard for measuring and managing greenhouse gas emissions. This protocol classifies emissions into three scopes:

- **SCOPE 1**: DIRECT EMISSIONS FROM FUEL CONSUMPTION FOR VEHICLES AND FACILITIES.
- **SCOPE 2**: INDIRECT EMISSIONS FROM PURCHASED ELECTRICITY, HEATING, COOLING, AND STEAM.
- **SCOPE 3**: INDIRECT EMISSIONS FROM UPSTREAM AND DOWNSTREAM [10] ACTIVITIES, INCLUDING SUPPLY CHAIN OPERATIONS AND PRODUCT DISPOSAL.

SCOPE 1	DIRECT
Scope 1 -Emissions	Direct emissions from sources owned or controlled by the organization, such as fuel combustion in company vehicles, boilers, or generators.
SCOPE 2	**INDIRECT**
Scope 2- Emissions from Purchased Energy	Indirect emissions from purchased electricity, heat, steam, or cooling that the organization consumes. These emissions occur at the facility where the energy is generated.
SCOPE 3	**UPSTREAM (INDIRECT)**
Scope 3.1-Purchased Goods & Services	Emissions from the production of goods and services purchased by the organization, including raw materials and office supplies.
Scope 3.2 - Capital Goods	Emissions from the production of fixed assets such as buildings, vehicles, and equipment used by the organization.
Scope 3.3 – Fuel and Energy-Related Activities	Emissions from fuel and energy which are not included in Scope 1 or 2, such as upstream emissions from fuel production and electricity transmission losses.
Scope 3.4 - Upstream Transportation & Distribution	Emissions from transporting goods before they reach the organization, including supplier logistics and inbound freight.
Scope 3.5 - Waste Generated in Operations	Emissions from the disposal and treatment of waste generated by the organization, such as landfill, incineration, or recycling.

Scope 3.6 - Business Travel	Emissions from employee travel for work-related activities outside their regular commute, such as flights, train rides, taxis, and hotel stay.
Scope 3.7 - Employee Commuting	Emissions from employees traveling between their homes and the workplace on a regular basis, including personal cars, public transport, biking, and walking.
Scope 3.8 - Upstream Leased Assets	Emissions from assets leased by the organization but not included in Scope 1 or 2, such as rented office space.
SCOPE 3	**DOWNSTREAM (INDIRECT)**
Scope 3.9 - Downstream Transportation & Distribution	Emissions from transporting and distributing products after they leave the organization, including delivery to customers and retail distribution.
Scope 3.10 - Processing Sold Products	*Emissions from the processing or transformation of products by customers before use. (Relevant for intermediate goods manufacturers).*
Scope 3.11 - Use of Sold Products	*Emissions from the use of the organization's products by customers, such as fuel combustion in vehicles or electricity consumption in appliances. (Not relevant)*
Scope 3.12 - End-of-Life Treatment of Sold Products	Emissions from the disposal or treatment of products at the end of their life, including recycling, landfill, or incineration and so on.
Scope 3.13 - Downstream Leased Assets	*Emissions from assets leased to other parties, such as rented properties or leased vehicles. (Not relevant)*
Scope 3.14 - Franchises	*Emissions from franchise operations are not owned by the reporting organization but operating under its brand. (Not relevant)*
Scope 3.15 - Investments	*Emissions from investments, including financed emissions from loans, equity, and other financial activities. (Not relevant)*
Scope 3.16 - Cash & Vouchers Assistance	Emissions from assistance to affected population in the form of cash and vouchers rather than relief items.

FIGURE: DRC'S SCOPES OF EMISSION

SCOPE 3 EMISSIONS WHICH REPRESENT THE LARGEST SHARE OF DRC'S CARBON FOOTPRINT, ARE INDIRECT EMISSIONS DIVIDED INTO TWO CATEGORIES:

Upstream emissions

These occur before goods or services reach the organization, including the production, transportation, and delivery of supplies, materials, and equipment. For example, emissions from manufacturing tarpaulins or transporting them to facilities are upstream.

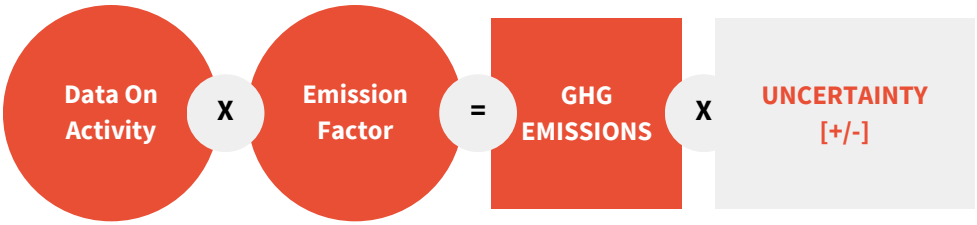
Downstream emissions

These occur after the goods or services are delivered or used, covering emissions from the use, disposal, or end-of-life processing of distributed items. For instance, emissions from transporting non-food items to final recipients or waste generated from packaging are downstream emissions.

CALCULATING EMISSIONS

To calculate its Greenhouse Gas (GHG) emissions, DRC collected activity and financial data and applied emission factors from reliable databases such as DEFRA, IEA, and US EPA. [11] When activity data is unavailable, spend-based data is converted for estimation. This methodological rigor ensures accuracy and reliability in quantifying emissions across all operations levels.

FIGURE: METHODOLOGY OF ACCOUNTING CARBON EMISSION



HOTSPOT ANALYSIS

In 2024, DRC conducted a comprehensive carbon footprint inventory for the year 2023, with technical support from Footprint Firm Denmark. This assessment identified total emissions of **119,114 tons of CO_2e**, replacing the previously estimated 2019 baseline. Notably, Scope 3 activities accounted for approximately 89% of total emissions. Key emission sources—or "hotspots"—included:

- **Purchased goods and services (43%)**
- **Cash and voucher assistance (30%)**
- **Energy consumption in offices, warehouses, and guesthouses (12%)**
- **Business travel and employee commuting (10%)**
- **Fleet operations (3%)**
- **Capital goods (1%)**
- **Upstream transportation and distribution (1%)**

While waste was not included in the hotspot analysis due to insufficient data, it is recognized as a significant and underreported source of emissions and environmental pollution. Strengthening waste tracking and management is a priority moving forward.

Based on this baseline, DRC has set an ambitious target to reduce its total emissions by 50% by 2030—aiming to bring emissions below 60,000 tons of CO_2e. To meet this goal, each country operation is tasked with developing localized carbon reduction targets and roadmaps aligned with the organization's global ambitions.

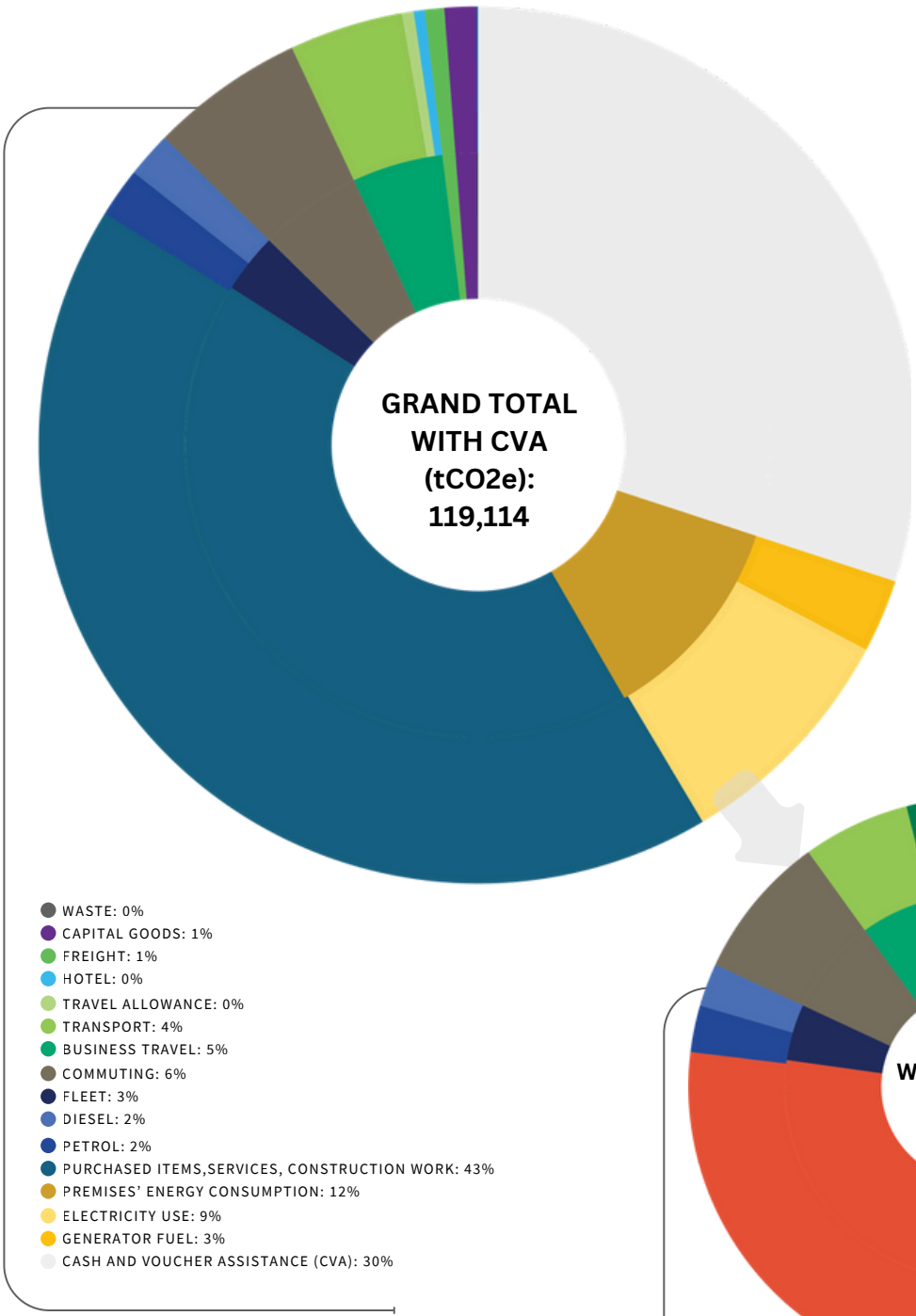
The DRC Global Decarbonization Roadmap will serve as both a model and a guiding framework for these efforts. To support effective action, DRC's hotspot analysis shifts focus from traditional carbon accounting scopes to practical, activity-based categories such as procurement, energy, fleet, and travel. This approach enables more targeted and impactful decarbonization strategies.

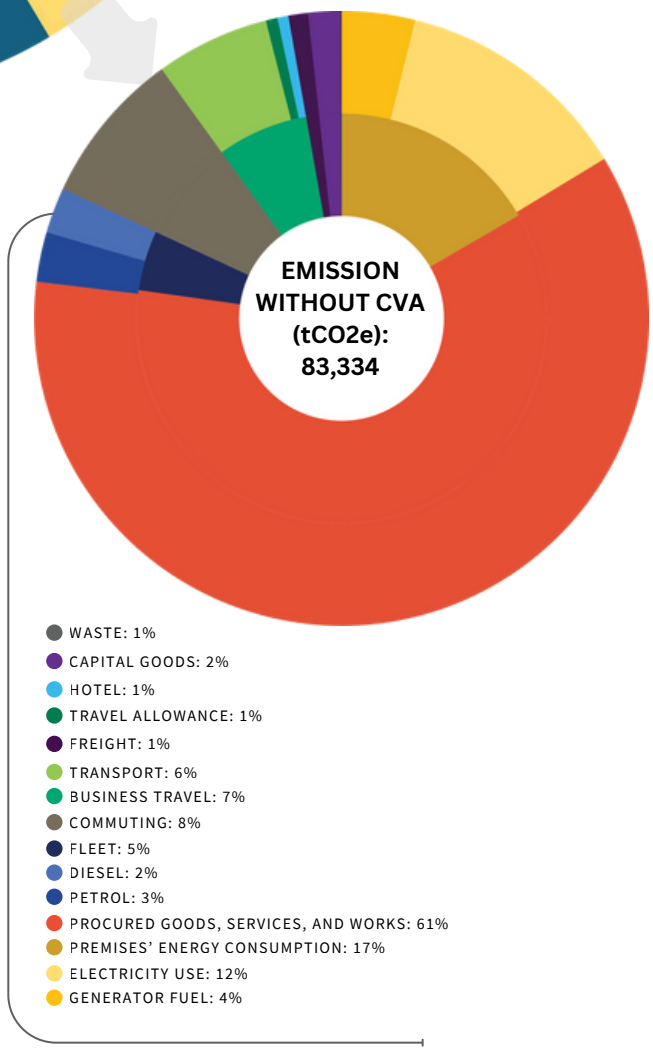
The carbon emissions associated with Cash and Vouchers (CVA) present significant challenges due to the complexity of implementing effective decarbonization measures. Unlike other categories, such as fleet or energy, where targeted actions can be more directly applied, the emissions from cash and vouchers are tied to indirect factors, such as how people of concern use financial assistance. Therefore, the emission related to CVA is excluded from DRC's decarbonization ambitions.

FIGURE: CARBON EMISSION HOTSPOT ANALYSIS BY FUNCTION

CATEGORIES	tCO2e	%	DESCRIPTION	SCOPE
Procured goods, services, and works	50,492	43%	Emissions related to purchased items, services, and work used in DRC's operations and facilities	3.1
Financial assistance (Cash and Voucher)	35,779	30%	Emissions related to financial assistance that is provided to beneficiaries in the form of cash and vouchers.	3.16
Energy consumption in offices, warehouses, guesthouses	13,847	12%	It includes both purchased electricity and fuel consumption from generators (well-to-tank and use)	1;2;3.3
	10.387	*8.8%*	*Electricity use*	
	3212	*2.7%*	*Generator fuel*	
Commuting	6,045	5%	Employee commuting from home, office, and operation points	3.7
Business Travel	5,983	5%	Accommodation and travel costs (incl. meal costs) in business trips	3.6
	4987	*4.2%*	*Transport*	
	516	*0.4%*	*Travel allowance*	
	478	*0.4%*	*Hotel*	
Fleet	3,935	3%	Diesel and petrol from vehicle usage (well-to-tank and use)	1; 3.3
	2178	*1.8%*	*Petrol*	
	2005	1.7%	*Diesel*	
Capital Goods	1415	1%	Emissions from vehicles and IT acquisitions	3.2
Freight (Upstream Transportation and Distribution)	855	1%	Freight and customs fees from upstream transportation of supplies	3.4

FIGURE: CARBON EMISSION HOTSPOT ANALYSIS (WITH AND WITHOUT CVA)

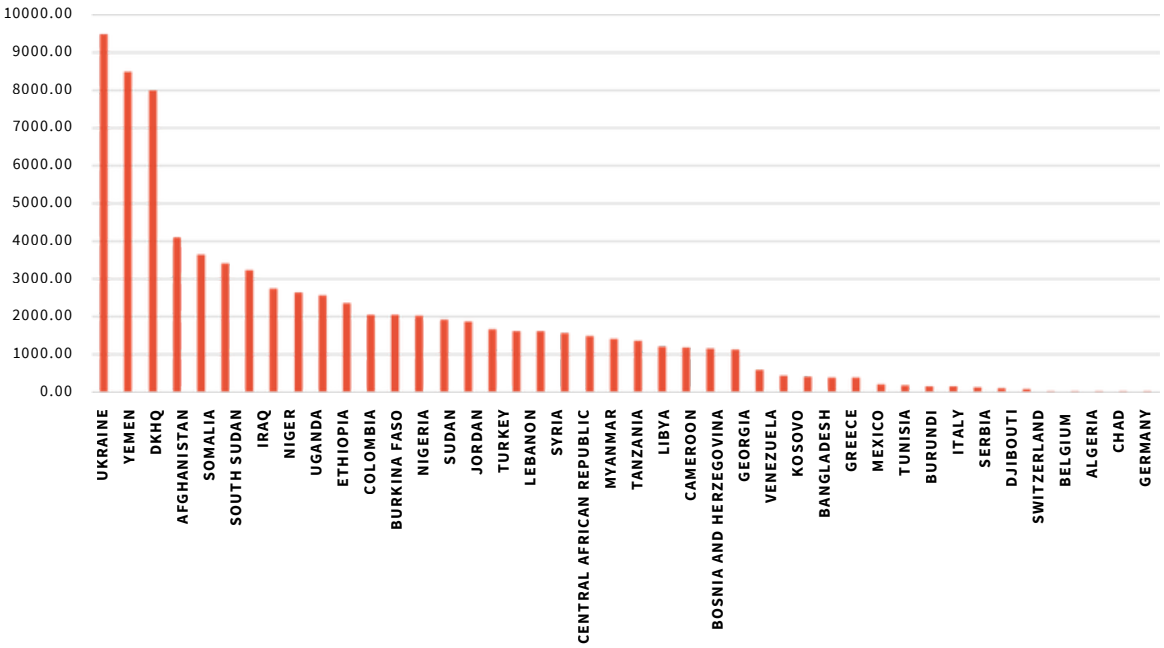




CARBON EMISSIONS PER COUNTRY OPERATION

Understanding carbon emissions at the country's operation level is essential for setting priorities and identifying key areas for action. Each country's operation of the DRC will be equipped with a roadmap. The figure below illustrates the amount of carbon emissions per country operation, providing a clear comparison and emphasizing the importance of addressing these emissions at the national level.

FIGURE: CARBON EMISSION (CO2E) PER COUNTRY OPERATION EXCLUDING CVA (KG)



Additionally, benchmarking countries' operations against one another can help drive progress and accelerate the decarbonization process by highlighting opportunities for improvement and sharing best practices. By identifying high-emission countries and analyzing successful strategies from lower-emission countries, the organization can develop targeted interventions and foster a collaborative approach to reducing carbon footprints. The figure above shows the amount of carbon emissions per country operation, excluding the emissions from CVA.

CO-BENEFITS OF DECARBONIZATION

Decarbonization action could focus on:

1. **Hotspots** in terms of % CO2e emissions.
2. **Simultaneous effects**, meaning measures are available that could address multiple hotspots/scopes/activities simultaneously.
3. **Low-hanging fruit**, meaning measures are available that can be implemented with relatively low upfront investment in terms of money, time, and complexity.
4. **Environmental co-benefits**, e.g., measures are available that could go beyond decarbonization and contribute, e.g., to a circular economy; waste reduction; and saving of other natural resources.

Applying these four points above gives us the following table. Areas in darker red indicate more co-benefits. The figure below indicates that **focusing on premises' energy consumption; vehicles; commuting; staff travel and accommodation; and freight could yield important benefits. Premises' energy consumption and vehicles** especially are not just CO2e hotspots but addressing them likely has simultaneous positive effects on other areas (e.g., eco-driving also may mean less repairs; energy efficiency measures can lower energy bills), and measures exist that constitute low-hanging fruit (e.g., fleet sharing, behavioral energy efficiency measures) and bring co-benefits (e.g., reduction of toxic fleet waste in the form of used engine oil).

FIGURE: CO-BENEFIT OF DECARBONIZATION ACTIONS

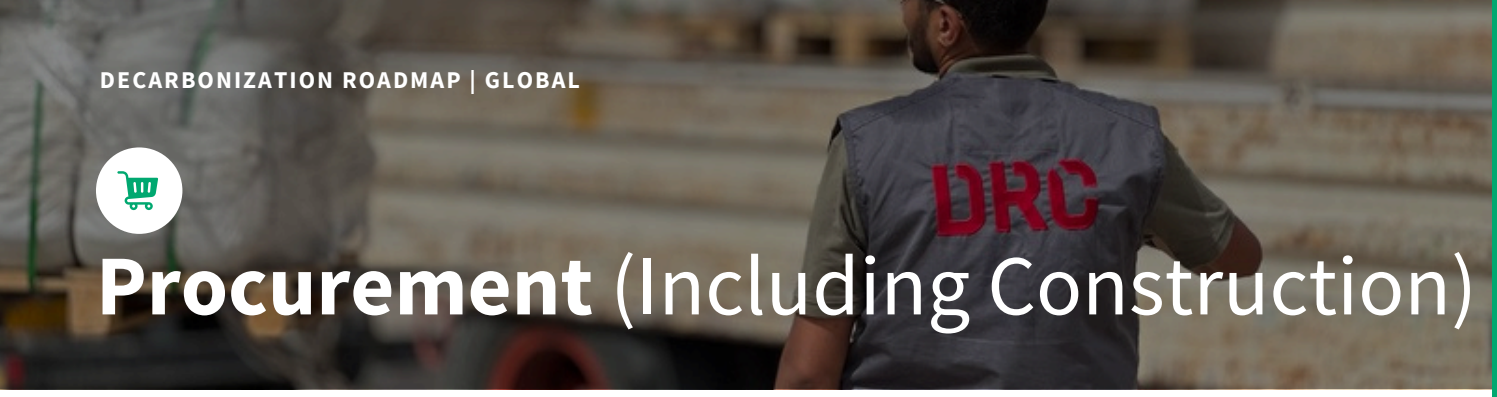
AREA	CO2 HOTSPOT	SIMULTANEOUS EFFECTS	LOW-HANGING FRUIT	CO-BENEFITS
Premises' energy consumption	X	X	X	X
Fleet	X	X	X	X
Commuting	X	X	X	X
Business Traveling	X			X
Freight	X			X
Procurement	X			X
Waste	X	x	x	X

PART 3

Decarbonization Actions, Targets, and Indicators

The following section presents DRC's decarbonization strategy globally, outlining key actions, targets, and indicators to reduce emissions across various operational areas. These include fleet usage, business travel & commuting, procurement, energy consumption, program-specific activities, freight, and digitalization.

The sub-sections detail decarbonization actions, targets, indicators, resources, and tools to support these efforts. The overall goal is to halve CO2e emissions by 2030 compared to the 2023 baseline, aligning with the Danish Refugee Council's global commitment to sustainability.



Procurement (Including Construction)

THE FACT/DATA

Procurement is the primary cause of DRC's global carbon footprint, with **50,492** tons of CO2e emissions contributing to around **43%** of total emissions. Emissions from procurement include the carbon footprint of goods, services, and construction activities purchased by DRC. This covers everything from materials and equipment to contracted services and infrastructure projects.

Procurement represents a significant portion of emissions because it accounts for the entire lifecycle of products and services, including raw material extraction, manufacturing, transportation, and disposal. Each step in a product's lifecycle requires energy and resources, which leads to a large amount of carbon emissions. Procuring a wide range of goods and services in large quantities results in a significant carbon footprint, making procurement the primary contributor to DRC's emissions. These emissions are often indirect (scope 3), making them harder to control but critical to address due to their substantial impact on the overall carbon footprint.

Procurement decarbonization overall target:
Reduce CO2e emissions related to purchased items, services, and construction by 15% by 2026, 30% by 2028, and 50% by 2030.

SUSTAINABLE PROCUREMENT STRATEGY FOR LOW CARBON OPERATIONS

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Use **alternatives** with lower carbon & environmental impact Identify a pool of suppliers for selected high-impact or high-risk items to facilitate the implementation of environmentally sustainable alternatives and to build long-term relationships to have greater influence	Identify the top-spend and/or long-term suppliers' agreement to create a selection pool with better engagement by 2026.	Number of suppliers identify for sustainable collaboration
Identify environmentally sustainable alternatives for most purchased goods and services or with the most significant impact. (Complete a green procurement **market assessment** for the top 5 spend categories)	Conduct a sustainable market assessment of the top 5 spending items minimum by 2025 to visualize sustainable options	Number of items and services
Engage with suppliers Inform suppliers about the organization's carbon strategy and invite them to work with sustainability	By the first quarter of 2026, all suppliers will be informed of DRC's commitments and encouraged to improve sustainable performance	Number of suppliers who have been informed about DRC's Sus. Ambitions
Request visibility from suppliers on carbon value and life cycle information on decarbonizing their operations	100% of the suppliers will be requested to disclose their carbon data in the tendering process by 2026	Number of suppliers that disclose their corporate carbon footprint
Provide appreciation for suppliers that measure their emissions and put concrete measures in place to reduce emissions	All the new sustainable suppliers will be offered appreciation letters / promote them with other NGOs from 2025	Number of suppliers who receive appreciation from DRC
Reduce the number of ton-kilometers transported through **regional/local procurement**	Reduce by 10% by 2026 and 50% by 2030 the ton-kilometers transported through regional purchases	ton-kilometers transported
Optimize supply processes to limit purchases Improve demand planning, forecasting, and supply chain management to avoid over-consumption and surplus stocks and losses, and increase use of more efficient transportation where possible	Reduce **over-purchased or surplus stock** by 20% by 2026 Achieve 80% accuracy in demand forecasting by 2027	% reduction in surplus stock or inventory write-offs (measured quarterly) Forecast accuracy rate (measured as the variance between predicted and actual demand)

Strengthen the logistics unit to set up procedures and provide support where necessary	Strengthen a fully operational internal logistics unit by 2025 Develop and implement standardized supply chain procedures by the end of 2025	Number of standardized procedures implemented for demand planning and logistics % of supply processes supported by the internal logistics unit
Packaging Minimize the use of **single-use** and non-recyclable packaging for relief and asset items Incorporate reusable or multi-purpose packaging where feasible Transition to biodegradable, recyclable, or recycled-content materials for packaging Apply **sustainable criteria** for packaging Apply sustainable criteria **in tendering process**	Reduce single-use and non-recyclable packaging by 60% by 2026 Decrease packaging-related waste generated per relief or asset item by 20% by 2027 Transition 50% of packaging to biodegradable, recyclable, or recycled-content materials by 2026 Ensure 100% sustainable criteria for packaging are applied in the tenders (e.g., recyclable, reusable, biodegradable, or made from recycled content) by 2026 Ensure 80% of tenders include sustainable criteria by 2028 And 100% by 2030	Number of relief and asset items distributed using reusable or optimized packaging systems Quantity (or weight) of packaging waste per relief or asset item (measured quarterly) % of packaging materials classified as recyclable, reusable, or biodegradable % of tenders that comply with defined sustainable criteria % of tenders incorporating sustainable criteria
Validate with suppliers that **locally purchased** goods are manufactured locally	Achieve 100% verification of locally purchased goods from national suppliers by 2028	Number of suppliers providing verification for locally manufactured goods (verifiable evidence)
Set decarbonization targets with top polluting suppliers	Set decarbonization target with the 10 top-polluting suppliers by 2028	% of top-polluting suppliers who have agreed to and set targets as part of their agreements or engagement (track signed document)
Discuss with potential suppliers how they may incorporate environmental sustainability criteria into their work processes and final products and support those willing to improve their internal ways of working to reduce their carbon footprint	Engage at least 50% of potential suppliers in discussions about incorporating sustainable criteria into their processes and products by the end of 2028 Or Increase the number of contract or framework agreements awarded to suppliers with demonstrable improvements in sustainability practices by 30% by 2028 and 50% by 2030	% of suppliers engaged in sustainability discussions (track with meetings, suppliers report, workshop participation, consultations) Or % of contracts or framework agreements awarded to suppliers with improved sustainability (track the proportion of agreements who have made verifiable improvements in their sustainable practices
Prioritize and enable long-term agreements with suppliers that have a robust carbon reduction plan in place	Ensure that 50% of long-term agreements are made with suppliers who have a carbon reduction plan by 2028	% of long-term agreements signed with sustainable suppliers (to be confirmed with documentation and audit)

GREEN CONSTRUCTION PROCUREMENT

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Avoid superfluous construction material. Avoid overuse: strictly order what is required only; work with suppliers to be able to send back any superfluous material for reuse	Reduce construction waste by 20% by the end of 2026, and by 50% by 2030	Volume of construction waste
When hiring contractors or in the construction procurement process, request that environmentally sustainable building design guidelines (e.g., from a recognized certification scheme such as EDGE, LEED, BREEAM, Passive House), or otherwise demonstrating a reduction in environmental impact) be used that minimize required construction material	50% of new constructions between now and 2026 include environmentally sustainable building design guidelines 100% of new constructions between 2026 and 2030 include environmentally sustainable building design guidelines	Number of projects completed using sustainable design principles
Shift to less carbon-intensive materials Use lower-carbon construction materials that are an alternative to cement such as bamboo, timber (only sustainably produced), and biomass including straw, and clay/mud	20% of the construction materials will be low-carbon emission materials (bamboo, timber, biomass) by 2026 and 50% in 2030	% of low-carbon emission materials
Consider **vernacular** (based on local traditions) architecture and locally available material which can be more adapted to local climates, can have a lower carbon footprint, and can promote local value chains	20% of construction materials will be produced region or locally by 2026, and 50% by 2030 10% of construction projects include vernacular elements by 2026 and 50% by 2030	% of the construction materials purchased regionally or locally % of construction projects including vernacular elements
Improve carbon-intensive material that is being used For bricks, consider energy-efficient brick kilns	Establish procurement guidelines requiring energy-efficient brick production for 100% of brick purchases by 2027	Number of contracts or purchase agreements with suppliers using energy-efficient kilns
Consider **energy efficiency** and renewable energy in construction processes	20% of construction material suppliers have decarbonization targets in place by 2026 and 50% by 2030 20% of suppliers are covering at least 20% of their manufacturing energy needs with renewable energy sources by 2026. 50% by 2030	Number of vendors meeting energy efficiency and renewable energy procurement criteria % of construction contracts that mandate energy-efficient practices or renewable energy usage

Tools, Guidelines, and Resources

DRC Sustainable Procurement Catalogue Insite page: Sustainable Procurement Catalogue

DRC Sustainability in Supply Chain Insite page: Sustainable Procurement Management

WREC Sustainable Market Assessment Toolkit: Green Procurement Market Assessment Toolkit - WREC | Logistics Cluster Website

WREC - Circular Products Purchasing Tool

UNDP: What is vernacular architecture, and how can it help Afghanistan?

World Economic Forum: Sustainable concrete is possible – here are 4 examples

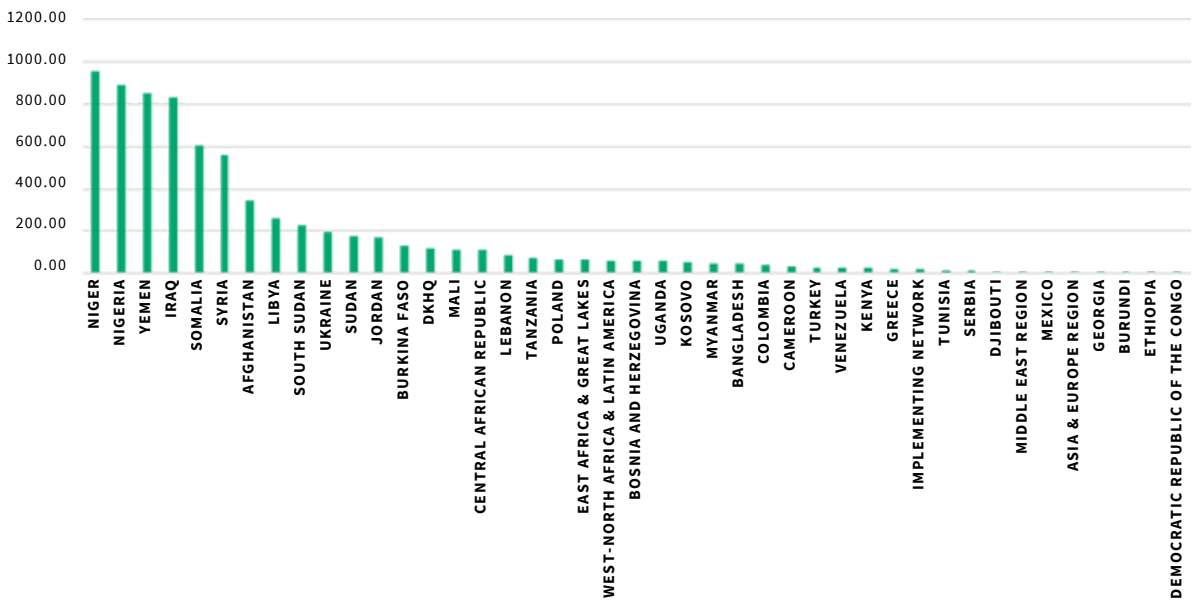
Energy

THE FACT/DATA

Energy consumption-related carbon emissions led to **13,847 tCO2e**, accounting for **12%** of DRC's total global emissions. These emissions stem from energy use in warehouses, offices, and guesthouses. The primary sources of this energy consumption are the electricity purchased by DRC and the fossil fuels used for generators. Notably, electricity usage is the predominant source, contributing 9% to the emissions, while generators account for the remaining 3% in this domain.

In 2023, the carbon emission from electricity usage in DRC globally is 7414 tCO2e, **97% of which is used in offices and guesthouses**. The figure below shows the emissions from electricity usage of premises per country operation. As highlighted in the figure below, the countries operations with the highest electricity consumption emissions are **Nigeria, Niger, Yemen, Iraq, and Somalia**.

FIGURE: EMISSION FROM ELECTRICITY USED IN PREMISES PER COUNTRY OPERATION (TCO2e)



As a significant contributor to DRC's carbon emissions, addressing energy-related emissions is crucial for achieving DRC's climate goals. Enhancing energy efficiency and adopting renewable energy sources are key strategies to reduce these emissions. Consequently, we have identified overall KPIs and milestones to achieve a 50% reduction by 2030.

TARGET	INDICATOR	UNIT
30% reduction by 2028	**Annual energy consumption & associated CO2e emissions**	**kWh**
10% increase per year	**Annual increase in renewable energy share**	**%**

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Improve the energy efficiency and reduce the energy consumption in facilities Conduct energy efficiency campaigns	All offices are equipped with posters and reminders to save energy by 2025 (light, water, printer, machine…)	% of facilities with energy efficiency campaign posters
Create an “Energy champion” competition where one employee or team is recognized each month* for their energy-saving efforts	Minimum 1 energy-saving recognition per month*	Number of energy champions monthly* * could be quarterly
Paint your roof white, which is heat reflective and therefore also reduces heat-build up	Apply heat-reflective white paint to 100% of eligible roof spaces by the end of 2028	% of roof spaces painted with heat reflective white paint compared to the total eligible roof area. (building audit or maintenance)
Insulate your building’s walls and roof with locally adapted insulation material (e.g., cellulose wadding, rock wool, timber wool)	Min. one premise insulated (roof/walls/windows) by 2027	Number of premises insulated (roof/walls/windows)
Use the **digital tool**: React [13] tool for energy assessment and monitoring	Utilize the React tool by 2025	Yes or No
Monitor electrical installations and optimize the power set and usage	At least 10% more space is covered by motion sensors Or At least 10% more light sources are connected to motion sensors	Number of motion sensors in place (or number of appliances covered by motion sensors)

Switch lightbulbs to highly **efficient LED** (Light Emitting Diodes)	All lightbulbs are LED by 2026	Share of LED light balls
Prioritize **energy-efficient equipment** (AC, heaters, light appliances…)	Min. 10% increase in appliances with energy efficiency per year. All appliances will have high energy efficiency ratings by 2028 Or All newly installed appliances from 2025 onwards have a high energy efficiency rating	Number of newly installed appliances with high energy efficiency rate
Redefine temperature standards in all facilities. Only switch on the AC during regular business hours and set it to the optimum temperature (usually around 24/25 degrees Celsius)	Put on posters to promote setting AC at the optimum temperature	% of AC with poster versus AC without poster
For new construction, build-in insulation from the start and consider environmentally sustainable building design guidelines and certifications such as Passive House, EDGE, LEED, or BREEAM	50% of new constructions between now and 2026 include environmentally sustainable building design guidelines Or 100% of new constructions between 2026 and 2030 include environmentally sustainable building design guidelines	Number of projects completed using environmentally sustainable design guidelines
Right size generators Make sure the generators are rightsized, and only turn utilize the generator as the last option to generate electricity	Make sure all the generators are rightsized by mid 2026 and deprioritize the usage of it	Number of generators rightsized versus total
Decarbonize electricity [14] **and energy production and consumption** Install and use solar energy, increase solar energy systems at the Country Office, Guesthouse, and other field offices Reduce fossil-fuel-produced and -consumed electricity thanks to **renewable resources**	Min. one new premise per year has solar panels installed. All premises will have solar panels installed by 2030	Number of premises with solar panels in place (fully with renewable energy) versus total

Check whether electricity is fossil fuel-based or based on renewable energy. Subscribe to a **decarbonated energy supplier** for buildings, where possible Buy energy from green energy suppliers in national coordination when available	By 2026, 30% of the electricity purchased will be generated from renewable energy resources or green electricity, and by 2028, 50% if available in the market	Purchased Electricity generated from renewable energy sources (KWh) / total energy purchased (KWh)
Programme Use the digital tool: React [15] Energy assessment and monitoring	Utilize the React tool by 2025	Number of country operations including HQ who have accessed the energy versus total

Tools, Guidelines, and Resources

DRC Sustainability in Supply Chain Insite page: Sustainable Warehouse & Premise Management

Energy Consumption Measurement Application: REact

ICRC: Energy Efficiency Guidance - Lighting Replacement Guidelines

ICRC: Energy Efficiency Guidance - Room AC

Energy Efficiency Challenge E-Learning Game

DRC sustainable posters: Green your office - Posters & Stickers

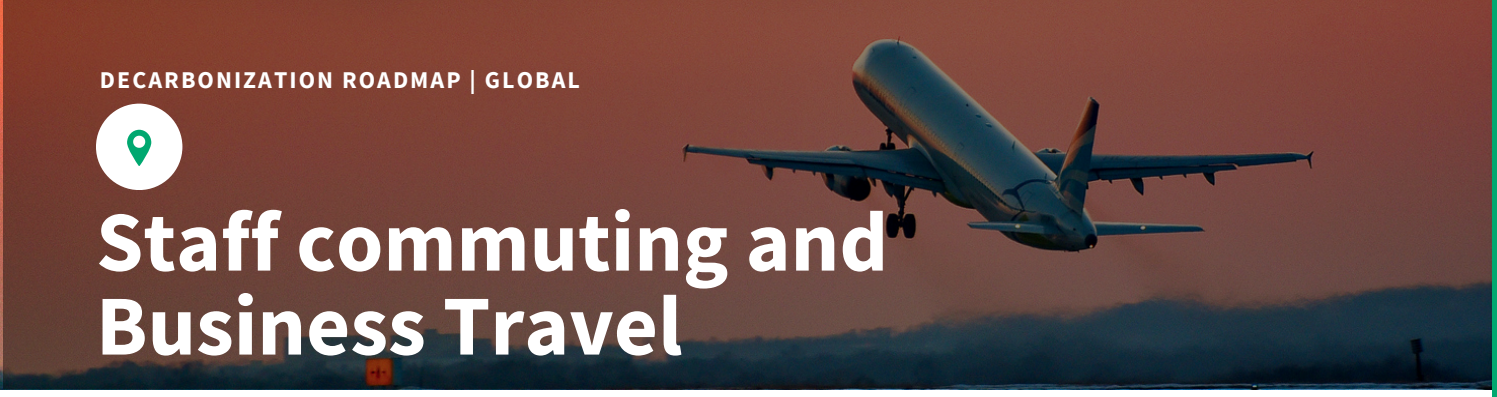
Climate action Accelerator: Toolkit - Good office practices

Factsheet green buildings

Factsheet energy consumption of buildings

Factsheet heating and air conditioning

Factsheet solar thermal energy



Staff commuting and Business Travel

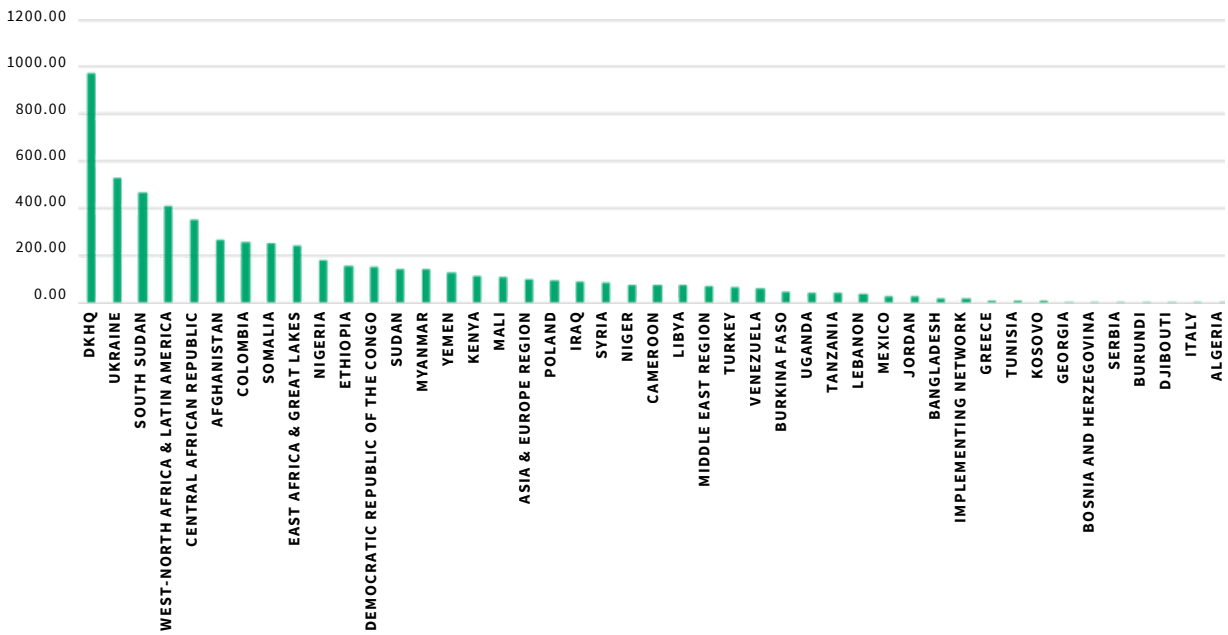
THE FACT/DATA

The emission from staff commuting between home and facilities amounted to **6045 tCO2e** emissions in 2023, contributing to around **5%** of DRC's total emissions. On the other hand, business travel, including accommodation, travel, and meals accounts for **5983 tCO2e**, accounting for another **5%** of CO2e emissions DRC emissions.

In a 2023 commuting survey, **70% of employees reported commuting to work by car**, while 15% commute on foot, and only 7% use public transportation. Additionally, 57% of employees, particularly those in country operations, never work from home, and 27% of employees work from home 1 to 2 days per week. The high reliance on car commuting indicates **a significant opportunity to reduce carbon emissions** by promoting alternative transportation methods such as carpooling, car sharing, cycling, and public transportation. Furthermore, the limited adoption of remote work, especially in country offices, suggests the potential for implementing more flexible work policies to further reduce commuting-related emissions.

Business travel accounts for 5% of DRC's total carbon emissions, encompassing transportation, accommodation, and meal consumption during trips. As highlighted in the figure below, the regional office WANALA (West Africa, North Africa & Latin America), the HQ Denmark, and country operation Ukraine, South Sudan and Central African Republic. Targeting these high-emission areas for more sustainable travel practices, such as promoting virtual meetings, optimizing travel schedules, and encouraging eco-friendly accommodations, could significantly reduce overall business travel emissions.

FIGURE: CARBON EMISSIONS FROM BUSINESS TRAVEL PER REGION/COUNTRY OPERATION (TCO2e)



Staff commuting overall decarbonization target:
Reduce emissions by encouraging a shift to low-carbon transport options and remote work, aiming for a **60% reduction in commuting emissions by 2030**.

Business travel overall decarbonization target:
Reduce emissions by implementing virtual alternatives to travel and prioritizing low-carbon travel options, targeting a **50% reduction in business travel emissions by 2030**.

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Reduce the demand for commuting Encourage teleworking days to reduce the need to commute if applicable Make meetings virtual where possible	The kilometers traveled by staff coming to the office with individual transport means using fossil fuels will be reduced by 20% by the end of 2026 and 40% by 2028 Number of km from commuting reduced by 20% in 2026, 40% in 2028, and 50% by 2030	Total kilometers traveled by employees using fossil-fuel vehicles / #of employees commuting % of employees using low-carbon commuting options (e.g., walking, cycling, public transport, carpooling, or EVs) Number of remote working days implemented per employee per year
Consider a policy of minimizing air travel by limiting the number of air trips available, e.g., through limiting delegation sizes or through capping the overall number trips taken by air per year	Reduce air travel by 30% by 2028 compared to the 2023 baseline Or Limit delegation size or physical events	Number of air trips taken per year, measured against the cap set Average delegation size and number of physical events avoided
Reduce the carbon impact of commuting and business travel Introducing vehicle shuttle or pooling	Number of commuting trips by with individual vehicles will be reduced by 20% in 2026 and 50% by 2030	Number of staff commuting by individual vehicles
For needed flights, prioritize direct flights (take-off and landing account for 25% of a flight's overall emissions) and economy class	At least 80% of all necessary flights are direct by 2027 100% of staff travel in economy class for flights by 2025 unless exceptional circumstances approved by the management	% of total flights that are direct (non-stop) % of flights taken in economy class

Group several objectives around a single trip	By 2027, reduce by 30% the mileage travel by air (staff and participants included) compared to 2024, and by 45% by 2030	The mileage traveled by air (km) % of business trips replaced by virtual meetings CO_2e emissions per business trip (measured quarterly/annually)
Prioritize environmentally sustainable accommodation, e.g., certified eco-hotels, and/or hotels with renewable energy or whose buildings have sustainability certifications (e.g., Passive House/LEED/BREAAM/EDGE certificates)	Increase the number of accommodations certified as eco-hotel	Number of eco-hotels booked during business travel

Tools, Guidelines, and Resources

Climate Action Accelerator: Travel Toolkit

WREC Coalition: Guidance for environmentally sustainable meetings

Climate Action Accelerator's Factsheet commuting

Climate Action Accelerator's Factsheet soft mobility

Climate Action Accelerator's Factsheet direct flights

Climate Action Accelerator's Factsheet economy class tickets only

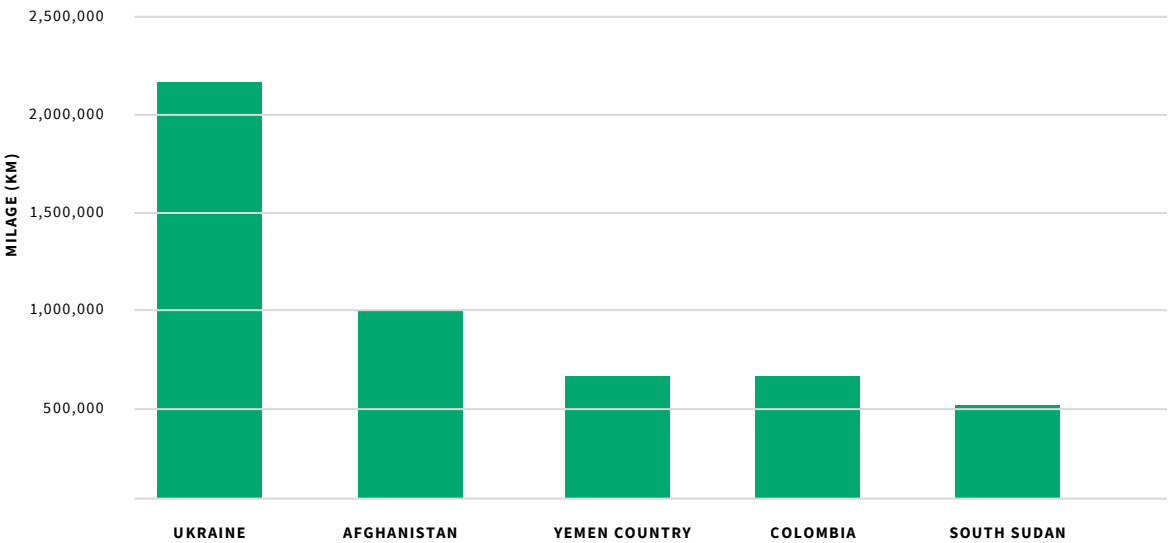
Fleet

THE FACT/DATA

Fleet emissions amount to **3935 tCO2e**, contributing to **3%** of the global carbon emissions of DRC. Fleet-related emissions come from two sources: the direct burning of fuel during vehicle usage and the indirect emissions from producing, extracting, and processing the fuel.

A fleet inventory analysis [16] of 2023 reveals that the predominant fuel types used by the DRC are diesel and petrol, with 55% of the vehicles running on diesel and 42% on petrol. Hybrid vehicles, which use a combination of conventional fuel and electricity, constitute only 2% of the fleet. In terms of the mileage per country, as highlighted in the figure below, the country operations with the highest fleet mileage are **Ukraine, Afghanistan, Yemen, Colombia, and South Sudan.**

FIGURE TOP 5 COUNTRY OPERATIONS WITH THE HIGHEST MILEAGE (KM)



To meet our mission reduction goals and align with donor expectations, DRC is committed to implementing measures focused on fleet efficiency and sustainability.

Overall target: Reduce carbon emissions related to the fleet by 50% by 2030.

Absolute fuel consumption: Achieve a 10% reduction by 2026 and 30% by 2030, compared to the 2023 baseline.

Relative fuel consumption: Decrease fuel consumption per full-time employee (FTE) by 20% by 2026 and 60% by 2030.

Euro3 Compliance: Ensure that **25%** of the DRC's vehicles meet Euro3 or higher emission standards by 2026. Euro3 compliance reduces harmful emissions like carbon monoxide (CO), nitrogen oxides, (Nox), hydrocarbons (HC), and particulate matter (PM), making vehicles more environmentally friendly. Note: applicable only for countries where "Euro3" is available.

Vehicle sharing: Ensure that **20%** of DRC operating countries actively participate in vehicle-sharing initiatives by 2026, promoting more efficient use of resources and reducing the overall carbon footprint.

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Optimize vehicle utilization DRC should enhance the efficiency of its vehicle usage by coordinating schedules, managing vehicle pooling, and minimizing unnecessary travel	Reduce vehicle movement between the various offices by 30% by the end of 2026	Number of trips between various offices
Have a daily/weekly/monthly movement plan in place allowing for combining movements of goods and people Prioritize scheduled deliveries	Identifying the opportunity **to combine movement** is part of the daily/weekly/monthly movement plan 50% of people and goods movements follow a pre-determined schedule by 2026. 100% by 2030	Yes / No Percent of people and goods movements following a pre-determined schedule
Down profiling & Downsizing: Optimize the assignment of vehicles based on their intended use	Vehicle allocation evaluation is done annually 100% of new tenders include the assessment of the right vehicle for the right move	Yes or No % of tenders being assessed

Optimize utilization: **Increase the vehicle utilization rate** by improving fleet management (vehicle pooling, plan movement, down profiling, and downsizing)	The vehicle utilization rate will increase by 30% by 2026 50% reduction in under-utilized vehicles (not at full capacity) by 2060. 100% by 2030	Number of Active vehicles / Total fleet vehicles % of underutilized vehicles
Contact other humanitarian organizations active in your region and evaluate whether you can share fleet/vehicles/drivers for goods distribution	Establish at least one active vehicle-sharing agreement with partner organizations by 2026	Number of shared vehicle partnerships formalized and operational
Consider setting up shared humanitarian hubs, including shared warehouses, offices, and workshops	Seek potential building sharing with organizations to facilitate group pick up	Number of organizations that have been contacted
Data-driven decision-making: Use the digital tool to track sustainability progress Use the Clean Fleet toolkit to track the environmental performance of the fleet and develop strategies to reduce emissions, lower costs, and enhance overall fleet performance	Utilize the **Clean Fleet toolkit** by 2025	Yes or No
DRC should measure vehicle movements, costs, and maintenance records to gather usage data that will support informed decision-making and improve fleet management	Utilize the **Green Me toolkit** or manually record vehicle movements, costs, and maintenance by 2025	Number of users of the Green Me toolkit
Fleet staff should actively participate in **eco-driving training**	50% of relevant staff (drivers, fleet managers) have received eco-driving training by 2026 and 100% by 2030	% of driving-related staff who received eco-driving training from the fleet forum or other sources
Invest in reduction, maintenance, repair, reuse, recycling, and proper disposal Schedule regular & preventative maintenance to avoid costly repairs down the line	All vehicles should receive maintenance at least once a year	% of vehicles receiving maintenance on schedule

Purchase quality and **durable fleet spare** parts to reduce the generation of fleet waste[10] Give broken or malfunctioning items a second life by repairing and finding new uses for unwanted items (e.g. empty drums to store used oil or filters instead of throwing them away) [11] Arrange reverse logistics schemes with your fleet suppliers to take back spare parts such as batteries and used oil and filters	The repurpose, repair, and recycling rate of broken fleet items is increased by 20% by 2027, and 50% by 2030	Number of Repaired/repurposed/recycled items / Total number of the discarded items
DRC should establish practices for end-of-life vehicles, prioritizing environmentally friendly recycling and reuse options to minimize carbon emissions Segregate and store hazardous fleet waste properly and arrange collection by specialized companies [20], [21], [22]	**Map local reusing and recycling channels** for responsible disposal	Number of vehicles get recycled, reused, resold / Total end-of-life vehicles
Utilize Electric Vehicles Include EVs as standard considerations in procurement strategies Maximize EV use if they are part of the fleet	Prefer the purchase of electric vehicles when feasible Achieve when is possible the utilization of EVs	Number of new vehicles that are electric Average mileage of EVs compared to conventional vehicles

Tools, Guidelines, and Resources

Clean Fleet Toolkit: Clean Fleet Toolkit | Emissions Calculator Tool

GreenMe Toolkit: GreenMe | Fleet Forum

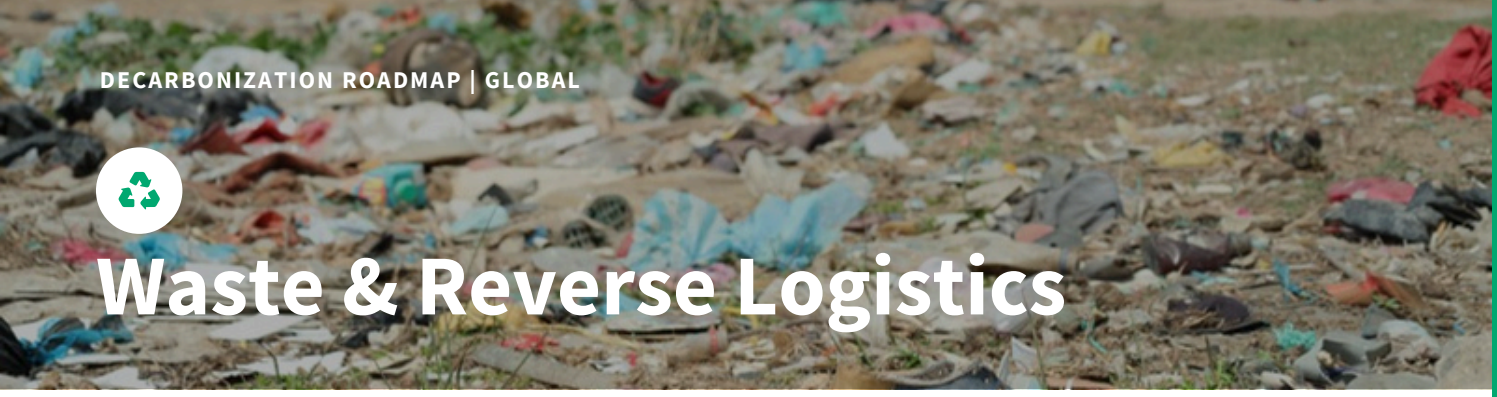
WREC - How to make your fleet more circular and environmentally sustainable

The Climate Action Accelerator's Factsheet on Eco Driving

Fleet Forum: Webinar: Fleet profiling: Overview of vehicles and transport types

Eco-driving training by Fleet Forum

Fleet Forum: Toolkit - Fleet



Waste & Reverse Logistics

THE FACT/DATA

Waste is notably absent from the hotspot analysis due to insufficient data; however, it remains a significant source of emissions and environmental pollution, including air, water, and land pollution. In the humanitarian context, common waste includes packaging materials from procurement and warehouses, discarded tires, oil, vehicles from fleet operations, and office waste. This **data gap** highlights the urgent need for enhanced waste management practices and **systematic waste data collection** within DRC. Developing reverse logistics systems presents an opportunity to improve the management of these materials and assets. By establishing effective mechanisms for their return, reuse, repair, or recycling, DRC can reduce the volume of waste generated and minimize our environmental impact. Addressing the waste issue is essential for fully understanding and mitigating the organization's environmental impact.

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Avoid and reduce waste generated Reduce usage of single-use items and favor the use of reusable, biodegradable materials	The overall weight of waste will have been reduced by 20% by the end of 2026, and by 50% by 2030	The volume of waste (kg)
Favor product donations through better anticipation of expiration dates and a strict donation policy	Reduce Product Waste due to Expiration by 50% by 2030	The volume of anticipated donations of items near the expiration date (Kg) Or Products donated before expiration (Kg) / Total products nearing expiration (Kg)
Build a centralized waste monitoring system based on the waste data from each operation and facility location	Have a centralized waste monitoring system in place by 2026	Yes or No
Increase local or regional recycling Improve collecting, measuring, and sorting of domestic waste and evaluate local waste streams Promote recycling of electronic and electric equipment and fixed assets	All the premises and operation sites will collect, measure, and sort different types of waste streams by 2026	Number of premises that collect and sort waste / total number of premises & operation sites

Identify opportunities for **local collaboration on reverse logistics**, waste collection and recycling Involve Programme in the camp	All the premises and operation sites have been assessed and identified viable repairing, recycling, repurposing, and reuse streams for their different types of waste (as part of their waste management plan) by the end of 2026	Request from the partners: The volume of recycled, reused, repaired, and repurposed waste / total waste volume generated from activities.
Ban any type of open burning of waste	Any open **burning of waste is banned by** 2030 where feasible	Yes or No
Segregate organic waste and promote composting in-house or through municipal services	30% of the organic waste will be composted by 2028, and 50% by 2030	% of organic waste been composted
Ensure that non-recyclable waste is safely disposed of	Achieve 100% compliance with safe disposal protocols for non-recyclable waste by the end of 2026 Establish at least one agreement with a waste management provider by 2026	Volume of non-recyclable waste disposed of following approved safety and environmental standards (Kg) Number of formal agreements have been put in place
Put in place waste management plans Establish and implement tailor-made waste management plans (WMP) based on in-depth diagnosis and waste segregation. This includes the monitoring of waste generated and disposal methods used	Waste management plan in place by the end of 2026	Yes or No

Tools, Guidelines, and Resources

WREC

DRC Sustainability in Supply Chain Insite page

Sustainable Waste Management

WREC Waste Management Decision Tree | Logistics Cluster Website

WREC Waste or Material Characterization Exercise Guidance

WREC Warehouse Waste Management

WREC Waste Management Cheat Sheet

WREC - Reverse Logistics feasibility assessment | Logistics Cluster Website

DRC: Waste Management Assessment Report - Tanzania | Logistics Cluster Website

Programme Specific Measures

Programme has developed specific mitigation measures. These measures aim to lower carbon emissions, even in cases where direct carbon measurement may not be possible.

This area outlines specific actions, targets, and indicators aimed at reducing carbon emissions, enhancing carbon sequestration, promoting renewable energy, and fostering climate-smart agricultural practices. The measures presented emphasize the importance of integrated landscape restoration, clean energy access, and sustainable resource management. By engaging local communities, including people of concern, the Programme seeks to balance environmental conservation with socio-economic development.

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Landscape restoration approaches, Agroforestry, Afforestation/Reforestation, Enrichment tree planting, Farmer Managed Natural Regeneration (FMNR)	DRC country office engages in tree planting and or conserving of existing tree species of at least 500 Hectares by 2030	Hectares conserved Number of trees planted and protected (survival assessment) Number of tCO2e removed
Energy-saving cookstoves (fixed lorenas and movable energy-saving stoves); Solarization-lighting and productive use of energy; Bio-briquettes production	People of concern and host communities are target in accessing clean and renewable energy technologies with about 40% target	Annual briquette production Number of energy-saving technologies distributed to people of concern Number of tCO2e avoided
Climate-smart Agriculture approaches: Sustainable land management; Agroecology; Soil Organic Carbon approaches; permaculture	Country office programs mainstreaming climate-smart techniques in economic recovery projects	Number of concepts/proposals **mainstreaming** climate-smart techniques
Sustainable WATER Utilization: Rainwater Harvesting; Ponds and valley dams trapping runoff water	Projects using water harvesting techniques as well as country offices	Volume of harvested water (Liter)

THE TOOLS, GUIDELINES, AND RESOURCES

The key mitigation tool adopted by DRC and widely used by the humanitarian sector to support project design is the Nexus Environmental Assessment Tool (NEAT+). Although it's not a tool designed for supporting the decarbonization process and the calculation of project-related greenhouse gas emissions, it's a critical tool to support project teams in **understanding the context's environmental sensitivities, identifying the potential negative environmental impacts generated by the project, and the development and incorporation of context-based and project-related mitigation measures leading to a greener project**. It's worth highlighting that NEAT+ is available in two versions, urban and rural, to be selected according to the context. Also, its Activity Modules cover key sectors such as Shelter & Settlements, WASH, livelihoods, and Food Security, allowing users to select only the activities related to their projects.

Check the DRC resources below to learn more about NEAT+ and how to incorporate it into project design. We also invite you to join the DRC NEAT+ Network, our virtual space for exchanging good practices, learning from colleagues' experiences, sharing questions and getting support. Join us here: NEAT+ Network | General | Microsoft Teams.

> DRC NEAT+ InSite Page
>
> DRC NEAT+ Resources
>
> DRC NEAT+ Self-paced Training Module
>
> NEAT+ Official Webpage

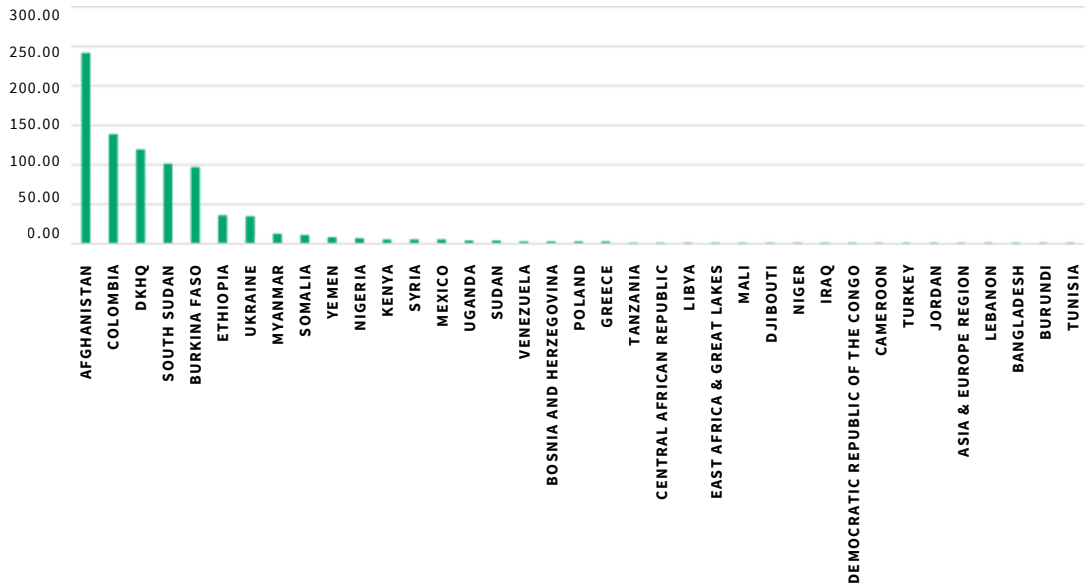
Freight (upstream transportation)

THE FACT/DATA

Carbon emissions related to freight amount to **855 tCO2e**, contributing to **1%** of global carbon emissions. Freight emissions mainly come from the upstream transporting of goods to country offices and ground operations. Air travel is the most polluting freight method, which has 55 times heavier carbon emissions than maritime transport per unit. Therefore, switching from air freight to sea freight via better planning and forecasting is essential to reduce carbon emissions. Saving emissions on freight also has important co-benefits in reducing air and water pollution and waste (e.g., less used engine oil; and less packaging).

As highlighted in the figure below, the regions and country operations with the highest freight emissions are **Afghanistan, Colombia, DKHQ, South Sudan, and Burkina Faso**.

FIGURE: CARBON EMISSIONS FROM FREIGHT PER REGION/COUNTRY OPERATION (TCO2E)



ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Limit air freight Limit air freight to products and contexts where it is essential (e.g., cold chain) and pure operational emergencies Increase sea and road freight through better goods positioning and planning	By the end of 2026, reduce by 30% the unjustified t.km transported by air or qualified “high priority” resulting from poor planning, and 80% in 2030 or Reduce by 10% the t.km of unjustified transport by air or qualified ‘high 'high priority” resulting from poor planning, and 80% in 2030 Optimize procurement planning by anticipating and ordering on time Increase the share of sea and road freight by 30% by 2026 and 50% by 2030	% of unjustified t.km by air freight Number of tenders processed timely % of total freight volume transported by sea or road versus air freight
Prioritize rail or, if not available, trucking for domestic and/or overland transport where security and infrastructure allow	Seek and increase the use of rail and trucking in domestic and overland transportation by 2027	Number of procurements of goods that went through this process over the year
Ensure storage locations are closer to use and distribution points Increase direct deliveries from suppliers to warehouses, distribution points, or offices	Reduce the distance between warehouses and distribution points by 15% by 2026 Increase direct deliveries by 25% by 2026	Average distance reduced Number of deliveries made directly from suppliers to end-use locations
Cooperate with other organizations to optimize and consolidate container shipments to the same destination	Increase consolidated container shipments by 10% by the end of 2026	Number of containers consolidated, and number of partner agreements signed
Where possible, **consider local or regional sourcing**	Source at least 30% of goods locally or regionally by 2026	% of total procurement from local or regional suppliers
Reduce air shipments of backorders	Reduce the total ton-kilometers (t.Km) of backorders transported by air (when they were originally planned for sea transport) by 10% by the end of 2025 and by 50% by 2030	Number of t.km of backorders transported by air

Select more sustainable transport companies Select transport service providers using means and routes with a lower carbon footprint (Prioritize Sea freight, fuel efficiency freight forwarders, hybrid or electric vehicles, and transport modes) Work with other humanitarian organizations to request that freight forwarders optimize deliveries (e.g., by adjusting contracts to prioritize emission savings together with speed)	Ensure 20% of t.km freight is transported through companies or boats using less emissive fuel or alternative fuel[1] by the end of 2026, and 60% by 2030 Collaborate with at least 2 to 3 other organizations by 2026 to implement emission-saving optimization in transport contracts	% of t.km freight transported through companies or boats using less emissive fuel or alternative fuel Number of partnerships formed with other humanitarian organizations to optimize delivery emissions

Tools, Guidelines, and Resources

Cargo Capacity Calculator **for estimating the volume each type of transport can carry.**

Flexport.org **for emissions tracking.**

Digitalization

THE FACT/DATA

Going digital is not only one of the DRC strategies 2025, but it also creates many co-benefits on sustainability. Digitalization is crucial in decarbonization, as it reduces paper consumption, enables remote work, and improves energy efficiency through smart technologies. However, its negative environmental impact must be carefully managed, as the production of digital devices relies on resource-intensive mining, data centers consume significant amounts of energy, and electronic waste mismanagement is a growing concern.

To maximize the benefits while minimizing the harm, DRC should adopt sustainable procurement of IT products, improve energy efficiency and maintenance in the usage phase, and ensure proper recycling and disposal of electronic equipment.

ACTIONS, TARGETS & INDICATORS

ACTIONS	TARGETS	INDICATORS
Reduce carbon intensity related to digital equipment Increase/ Maintain the long lifespan of IT and telecom equipment (5-6 years) and reduce the turnover rate Set environmental criteria for procurement, purchase easily reconditioned, repairable equipment, repair locally, and with eco-label, [24] and maintain equipment regularly	**Extend the lifespan** of IT equipment and maintain a minimum of 5 to 6 years Newly purchased IT equipment integrates sustainable procurement criteria: 60% by the end of 2026 and 100% by 2030	Average lifespan of IT and telecom equipment (in years) and turnover rate (% of equipment replaced within 2 years) Number of IT equipment integrated with sustainable procurement criteria
Make digital equipment and services more sustainable: Configure by default all IT equipment in **economy mode**, including printers Reduce the energy consumption of digital equipment (automatic shut-down)	All the newly installed IT equipment is set in economy mode by default by 2026	Number of IT equipment in the economy mode by default

Make printing efficient Buy recycled paper, opt for reconditioned toner and ink cartridges Set all printers to eco-mode Encourage staff to avoid printing and print on both sides and in black and white	Increase the use of recycled paper (80% by 2026) and reconditioned toner/ink cartridges by 50% by 2026 and 80% by 2030 Ensure 100% of office printers are set to eco-mode by 2025 Reduce the overall number of printed pages by 20% by 2025 and 50% by 2030 (move to digitalization)	% of paper and toner/ink cartridges purchased that are recycled or reconditioned % of printers set to eco-mode % reduction in total printed pages per year
Responsible waste management Ensure systematic recycling of **waste from electrical and electronic equipment (WEEE) or e-waste**	By 2026, one partner will be identified per office to recycle equipment that cannot be donated	Number of WEEE recycler identified
Favor suppliers with a take-back scheme	Increase the number of suppliers with the track-back program by 20% by 2026	Number of IT equipment been discarded without recycling, reusing, donation, repair / Total Number of total discarded IT equipment
Donate locally, no longer used but still functional IT equipment	Decrease discarded IT equipment without recycling, reusing, donation, repair by 20% by 2026, 50% by 2050	Number of IT equipment been discarded without recycling, reusing, donation, repair / Total Number of total discarded IT equipment

Tools, Guidelines, and Resources

Circular Laptops at Danish Refugee Council: **A Business Case**

Preliminary overview of companies specializing in reconditioned equipment: Reconditioned-IT-equipment_Example-sellers.pdf

DRC Green Procurement Catalogue-Procurement specification of IT products: **IT Product**

Waste Logie Map: WREC

Shared resources by Hulo: Information Page - Shared Resources - Hulo

The Logistics Cluster app: Mobile Application | Logistics Cluster Website

Greener DRC IT

Annex: Quick wins & Low-hanging fruits

Low-hanging fruits are the easy, quick actions you can take to start reducing carbon emissions right away. These actions don't require much time, money, or effort to implement but can still make a noticeable difference. Starting with these simple steps helps build momentum and shows that progress is possible, even with small changes.

PROCUREMENT

- Identify a pool of suppliers for selected high-impact or high-risk items to facilitate the implementation of environmentally sustainable alternatives and to build long-term relationships to have greater influence
- Inform suppliers about the organization's carbon strategy and invite them to work with sustainability
- Prioritize locally produced and more sustainable items
- Prefer items with reduced packaging, buy in bulk, and work with your suppliers to remove packaging that is not needed
- Identifying Needs: Before any procurement activity, ask yourself:
  - Could we reuse, repair, or refurbish existing items instead of buying new ones (e.g. laptops)?
  - Are there alternatives that could serve the same purpose but have a lower environmental impact?

ENERGY

- Set reminders to switch off or even unplug lighting and equipment when not needed. Use posters and "turn it off" stickers.
- Use passive measures in place effectively,
  - Pulling down window blinds first thing in the morning.
  - Use natural light, whenever possible
  - Avoid opening the windows when the air conditioning/heating is on
- Insulate your building's walls and roof using materials that are well-suited to the local climate and sourced locally whenever possible, rather than relying on imported products
- Redefine temperature standards in all facilities. Only switch on the AC during regular business hours and set to an optimum temperature
- Paint your roof white which is heat reflective and therefore also reduces heat-build up.

WASTE & REVERSE LOGISTICS

- Target waste at warehouses and distribution points with easy wins such as better waste sorting, basic recycling practices, and simple reverse logistics systems to return or reuse packaging and surplus materials.
- Reduce food waste through careful planning, donate leftovers when possible, and choose caterers who use reusable containers, cups, and cutlery—while also minimizing meat consumption to significantly lower carbon emissions
- Set printers per default to print double-sided and in black and white
- Place clearly labelled bins for paper, plastics, glass, and metals in convenient locations. Partner with local waste management and recycling providers to ensure proper handling (see WREC Mapping). Set up a waste management system to track, measure, and better understand your waste streams (refer to WREC SOP for guidance).

FLEET

- Turn off the motor when waiting for more than 30 seconds periods
- Shift to off-peak times to avoid idling in congestion
- Regularly check tire pressure
- Remove any extra weight and roof load

COMMUTE & BUSINESS TRAVEL

- Introduce teleworking days to reduce the need to commute
- Ease use of bicycles with adapted facilities: install secure and covered bicycle parking, provide basic bike maintenance kit at the office (pump, patches), helmets and bicycle parking.

DIGITALIZATION

- Organizations can encourage their staff to avoid printing
- Print on both sides and in black and white
- Set all printers to eco-mode
- Opting for smaller rather than larger screen

Footnotes

1. Danish Refugee Council - Climate Charter
2. Go Green - Climate and Environment in DRC
3. Sustainability in Supply Chain
4. Sustainability in Humanitarian Supply Chains | Logistics Cluster Website
5. Homepage | GHG Protocol
6. Together we are Stronger - Hulo
7. HELP Logistics | Kühne Foundation - HELP Logistics
8. Center for Humanitarian Logistics and Regional Development (CHORD) · KLU
9. Homepage | GHG Protocol
10. Upstream and downstream emissions, explained | Normative
11. DEFRA – Department for Environment, Food & Rural Affairs (UK); IEA – International Energy Agency; US EPA – United States Environmental Protection Agency
12. Joint Initiative - Work on Packaging Sustainability Criteria | Logistics Cluster Website
13. REact
14. Electricity generation from fossil fuels, 2023
15. REact
16. DRC Global inventory report - Dec 2023 - 2024
17. Consult the Webinar: How to set up your preventative maintenance schedule
18. Consult the Webinar: How to reduce vehicle emissions by managing your tyres
19. Consult the WREC Waste management (WM) facilities mapping to identify WM facilities in your country of operation
20. Consult the Webinar Waste Management | Annual Conference 2023
21. Consult the Hazardous waste booklet
22. Consult the ICRC: Garage Waste Management SOP | Sector Examples
23. (ammonia or green hydrogen for maritime transport; compressed natural gas (CNG), liquefied petroleum gas (LPG), or biodiesel for vehicles.) Consult the ICRC: Garage Waste Management SOP | Sector Examples
24. e.g. EU ecolabel, Blue Angel, TCO, Energy Star, EPEAT